

**METROPOLITAN WASHINGTON
COUNCIL OF GOVERNMENTS**

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD**

FY 2006

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

DRAFT

February 4, 2005

The preparation of this program was financially aided through grants from the District of Columbia Department of Transportation; Maryland Department of Transportation; Virginia Department of Transportation; U.S. Department of Transportation, Federal Highway Administration; and the U.S. Department of Transportation, Federal Transit Administration, under the Federal Transit Act.

TABLE OF CONTENTS

1. INTRODUCTION	
Purpose	1-1
Responsibilities for Transportation Planning	1-2
Total Proposed Funding by Federal Source	1-7
2. PROPOSED FY 2006 TPB WORK PROGRAM AND BUDGET	2-1
Program Structure and Work Item Budgets	2-1
I. PLANS, PROGRAMS AND COORDINATION	2-9
II. FORECASTING APPLICATIONS	2-27
III. DEVELOPMENT OF NETWORKS/ MODELS	2-33
IV. TRAVEL MONITORING	2-39
V. TECHNICAL ASSISTANCE	2-45
DISTRICT OF COLUMBIA	2-45
MARYLAND	2-46
VIRGINIA	2-49
WMATA	2-50
VI. CONTINUOUS AIRPORT SYSTEMS PLANNING PROGRAM	2-51
3. PROPOSED FY 2006 STATE TRANSPORTATION AGENCY STATE PLANNING AND RESEARCH PROGRAMS (SPR)	3-1
DISTRICT OF COLUMBIA	3-3
MARYLAND	3-6
VIRGINIA	3-9

LIST OF TABLES

1.	FY 2006 FUNDING BY FEDERAL STATE AND LOCAL SOURCES	1-13
2.	TPB FY 2006 PROGRAM BY FUNDING SOURCES	2-5
3.	TPB FY 2006 BUDGET AND WORK PROGRAM BY EXPENDITURE CATEGORY	2-6

LIST OF FIGURES

1.	ORGANIZATIONS REPRESENTED ON THE TPB AND/OR ITS TECHNICAL COMMITTEES	1-4
2.	MEMBERSHIP OF THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD	1-5
3.	TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES	1-6
3.	2005 TRANSPORTATION AND AIR QUALITY PLANNING ACTIVITIES WITHIN THE WASHINGTON METROPOLITAN AREA	1-8
5.	HOW FY 2006 UPWP WORK ITEMS ARE RELATED	2-3
6.	TPB COMMITTEE STRUCTURE AND FY 2006 WORK ACTIVITY OVERSIGHT	2-7
7.	CORDON COUNT/HOV MONITORING AND CONGESTION MONITORING SCHEDULES	2-40

1. INTRODUCTION

Purpose

The **FY 2006 Unified Planning Work Program (UPWP) for Transportation Planning for the Washington Metropolitan Region** incorporates in one document all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2005 through June 30, 2006. The UPWP provides a mechanism for the coordination of transportation planning activities in the region, and is required as a basis and condition for all federal funding assistance for transportation planning by the joint planning regulations of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

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

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

The Transportation Equity Act for 21st Century (TEA-21), which became law on June 9, 1998, reaffirms the structure of the metropolitan planning process, and increases federal financial support for it. Most of the modifications to the process are aimed at streamlining and strengthening the provisions included in ISTEA in 1991. The National Capital Region Transportation Planning Board (TPB) has developed this work program to address the final regulations regarding metropolitan planning and the requirements in TEA-21.

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

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

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

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

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

Responsibilities for Transportation Planning

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

The TPB is composed of representatives from the 19 cities and counties, including the District of Columbia, that are members of the Metropolitan Washington Council of Governments(COG), the City of Manassas, the St. Charles Urbanized Area of Charles

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

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

Policy coordination of regional highway, transit, bicycle, pedestrian and intermodal planning is the responsibility of the TPB. This coordinated planning is supported by the state transportation agencies (STAs), 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
Fairfax County	Commission
Loudoun County	Northern Virginia Transportation
Prince William County	Commission
City of Alexandria	Virginia Department of Transportation
City of Fairfax	Virginia Department of Rail and Public
City of Falls Church	Transportation
City of Manassas	Virginia Department of Aviation
City of Manassas Park	Virginia General Assembly
	Potomac and Rappahannock
	Transportation Commission

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
City of Bowie	Planning Commission
City of College Park	Maryland Department of Transportation
City of Frederick	Maryland General Assembly
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	National Capital Planning Commission
Authority	National Park Service
Metropolitan Washington Airports	Private Transportation Service Providers
Authority	
Federal Highway Administration	
Federal Transit Administration	

Figure 2
Membership of the
National Capital Region
Transportation Planning Board

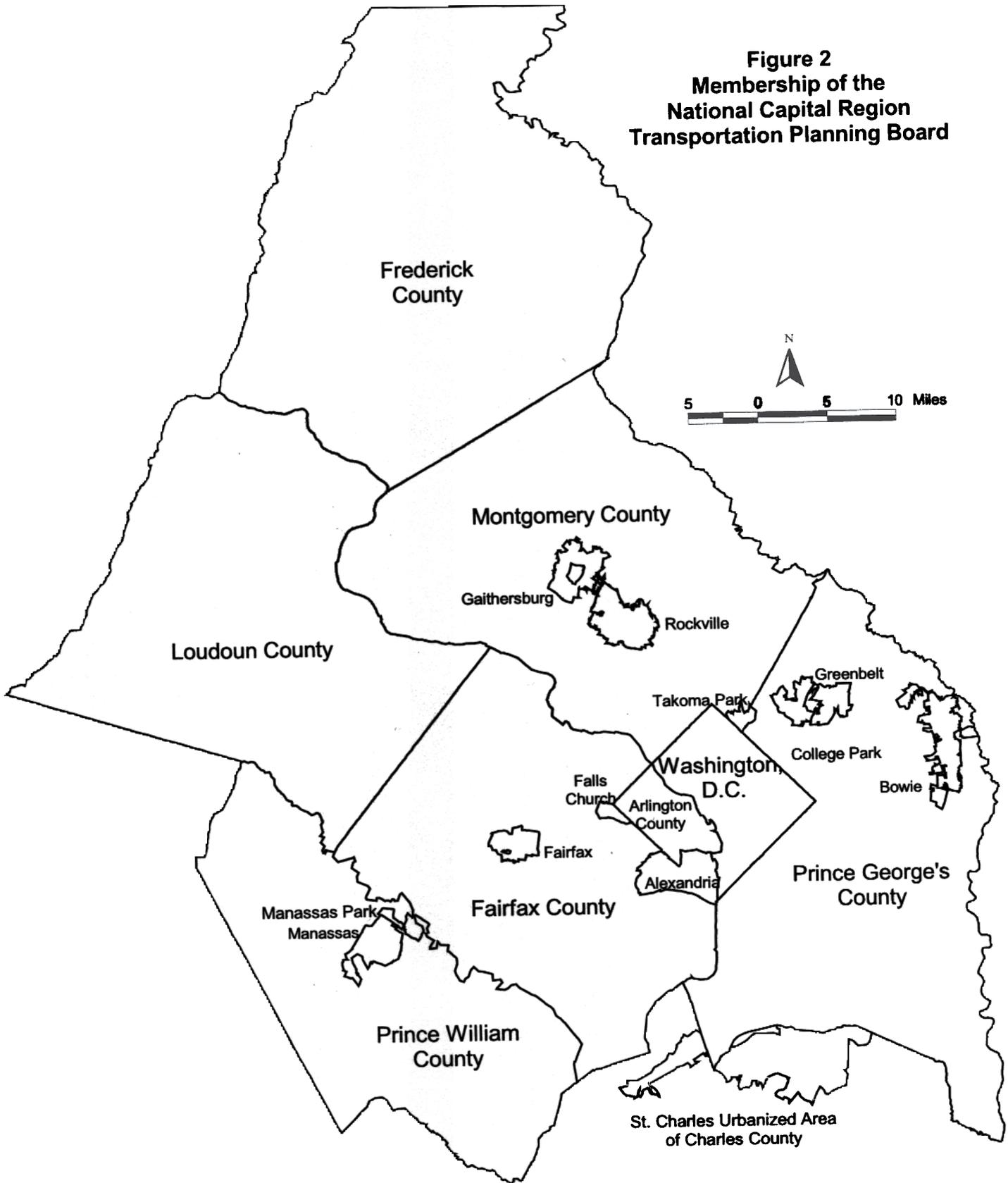


Figure 3

TRANSPORTATION PLANNING AND PROGRAMMING RESPONSIBILITIES

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

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

During FY 2005, the regional planning priority will be to complete the Regional Mobility and Accessibility Study of integrated land use and transportation scenarios and to address the remaining challenges from the TPB vision. The TPB technical planning procedures will also continued to be strengthened to address the provisions of TEA-21. In addition to these activities directly involving the TPB, a number of corridor studies and other planning studies are underway throughout the region (see Figure 4).

Total Proposed Funding by Federal Source for FY 2005

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 slightly lower than those for FY 2005. The FY 2005 Basic Program funding level in Table 1 under the "FTA Section 5303" column has decreased about 5 percent from the FY 2004 level, and funding under the "FHWA Section 112" column has decreased about 3 percent from FY 2004. The total budget for the Basic Program is about 2.5 percent less than the FY 2004 total.

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

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule</u>	<u>Products</u>
Regional			
Regional Mobility and Accessibility Study	TPB	2006	Report
2005 Update of Long-Range Transportation Plan	TPB, state DOTs, WMATA, local govts.	2005	CLRP
Woodrow Wilson Bridge Congestion Management	VDOT, MDOT, DDOT WMATA, federal agencies local governments	on-going	Program
Regional Mobility Initiative	WMATA	2005	Plans
Strategic Alliances and Risk Assessment Study	WMATA	2005	Report
ITS Architecture Update	WMATA	2005	Report
Virginia			
TO BE REVISED			
I-66 Location/ Environmental Study	VDOT, VDRPT, local govts, regional and federal agencies	2005	NEPA Document
Capital Beltway EIS	VDOT, VDRPT	2004	NEPA Document
I-95/I-395/I-495 Interchange Congestion Management Program	VDOT, VDRPT, NOVA Counties, WMATA, PRTC, NVTC, TPB	on-going	Program
Tri-County Parkway	VDOT, Federal agencies Local Govts	2004	NEPA doc
US 1 Location Study	VDOT, Local Govts	2004	EA

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

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule & Products</u>	
Dulles Corridor Rail	WMATA	2004	EIS
Columbia Pike Alternatives Analysis	WMATA	2005	Report
Route 1-Richmond Highway Feasibility Study	WMATA	2004	Report
Maryland			
Capital Beltway Study	MDOT, VDOT, Montgomery & Prince George's Counties	2006	DEIS
I-270 Multi-Modal Corridor Study	MDOT/SHA, Montgomery & Frederick Counties	2007	PE/FEIS
Corridor Cities Corridor Study	MDOT/MTA	2007	PE/FEIS
Bi-County Transitway Study (Bethesda to Silver Spring/ Silver Spring to New Carrollton)	MDOT/MTA	2006	AA/DEIS
MD 5 Managed Lanes Study(I-495 to US 301)	MDOT/SHA	2007	DEIS
US 301 Southern Corridor Transportation Study (US 301from T.B. to south of La Plata)	MDOT/SHA	2007	DEIS
Inter-County Connector Study	MDOT/SHA/MDTA, Montgomery and Prince George's Counties	2005	FEIS

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

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule & Products</u>	
District of Columbia	TO BE REVISED		
Anacostia Riverwalk Trail Demonstration Project	DDOT, FHWA,OP	2004	Demo Trail Construction
Theodore Roosevelt Memorial Bridge Study	DDOT/FHWA	2004	Report
14th Street Bridge Feasibility Study	FHWA, DDOT, VDOT	2004	EA
Metropolitan Branch Bicycle and Pedestrian Right-of-Way Study	DDOT	2004	Report
Alternative to Barney Circle Freeway/Anacostia Middle Crossing Study	DDOT	2004	Report
Baltimore/Washington MAGLEV Deployment	DDOT, MDOT	2004	EIS
Pennsylvania Avenue Traffic Mitigation Study/Downtown Congestion Study	DDOT	2004	Report
DC Multi-Corridor Alternatives Analysis	WMATA	2004`	Plan
Bicycle Plan Update	DDOT	2004	Plan
Transportation Vision Plan Update	DDOT	2004	Report
ITC/New York Avenue Study	DDOT	2004	Report

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

<u>Name</u>	<u>Primary Agencies</u>	<u>Schedule & Products</u>	
-------------	-------------------------	--------------------------------	--

L'Enfant Promenade

DRAFT

Design Study	EFLHD-FHWA ,DDOT	2004	Report & EA
Tour Bus Study	NCPC/DDOT	2004	Report
Truck Freight Study	USDOT/DDOT	2004	Report
Assessment of Efficiency in Parking Pricing and Procedures	DDOT	2004	Report
Whitehurst Freeway/Theodore Roosevelt Bridge/M Street/Lower K Street Renewal and Environmental Study	DDOT	2004	Report
K Street Busway Study	WMATA	2004	Report
Neighborhood Transportation Planning Studies	DDOT	2004	Studies
Traffic Calming Studies	DDOT	2004	Reports
Streetscape Studies	DDOT	2004	Reports
Parking Studies	DDOT	2004	Reports

blank

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

	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 2006	393,700	1,217,600		1,611,300
UNOBLIGATED FY 2004	37,000	118,400		155,400
SUBTOTAL	430,700	1,336,000		1,766,700
ALLOTMENTS PROVIDED BY MDOT				
NEW FY 2006	695,700	2,353,400		3,049,100
UNOBLIGATED FY 2004	56,800	161,300		218,100
SUBTOTAL	752,500	2,514,700		3,267,200
ALLOTMENTS PROVIDED BY VDOT				
NEW FY 2006	596,100	1,776,200		2,372,300
UNOBLIGATED FY 2004	48,700	106,100		154,800
SUBTOTAL	644,800	1,882,300		2,527,100
TPB BASIC PROGRAM				
TOTAL NEW FY 2006	1,685,500	5,347,200		7,032,700
TOTAL UNOBLIGATED FY 2004	142,500	385,800		528,300
SUBTOTAL	1,828,000	5,733,000		7,561,000
TOTAL BASIC PROGRAM	1,828,000	5,733,000		7,561,000
GRAND TOTAL	1,828,000	5,733,000	0	7,561,000

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

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

blank

2. PROPOSED FY 2006 TPB WORK PROGRAM AND BUDGET

Program Structure and Work Item Budgets

The FY 2006 work Program comprises six major work activities and follows the same structure as the FY 2005 program. The tasks to be completed under each of the work activities are described in the following sections. The staff of the COG/TPB Department of Transportation Planning will carry out these activities, with the assistance of staff in other COG departments and supplementary consultant support.

The work program has been structured to clearly identify the specific work products to be developed, the linkages between them, and the TPB entity responsible for oversight of the products. The relationship and interactions of the six major work activities are shown in Figure 5 on page 2-3.

The first major activity, **Policy Products (I)** includes the preparation of the policy and planning products necessary for conducting an effective transportation planning process for the region. The UPWP, the transportation improvement program (TIP) and the financially-constrained long-range plan (CLRP) are also required by federal law and regulations. As shown in the figure, the CLRP also includes specific activities such as the regional congestion management system (CMS), regional management, operations and emergency preparedness, the financial plan and the bicycle and pedestrian program. Public participation applies to all of the policy products. Access to Jobs planning addresses the TEA-21 requirement for regional coordination of non-emergency transportation services and job access planning.

The second major activity, **Technical Products (II)** includes forecasting applications such as air quality conformity and regional studies to provide the substantive inputs for the policy products. As shown in the figure, **Methods (III)**, such as the development of networks and travel demand models, interact with **Data (IV)**, which provides empirical travel information from congestion monitoring and survey and analysis activities. Both products and methods activities provide input for the technical products.

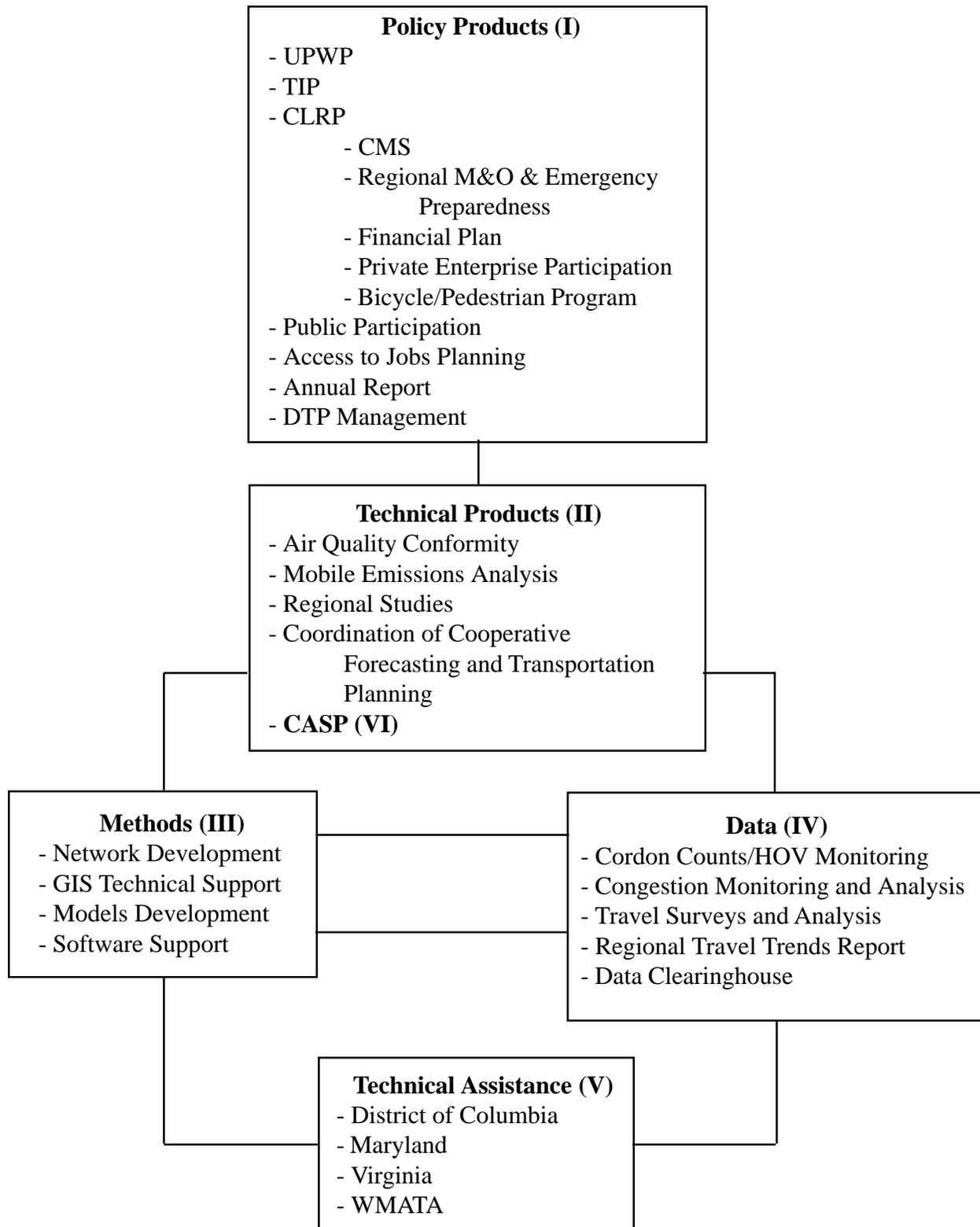
The **Technical Assistance (V)** activity responds to requests for applying methods and data from state and local governments and transit operating agencies. **Continuous Airport System Planning (CASP) (VI)** is a technical product that also utilizes the methods and data work activities for airport and airport-serving facilities in the region.

The proposed budget levels by funding source, which include FTA and FHWA funds together with state and local match, are shown in Table 2 on page 2-5. The TPB committee or subcommittee responsible for the specific work activities listed in Table 2 are shown in Figure 6 on page 2-7. A detailed breakdown of staffing and other budgetary requirements is provided in Table 3 on page 2-6.

Funding for the TPB Basic Work Program is about the same as the FY 2005 level, and the FY 2006 UPWP continues the work activities in the FY 2005 UPWP. The structure and content of this work program are summarized as follows:

- **Under Category I (Plans, Programs and Coordination)**, all of the activities have been conducted on an annual basis in previous years.
- **Under Category II (Forecasting Applications)**, activities relating to Air Quality Conformity (item II.A), Mobile Emissions Analysis (item II.B), and Coordination of Cooperative Forecasting and Transportation Planning (item II.D) have been conducted on an annual basis in previous years. Regional Studies (item II.C), is an activity in response to the TPB action on November 15, 2000.
- **Under Category III (Development of Networks/Models)**, all of the activities have been conducted on an annual basis in previous years.
- **Under Category IV (Travel Monitoring)**, all of the activities have been conducted on an annual basis in previous years.
- **Category V relating to Technical Assistance and Continuous Airport System Planning (CASP)** represent the continuation of activities that are conducted each year.

Figure 5
How FY2006 UPWP Work Items are Related



Blank for back of figure 5

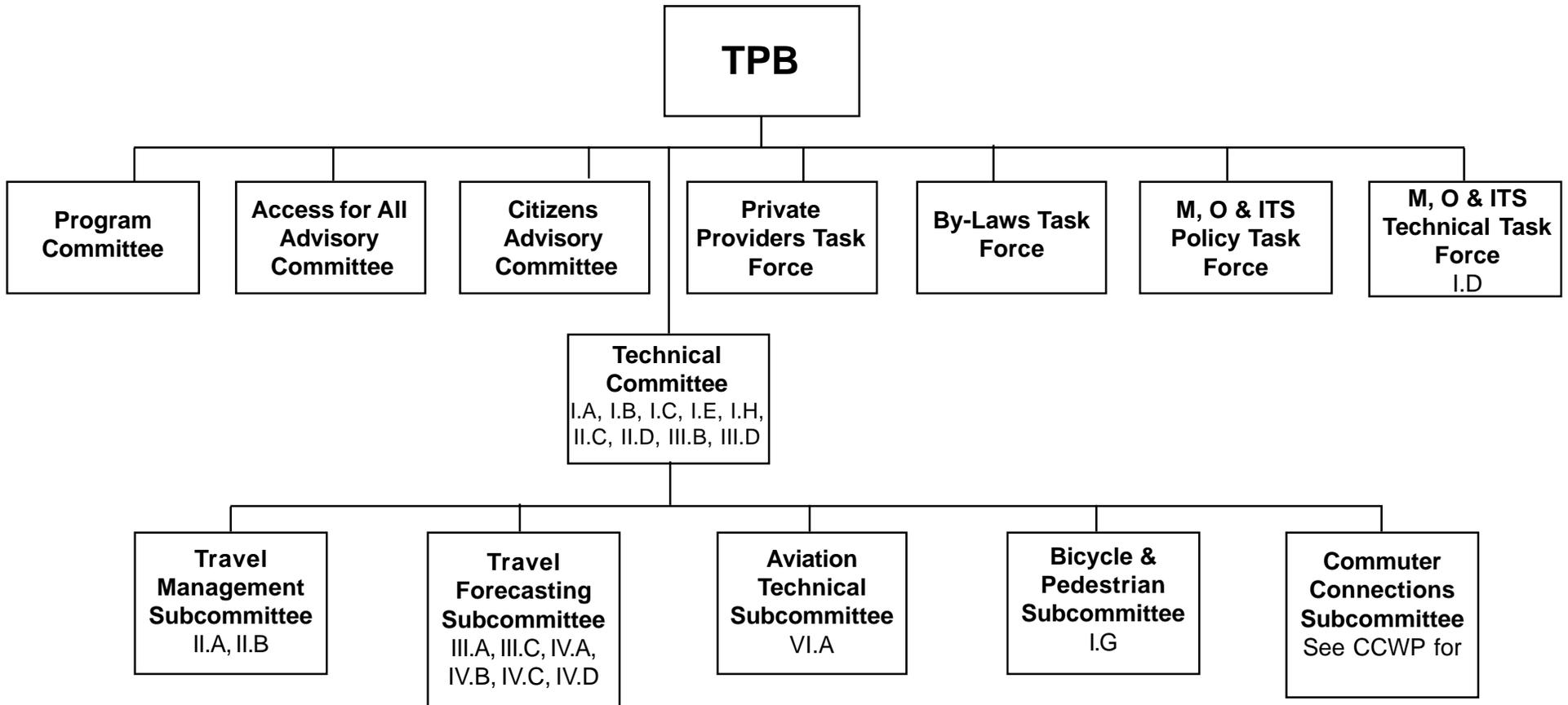
DRAFT
TABLE 2
TPB FY 2006 WORK PROGRAM BY FUNDING SOURCES

WORK ACTIVITY	TOTAL COST	FTA/STATE/ LOCAL	FHWA/STATE/ LOCAL	OTHER FUND
I. PLANS, PROGRAMS AND COORDINATION				
A. Unified Planning Work Program (UPWP)	68,000	16,440	51,560	
B. Transp Improvement Program (TIP)	145,800	35,250	110,550	
C. Constrained Long-Range Plan	389,900	94,265	295,635	
D. Operations, Coordination/Emergency Preparedness	348,900	84,352	264,548	
E. Financial Plan	52,300	12,644	39,656	
F. Private Enterprise Participation	17,600	17,600		
G. Bicycle and Pedestrian Program	62,000	14,990	47,010	
H. Access to Jobs Planning	51,000	12,330	38,670	
I. Public Participation	171,300	41,415	129,885	
J. Annual Report	77,000	18,616	58,384	
K. DTP Management	434,500	105,048	329,452	
Subtotal	1,818,300	452,950	1,365,350	
II. FORECASTING APPLICATIONS				
A. Air Quality Conformity	361,100	87,302	273,798	
B. Mobile Emissions Analysis	402,200	97,239	304,961	
C. Regional Studies	610,500	147,599	462,901	
D. Coord Coop Forecasting & Transp Planning	355,400	85,924	269,476	
Subtotal	1,729,200	418,063	1,311,137	
III. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	627,500	151,709	475,791	
B. GIS Technical Support	444,400	107,441	336,959	
C. Models Development	649,000	156,907	492,093	
D. Software Support	122,200	29,544	92,656	
Subtotal	1,843,100	445,601	1,397,499	
IV. TRAVEL MONITORING				
A. Cordon Counts	367,500	88,849	278,651	
B. Congestion Monitoring and Analysis	401,100	96,973	304,127	
C. Travel Surveys and Analysis				
Household Travel Survey	50,700	12,258	38,442	
Regional Travel Trends Report	144,400	34,911	109,489	
D. Regional Trans Data Clearinghouse	122,500	29,616	92,884	
Subtotal	1,086,200	262,607	823,593	
Core Program Total (I to IV)	6,476,800	1,579,221	4,897,579	
V. TECHNICAL ASSISTANCE				
A. District of Columbia	217,500	26,112	191,388	
B. Maryland	411,600	49,414	362,186	
C. Virginia	320,300	38,453	281,847	
D. WMATA	134,800	134,800		
Subtotal	1,084,200	248,779	835,421	
Total, Basic Program	7,561,000	1,828,000	5,733,000	
VI. CONTINUOUS AIRPORT SYSTEM PLANNING - CASP				
		-	-	
		-	-	
Subtotal	0	-	-	0
GRAND TOTAL	7,561,000	1,828,000	5,733,000	0

DRAFT
TABLE 3

WORK ACTIVITY	DIRECT SALARIES DTP STAFF	DIRECT SALARIES OTHER COG STAFF	M & A 27%	LEAVE BENEFITS 18%	FRINGE BENEFITS 16%	INDIRECT COSTS 42%	DATA & PC COSTS	CONSULTANT	DIRECT COSTS	TOTAL
I. PLANS, PROGRAMS AND COORDINATION										
A. Unified Planning Work Program	25,883	206	7,044	5,964	6,255	19,048	100	0	3,500	68,000
B. Transportation Improvement Program	53,086	2,859	15,105	12,789	13,414	40,846	200	0	7,500	145,800
C. Constrained Long-Range Plan	137,232	17,741	41,843	35,427	37,159	113,149	1,250	0	6,100	389,900
D. Operation, Coordination/Emergency Preparedness	127,734	12,716	37,922	32,107	33,677	102,545	150	0	2,050	348,900
E. Financial Plan	19,775	1,311	5,693	4,820	5,056	15,395	100	0	150	52,300
F. Private Enterprise Participation	6,884	206	1,914	1,621	1,700	5,176	100	0	0	17,600
G. Bicycle and Pedestrian Program	24,127	544	6,661	5,640	5,915	18,013	100	0	1,000	62,000
H. Access to Jobs Planning	2,160	18,500	5,578	4,723	4,954	15,085	0	0	0	51,000
I. Public Participation	50,285	920	13,825	11,706	12,278	37,386	100	30,000	14,800	171,300
J. Annual Report	20,964	0	5,660	4,792	5,027	15,306	100	0	25,150	77,000
K. DTP Management	81,189	15,631	26,141	22,133	23,215	70,690	0	0	195,500	434,500
Subtotal	549,319	70,633	167,387	141,721	148,650	452,639	2,200	30,000	255,750	1,818,300
II. FORECASTING APPLICATIONS										
A. Air Quality Conformity	113,616	21,171	36,392	30,812	32,319	98,410	15,080	0	13,300	361,100
B. Mobile Emissions Analysis	123,269	20,797	38,898	32,934	34,544	105,185	11,730	20,000	14,843	402,200
C. Regional Studies	210,293	25,000	63,529	53,788	56,418	171,792	15,080	12,000	2,600	610,500
D. Coord Coop Forecasting and Transp Png	116,457	25,289	38,272	32,403	33,987	103,492	5,500	0	0	355,400
Subtotal	563,636	92,257	177,091	149,937	157,267	478,879	47,390	32,000	30,743	1,729,200
III. DEVELOPMENT OF NETWRKS/MODELS										
A. Network Development	245,225	0	66,211	56,058	58,799	179,043	19,163	0	3,000	627,500
B. GIS Technical Support	150,780	0	40,711	34,468	36,153	110,087	49,500	0	22,700	444,400
C. Models Development	239,867	0	64,764	54,833	57,514	175,131	25,491	25,000	6,400	649,000
D. Software Support	45,853	0	12,380	10,482	10,995	33,478	4,747	0	4,264	122,200
Subtotal	681,725	0	184,066	155,842	163,461	497,740	98,901	25,000	36,364	1,843,100
IV. TRAVEL MONITORING										
A. Cordon Counts	93,487	0	25,242	21,371	22,416	68,257	10,000	0	126,727	367,500
B. Congestion Monitoring and Analysis	127,088	0	34,314	29,052	30,473	92,789	15,935	50,000	21,450	401,100
C. Travel Surveys and Analysis	69,070	0	18,649	15,790	16,561	50,430	6,500	0	18,100	195,100
D. Regional Trans Data Clearinghouse	41,321	0	11,157	9,446	9,908	30,169	15,500	0	5,000	122,500
Subtotal	330,966	0	89,361	75,659	79,358	241,644	47,935	50,000	171,277	1,086,200
Core Program Total (I to IV)	2,125,647	162,890	617,905	523,160	548,736	1,670,902	196,426	137,000	494,134	6,476,800
V. TECHNICAL ASSISTANCE										
A. District of Columbia	86,166	0	23,265	19,698	20,661	62,911	2,500	0	2,300	217,500
B. Maryland	164,311	0	44,364	37,561	39,398	119,966	5,296	0	704	411,600
C. Virginia	75,791	0	20,464	17,326	18,173	55,336	2,000	65,000	66,210	320,300
D. WMATA	13,338	0	3,601	3,049	3,198	9,738	0	101,675	200	134,800
Subtotal	339,606	0	91,694	77,634	81,429	247,952	9,796	166,675	69,414	1,084,200
BASIC PROGRAM TOTAL	2,465,253	162,890	709,599	600,793	630,166	1,918,854	206,222	303,675	563,548	7,561,000

Figure 6
**TPB Committee Structure
 and FY2006 Work Activity Oversight**



2-7

Name
 Work Activities as Designated in the FY2006 UPWP

blank for back of figure 6

I. PLANS, PROGRAMS AND COORDINATION

A. THE UNIFIED PLANNING WORK PROGRAM (UPWP)

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

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and the Clean Air Act Amendments of 1990 (CAAA) created a number of planning requirements. On October 28, 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) issued final regulations regarding metropolitan planning. The Transportation Equity Act for the 21st Century (TEA-21), which became law on June 9, 1998, streamlined and strengthened the planning process. The final regulations regarding metropolitan planning and the requirements in TEA-21 are addressed in this document. In 1994, the TPB developed and adopted the first financially-constrained Long Range Transportation Plan for the National Capital Region (CLRP) as required by the final regulations. In July 1997, the first three-year update of the CLRP was approved by the TPB, the second update was approved in October 2000, and the third update was approved in December 2003. The fourth update is scheduled to be approved in fall of 2006.

The Environmental Protection Agency (EPA) issued regulations on November 24, 1993, followed with a succession of guidance documents, and on July 1, 2004 published the 8-hour ozone standard conformity guidance, which taken together provide criteria and procedures for determining air quality conformity of transportation plans, programs and projects funded or approved by the FHWA and FTA. These conformity requirements are addressed in this document. Under these regulations, the State Implementation Plans (SIP) for improving air quality for the region must be adopted by the states and submitted to EPA by specified dates.

The FY 2006 UPWP defined by this document details the planning activities to be accomplished between July 2005 and June 2006 to address the annual planning requirements such as preparing the Transportation Improvement Program, addressing federal environmental justice requirements, and assessing Air Quality Conformity. It describes the tasks required to meet approval dates for the region's SIPs, and outlines the activities for the subsequent years.

In addition, this document describes the integration of program activities and responsibilities of the TPB Technical Committee and its subcommittees for various aspects of the work program. It provides an overview of the regional planning priorities

and describes the major transportation planning and air quality planning studies being conducted throughout the region over the next two years. It also describes the planning roles, responsibilities and procedures, as required by the final regulations, involving the TPB and the states, the publicly owned operators of mass transit services, the state air quality agencies, and another MPO to the south of the Washington metropolitan region.

During FY 2006 certain amendments may be necessary to reflect changes in planning priorities and inclusion of new planning projects. Under this task, Department of Transportation Planning (DTP) staff will identify and detail such amendments for consideration by the TPB as appropriate during the year.

In the second half of FY 2006, staff will prepare the FY 2007 UPWP. The document will incorporate suggestions from the federal funding agencies, state transportation agencies, transit operating agencies, local governments participating in TPB, and the public through the TPB's public involvement process. The new UPWP will be presented in outline to the TPB Technical Committee and the TPB in January 2006, as a draft to the Technical Committee in February 2006 and as a final document for adoption by the Technical Committee and the TPB in March 2006. The approved UPWP will be printed, distributed to the TPB, and made available to the public.

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

Oversight:	Technical Committee
Cost Estimate:	\$68,000
Products:	UPWP for FY 2007, amendments to FY 2006 UPWP, monthly progress reports and state invoice information, federal grant materials
Schedule:	Draft: February 2006 Final: March 2006

B. THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

As required under the final planning regulations, the Transportation Improvement Program (TIP) for the Metropolitan Washington Area is a six year program of highway, transit, bicycle and pedestrian, congestion mitigation/air quality, safety and transportation enhancement projects. The TIP is updated each year and must be approved by the TPB and the governors of Maryland and Virginia and the mayor of the District of Columbia. The TIP is required as a condition for all federal funding assistance for transportation improvements within the Washington Metropolitan Statistical Area.

The new TIP will include all projects to be carried out within two 3-year periods,

beginning with FY 2007-09 and then followed by FY 2010-12. Projects for funding and implementation in the first year of the program are placed in the annual element.

TIP documentation will describe major projects from the previous TIP that were implemented and identify significant delays in the implementation of major projects. The air quality conformity report will describe progress in implementing transportation emission reduction measures (TERMs) required for improving air quality.

Citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, freight shippers, users of public transit, and all other interested parties will be given an opportunity to review and comment on the proposed TIP as described under the TPB's adopted public involvement process. To facilitate public review, the TIP and CLRP inputs and project descriptions will be accessible electronically through the Internet. The database application for TIP project data, CLRP projects, and air quality conformity data will continue to be improved to facilitate reviewing the TIP and CLRP information. Interactive means of sharing the information in the TIP and CLRP such as querying capabilities and specialized maps or graphs will be available.

The TIP Schedule and Project Selection

The FY 2006-11 TIP is scheduled to be adopted by the TPB in September 2005. In December 2005, TPB will issue a solicitation document requesting project or action input for the new TIP. Draft versions of the TIP will be prepared for review by the TPB Technical Committee, the TPB, and the public between June and September. This TIP will be prepared with the assistance of and in cooperation with the transportation implementing agencies in the region, including the state departments of transportation, the District of Columbia Department of Transportation, the National Park Service, the Washington Metropolitan Area Transit Authority (WMATA) and other public transit operators, and local government agencies.

The TPB will select in consultation with the states all transit, highway, congestion mitigation/air quality, and safety and enhancement projects (excluding those on the National Highway System (NHS) or the Bridge and Interstate Maintenance programs) undertaken within the Washington Transportation Management Area (TMA). The states will select in cooperation with the TPB all projects on the NHS or funded under the Bridge and Interstate Maintenance programs undertaken within the Washington TMA.

Projects included in the TIP will be reviewed for consistency with the policies and facilities delineated in the adopted financially-constrained Long Range Transportation Plan (CLRP) for the region. Only projects, or phases of projects, that have full funding anticipated to be available within the time period contemplated for completion are included in the TIP. As described under Task I.F, a financial plan will be prepared to demonstrate how the TIP can be implemented, and indicate the sources of public, private and innovative funding.

During the year certain amendments may be needed in the FY 2006-11 TIP to reflect changes in priorities or the introduction of new project elements. Such amendments will be identified and detailed for consideration by the TPB as appropriate during the fiscal year.

Annual Listing of TIP Projects that Have Federal Funding Obligated

TEA-21 requires that the TPB must publish or otherwise make available an annual listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. With the assistance of and in cooperation with the transportation implementing agencies in the region, TPB will prepare a listing of projects for which federal funds have been obligated in FY 2005.

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

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP)

The Financially Constrained Long-Range Transportation Plan (CLRP), under the final planning regulations must be updated at least every three years, and also is updated annually (sometimes more frequently) with amendments. These amendments adjust the phasing or other aspects of some of the projects or actions in the plan, include new projects with identified new funding sources, or change specific projects as new information on them became available. Updates that occur every three years include a financial analysis of transportation revenues expected to be available. The first three-year update was adopted by the TPB in September of 1994. Subsequent three-year updates were adopted by the TPB in July 1997, October 2000 and December 2003. These updates are documented in published reports and are summarized in the 1995, 1997 and 2001, and 2004 Region magazines.

The Transportation Vision, which was adopted by the TPB in October 1998, contains a vision statement, long-range goals, objectives, and strategies to guide transportation planning and implementation in the region. It addresses the seven planning factors in TEA-21. The Vision is the TPB Policy Element of the CLRP.

The 2005 CLRP

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

The 2006 Update of the CLRP

In December 2005, TPB will issue a solicitation document requesting project or action input for the 2006 CLRP, a three-year update. Public-friendly materials on the 2006 CLRP, such as a brochure, will be developed in the Spring of 2006. The brochure will include maps, major project descriptions, and analysis from the previous year's CLRP. The purpose of the brochure would be to make recent information on the current plan more accessible to facilitate public comments on the update to the plan. Draft versions of the CLRP, such as a brochure or other materials, will be prepared for review by the TPB Technical Committee, the TPB, and the public between March and September 2006.

Documentation of the CLRP

The CLRP will be documented. Information will describe how the plan addresses the TPB Vision goals, objectives and strategies. Maps and descriptions of major projects will be included. The relationship of the transportation strategies and improvements and the development framework as depicted in the regional activity centers map will be described. A regional job accessibility analysis will be reviewed and impacts on low-income and minority populations described. It will also present the forecasted travel demand and transportation system performance impacts.

To facilitate public access to the document, it will be placed on the TPB web page. In addition, the project descriptions with informative maps and graphics from the plan will be accessible through the Internet.

|

The Congestion Management System Element

The Congestion Management System (CMS) is an integral part of the transportation planning process in the region and is an element of the CLRP. The CMS element of the CLRP provides information on transportation system performance, usage, and efficiency, and provides information on the potential impact of proposed strategies to alleviate congestion. In October 1997, as required by federal regulations, the CMS for the Washington metropolitan area was fully operational. In FY 1998, a CMS component was added to the CLRP and TIP project submission forms to document that serious consideration has been given to strategies that provide the most efficient and effective use of existing and future transportation facilities, including alternatives to highway capacity increases for single-occupant vehicles (SOVs).

In FY2003, the CMS element of the CLRP document was updated with current information on congestion management strategies that have been considered or implemented. In FY2006, the CMS element will be updated with current information on the transportation system's performance. Regional travel trends will be described to depict changes in travel patterns and key indicators over time. This travel trend information will be based upon the transportation system conditions and travel data developed under work item IV.B. Congestion Monitoring and Analysis. Improvements to the congestion management system documentation process and submission forms for the CLRP and TIP will be undertaken on as appropriate.

To ensure coordination and compatibility between the CLRP and other long-range transportation planning activities throughout the region, senior staff will participate in relevant state-level long-range planning and CMS activities and studies.

Oversight:	Technical Committee; Travel Management Subcommittee (CMS element)
Cost Estimate:	\$389,900
Products:	Documentation of 2005 CLRP and materials on 2006 Update of the CLRP, improved web site versions of maps and related materials
Schedule:	2005 documentation December 2005 materials on 2006 Update June 2006

D. TRANSPORTATION OPERATIONS COORDINATION AND EMERGENCY PREPAREDNESS PLANNING

Management, operations, and emergency preparedness considerations are key elements in the overall design of the region's transportation systems, and must be reflected in the metropolitan transportation planning process. The federal TEA-21 legislation included a planning factor that requires statewide and regional transportation plans to "Promote efficient system management and operation". 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, severe weather, or major disasters or emergencies.

Under this work task, TPB will provide opportunities for coordination and collaborative enhancement of transportation technology and operations in the region, advised by its Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces. Major topics to be addressed include the following:

- *Regional Transportation Operations Coordination Planning:* Support efforts to facilitate strengthening of regional coordination and communications among transportation agencies for collaboration on everyday transportation conditions, major regional transportation incidents, and preparedness for regional emergencies, including technical, procedural, and organizational aspects.
- *ITS Architecture:* Maintain the regional ITS architecture in accordance with federal law and regulations; help provide coordination of the use of the regional ITS architecture as guidance to regional MOITS project implementation.
- *Traffic Signals:* Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities.
- *Traveler Information:* Coordinate enhancement of the collection, processing, and delivery of real-time roadway and transit condition information, including potential regional “511” telephone information systems.
- *Safety:* Examine safety issues in relationship to MOITS.
- *Performance Measure Development:* Continue development and refinement of performance measures, costs, benefits, and evaluation information for a MOITS orientation for regional transportation planning.
- *Member Agency Activities:* Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies.
- *National issues:* Monitor national emerging MOITS activities for potential application in the region.

Oversight: TPB MOITS Policy and Technical Task Forces

Cost Estimate: \$348,900

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

Schedule: Monthly

E. FINANCIAL PLAN

As required under federal planning regulations, both the TIP and the financially-constrained long-range transportation plan (CLRP) for the Washington region must

have a financial plan that demonstrates how they can be implemented and show the sources of funding expected to be made available to carry them out. During FY 2005, financial plans for the FY2006-11 TIP and the 2005 CLRP were prepared.

The Transportation Improvement Program

The preparation of the financial plan for the FY 2007-2012 TIP will be similar to that for the FY 2006-11 plan. Since TEA-21 funding is apportioned to states, financial summaries for all TIP projects from agencies in the District of Columbia, Maryland and Virginia as well as WMATA and other transit agencies will be prepared. All projects submitted by these agencies will be grouped by the proposed TEA-21 program funding categories under Surface Transportation (Title I) and Transit (Title III).

The funds programmed in the TIP for each state by TEA-21 program category will be compared with the information provided by the states and transit operators on the estimated available Federal and State funds for the program period. The regional TIP financial plan will be based upon the information that the states use to develop each of the state TIPs. Only projects for which construction and operating funds can reasonably be expected to be available will be included. In the case of new funding sources, strategies for ensuring their availability will be identified by the implementing agency and included in the financial plan for the TIP. The product will be a financial plan that addresses the six-year period of the TIP, and it will be incorporated as a main section of the TIP for review by the public and approval by the Technical Committee and the TPB.

The financial plan will also respond to FTA Circular 7008.1, which requires that the TIP include a determination of the financial capacity of FTA grantees to meet public transportation operating costs and capital requirements. There are two aspects to financial capacity: the general *financial condition* of the public transportation operating enterprise and its non-federal funding entities; and the *financial capability* of the agency and its funding entities, which includes the sufficiency of their funding sources to meet future operating deficits and capital costs.

The 2006 Update of the CLRP

The 2003 report: *Analysis of Resources for the Financially Constrained Long Range Transportation Plan for the Washington Area*, developed estimates of the capital and operating costs to build, operate, and maintain the facilities in the 2003 CLRP. During the financial analysis, it was determined that the region has short-term critical funding needs that involve cash flow and ramp-up issues for the basic maintenance, rehabilitation, and expansion needs of the transportation system. In the fall of 2003 the TPB conducted a study to quantify highway and transit funding needs and recommend specific sources of revenue over the period from 2004 to 2010. In October 2004, WMATA and the state and local governments reached agreement on commitments of \$3.3 billion in local, state and federal funding for WMATA's near-term rehabilitation,

preservation and access and capacity needs through 2010. To address the WMATA needs beyond 2010, a panel was established in September 2004 to address dedicated funding sources for WMATA. The panel was cosponsored by the Metropolitan Washington Council of Governments, the Greater Washington Board of Trade, and the Federal City Council. It reported its findings and recommendations on January 6, 2005.

During FY 2006, the financial plan for the 2006 CLRP update will be prepared, including cost estimates for the new system expansion projects and revised cost estimates for system maintenance and rehabilitation. New revenue projections will also be prepared. All cost and revenue estimates will be through 2030. Consultant assistance for the plan preparation is anticipated. (The budget needs to be increased \$50,000 for this assistance.)

Oversight:	Technical Committee
Cost Estimate:	\$52,300
Products:	Financial plan for 2006 CLRP Update Financial plan for the FY 2007-2012 TIP
Schedule:	December 2005, June 2006

F. PRIVATE ENTERPRISE PARTICIPATION

In June 1987, the TPB adopted its Private Enterprise Participation Policy and Procedures designed to afford maximum opportunity to private providers to participate in the development and provision of mass transportation services in the region. In April 1994, the Federal Transit Administration (FTA) rescinded its private participation guidance and changed the federal requirements regarding private enterprise participation. During FY95, the TPB reviewed its policy and revised it in light of the new requirements. Under this task, DTP staff will conduct the activities as specified in the policy adopted on July 19, 1995 by the TPB.

The following activities are anticipated:

1. The procedures for involving private transportation providers in urban mass transportation and the activities accomplished will be documented as a section of the Transportation Improvement Program (TIP).
2. To facilitate early consultation, COG will conduct an annual forum for key transit staff from the local jurisdictions and WMATA to meet with interested private providers to discuss in general terms their plans for major bus service changes and expansions.
3. Private transit providers will be afforded the opportunity to present their views on the CLRP, the TIP, and the Unified Planning Work Program while these documents are

in a draft stage.

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

5. Through their representation on the TPB, private transit and taxicab providers will be encouraged to contribute to the shaping of policies and strategies for the CLRP that promote effective, competitive provision of transit services, particularly in growing suburban areas and activity centers. This contribution will be reflected in the minutes and mailouts for TPB meetings, and in documentation prepared by the Private Providers Task Force.

Oversight:	Transportation Planning Board
Cost Estimate:	\$17,600
Product:	Documentation on Private Provider Involvement
Schedule:	Annual Transit Forum - May 2006 Draft in TIP for Public Comment - June 2006

G. BICYCLE AND PEDESTRIAN PROGRAM

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

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

Based upon a review of the regional bicycle plan, a list of bicycle and pedestrian improvements or projects will be recommended as priorities for inclusion in the region's Transportation Improvement Program (TIP) for FY2007-2012. Information (including updates, corrections, or amendments as necessary) will also be maintained on the

bicycle and pedestrian projects in the region's financially Constrained Long-Range Plan (CLRP) and in the Priorities 2000 reports. These reports, developed with a federal grant under the Transportation and Community and System Preservation (TCSP) Pilot Program describe greenway and circulation system projects, many of which are bicycle and pedestrian related.

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

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

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

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

Oversight:	Bicycle and Pedestrian Subcommittee
Cost Estimate:	\$62,000
Product:	Update of regional bicycle and pedestrian plan and on-line database of regionally significant bicycle and pedestrian projects. Bicycle and pedestrian project submissions from the regional bicycle plan for the FY 2007-20012 TIP.
Schedule:	December 2005 and June 2006

H. ACCESS TO JOBS PLANNING

The Transportation Equity Act for the 21st Century (TEA-21) encourages MPOs to coordinate the design and delivery of non-emergency transportation services provided by non-U.S. DOT agencies and nonprofit organizations. It also established two discretionary grant programs, Job Access and Reverse Commute. The U.S. DOT Job

Access and Reverse Commute programs will complement several ongoing federal initiatives to promote enhanced Welfare-to-Work opportunities. Under these two grant programs, the U.S. DOT will make grants to assist qualified entities in financing eligible projects for transportation capital and operating costs, promotion of transit use by welfare recipients, and subsidies for reverse commute programs and services. In urbanized areas with a population of at least 200,000 population, such as the Washington metropolitan area, qualified entities will be selected among applicants by the MPO.

Although Job Access and Reverse Commute grants may not be used for planning or coordination activities, qualified entities must demonstrate that appropriate coordination has taken place in the preparation of applications, which includes a coordinated public transit-human services transportation planning process involving the MPO.

COG Department of Human Services, Planning and Public Safety (HSPPS) staff will assist TPB staff in providing technical support for the TPB's coordination of non-emergency transportation services and job access planning responsibilities, including providing technical assistance and input on job access and reverse commute programs approved for funding by U.S. DOT and operating in the Washington metropolitan area.

HSPPS staff will coordinate with the TPB Access For All Advisory Committee to involve leaders of low- income, minority and disabled community groups in the coordination and planning of workforce development and job access activities. In FY 2006, staff will update the regional public transit-human services job access plan developed in FY 2005.

Oversight:	Technical Committee
Cost Estimate:	\$51,000
Products:	Update of the regional public transit-human services job access plan
Schedule:	June 2006

I. PUBLIC PARTICIPATION

Background

TEA-21 requires participation by interested parties in the development of the CLRP and the TIP. Citizens, freight shippers, public transit users, affected public agencies, representatives of transportation agency employees, private providers of transportation, and other interested persons must be given a reasonable notice of and opportunity to comment on the development of both the CLRP and the TIP. During FY93, the TPB changed its bylaws to foster greater public involvement in several ways, including

establishing the TPB Citizens' Advisory Committee (CAC) for interested citizens and public groups. The TPB News, a monthly newsletter, was inaugurated to inform as wide a group as possible of the activities of the TPB and CAC. Currently, over 2,500 persons are on the mailing list.

On September 21, 1994, in response to the final planning requirements issued on October 28, 1993, the TPB adopted a proactive public involvement process incorporating its current involvement activities and adding new ones. This policy has eleven general requirements and criteria and eight specific activities.

Since 1994 a number of public involvement activities have been carried out, including the regular TPB-related ones, the special activities in conjunction with the vision planning process, the outreach efforts associated with major investment studies (MISs), the activities associated with the state transportation plans, a citizen advisory committee in Northern Virginia, and other citizen input to local governments and other agencies. In FY98, a two-stage evaluation of the region's extensive experience with public participation activities was initiated. In the first stage, a consultant documented the activities that have been in use throughout the region and reviewed the experience with such efforts elsewhere across the country. The consultant also interviewed decision-makers and stakeholder representatives to elicit strengths and weaknesses of the public participation techniques that have been used and to obtain suggestions for improving them.

In early FY99, the consultant completed the report: *Assessment of Public Involvement in Transportation Planning for the Washington Metropolitan Region*, and presented it to the TPB in October 1998. The report contained a comprehensive set of findings regarding public involvement activities in the region and recommended several improvements and changes. The TPB Bylaws Task Force reviewed the findings and recommendations of the report and developed suggested changes to the TPB public involvement process for consideration by the Board in spring 1999. Following extensive discussion and public input, the TPB on October 20, 1999 adopted a set of revisions to the process.

FY 2006 Activities

Staff will support the TPB public involvement process and conduct the activities as specified in it. The appointed 15-member Citizens Advisory Committee will hold at least six of its 11 meetings outside of the COG offices. Staff will assist the CAC chair in preparing meeting agenda, assembling, and mailing meeting materials and preparing the CAC chair's report to the TPB. The CAC chair will also provide to the TPB an evaluation of the CAC activities by the end of November each calendar year for the first three years, and every three years thereafter. Staff will support the CAC and conduct the eight activities as specified in the adopted involvement process.

All public involvement efforts will be coordinated with the public outreach activities for the 2006 CLRP updated and the new TIP. To obtain input from groups not traditionally involved in the regional planning process, enhanced outreach activities such as meetings and forums with goods and freight interests and stakeholder organization leaders will be conducted to obtain a wide a range of input for the planning process.

Working with staff of the state DOTs and the District of Columbia, staff will coordinate the TPB public involvement process with the state public involvement processes wherever possible to enhance public consideration of the issues, plans, and programs and reduce redundancies and costs.

TPB Access for All Advisory Committee

The TPB established the Access for All Advisory Committee in 2001. The Access for All (AFA) Advisory Committee advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities and people with disabilities. The mission of this committee is to identify concerns of these groups and to determine whether and how these issues might be addressed within the TPB process. Committee membership includes twenty-five engaged community leaders as well as ex-officio representation from the major transportation implementing agencies within the Metropolitan Washington Region.

The committee chair is currently Kathy Porter, TPB Member and Mayor of Takoma Park. Kathy Porter was appointed as the chair of the committee in March 2003, after the former AFA chair, Peter Shapiro, led the committee for three years. Since the inception of the committee in 2001, the AFA has become an active voice for people not typically a part of the transportation planning process. The AFA has developed two reports, in 2001 and 2003, to provide guidance to the region's transportation decision makers on ways to address the issues and concerns of persons that are typically not represented in the transportation planning process.

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

Oversight:	Transportation Planning Board
Cost Estimate:	\$171,300
Products:	A proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs; and the monthly TPB News.

Access for All report on projects, programs, services and issues important to low-income, minority and disabled communities. December 2005

Schedule: On-going activity with forums and meetings linked to schedules for new TIP preparation and 2006 Update of the CLRP

J. TPB ANNUAL REPORT

Each year, DTP staff prepares a Transportation Special Report (*The Region*). This year's report will cover the main activities completed in 2005 and the 2005 CLRP. About 4,000 copies of the report will be printed and distributed around the end of FY 2006.

Oversight: Transportation Planning Board

Cost Estimate: \$77,000

Product: *Region* magazine

Schedule: June 2006

K. DTP MANAGEMENT

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

1. Supervision of the preparation, negotiation, and approval of the annual work program and budget, involving the State Transportation Agencies, the Technical Committee, the Program Committee, and the TPB.
2. Day-to-day monitoring of all work program activities and expenditures by task.
3. Day-to-day management and allocation of all staff and financial resources to insure that tasks are completed on schedule and within budget.
4. Preparation for and participation in regular meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group.
5. Attendance at meetings of other agencies whose programs and activities relate to and impact the TPB work program, such as local government departments.

6. Response to periodic requests from TPB members, federal agencies, Congressional offices, media, and others for information or data of a general transportation nature.
7. Review of transportation proposals of regional importance submitted to COG/TPB through the intergovernmental review process. Where significant regional impacts are likely, staff will obtain Technical Committee and Board review and approval of comments prepared.

In addition to salaries, nominal amounts are earmarked for travel related to non project specific meetings attended by the senior staff, data processing for financial monitoring and analysis, and conferences such as FTA and FHWA seminars on federal regulations and financial management. These activities represent three to four percent of the total amount allocated for DTP Management.

Oversight:	Transportation Planning Board
Cost Estimate:	\$434,500
Products:	Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program.
Schedule:	Ongoing throughout the year

II. FORECASTING APPLICATIONS

A. AIR QUALITY CONFORMITY

This work area is designed to ensure that TPB plans, programs and projects meet air quality requirements. The 1990 Clean Air Act Amendments require the performance of detailed technical analysis at the systems level to assess conformity of transportation plans and programs. Procedures and definitions for conducting the analysis, originally issued as EPA regulations in the November 24, 1993 FEDERAL REGISTER, were subsequently amended and issued, most recently, in the July 1, 2004 FEDERAL REGISTER; in addition, federal guidance has also been published at various times by the EPA, FHWA and FTA.

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

In addition, in December 2004 EPA designated the Washington area as nonattainment for PM_{2.5} (particulate matter 2.5 microns or less). EPA is expected to issue further guidance this Spring on conformity with respect to these PM_{2.5} categories. Once EPA publishes this additional guidance and finalizes effective dates, the TPB will have 12 months to demonstrate conformity of its plans and programs according these requirements, or otherwise face a conformity lapse. While specific work activities cannot be finalized until EPA issues its remaining guidance, this work element is being planned to address such technical and consultation activities.

TPB procedures to address interagency and public consultation requirements, also originally specified in the November 1993 regulations, were formally adopted by the Board initially in September 1994. The current version of the consultation procedures, amended to reflect additional requirements in August 15, 1997 regulations, was adopted by the TPB in May 1998. These procedures address preparation of the annual UPWP and TIP and any updates to the regional plan or programs. The procedures involve timely announcement of upcoming TPB activities relating to conformity and distribution of relevant material for consultation purposes.

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

1. Complete conformity analysis of the 2005 constrained long range plan and the FY 2006 -11 TIP using criteria to address the 8-hour ozone standard, including addressing any emissions mitigation measures, finalizing a draft report to

document procedures and results and to address comments and testimony received, and documenting and organizing all data files for use in subsequent regional and corridor / subarea planning studies.

2. Assess the 2005 constrained long range plan and the FY 2006 -11 TIP with respect to PM2.5 conformity criteria, including addressing any emissions mitigation measures, finalizing a draft report to document procedures and results and to address comments and testimony received, and documenting and organizing all data files for use in subsequent regional and corridor / subarea planning studies.
3. Execute TPB interagency and public consultation procedures; this includes funding for review and coordination work on the part of COG/DEP staff to reflect MWAQC's involvement in the public and interagency consultation process.
4. Prepare and execute a work program for analysis of the 2006 constrained long range plan and the FY 2007-12 TIP, using updated project inputs, planning assumptions, travel demand models, software, and emissions factor model, as each update is incorporated into the transportation and air quality planning process; prepare a draft report on the conformity assessment.
5. Coordinate project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects.
6. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	\$361,100
Products:	Final reports on Air Quality Conformity Determination of 2005 CLRP and FY 2006-11 TIP, with respect to the 8-hour ozone standard and PM2.5 standard; Draft report on Air Quality Conformity Assessment of 2006 CLRP and FY 2007-12 TIP
Schedule:	June 2006

B. MOBILE EMISSIONS ANALYSIS

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

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

1. Using MOBILE6, with consultant assistance as needed, (1) prepare mobile source emissions inventories for use in analysis of attainment of the 8-hour ozone standard and PM2.5 standard, and (2) develop emissions factors for use in CLRP/TIP air quality conformity and SIP analyses, for 2010, 2020 and 2030 forecast years, and other years as necessary according to 'rate of progress' and other SIP requirements.
2. Analyze new transportation emissions reduction measures, as well as examine previous proposals, and evaluate their effectiveness and cost-effectiveness in reducing emissions.
3. Participate in state and MWAQC technical and policy discussions, public forums and hearings.
4. Continue research activities to explore the possibilities of obtaining refined vehicle registration data for the vehicle categories used in Mobile6.
5. Provide support to Commuter Connections staff in developing implementation plans for adopted, as well as future, TERMS adopted by the TPB.
6. Address VMT tracking requirements as per Clean Air Act requirements.

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

Oversight:	Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees
Cost Estimate:	\$402,200
Products:	Mobile source emissions inventories to meet 8-hour ozone and PM2.5 requirements; report on TERM evaluation; comparison of estimated and observed VMT results.
Schedule:	June 2006

C. REGIONAL STUDIES

Regional Mobility and Accessibility Study

In FY2006, under the direction of the TPB, and with technical insight and guidance from a Joint Technical Working Group composed of members from the TPB Technical Committee, the Planning Directors' Technical Advisory Committee and the MWAQC Technical Advisory Committee, staff will analyze alternative transportation and land use scenarios specified for the Regional Mobility and Accessibility Study. Staff will complete the modeling of the travel demand and air quality impacts of specified alternative transportation and land use scenarios using the Version 2.1D travel demand forecasting model and the Mobile 6 air quality emissions model.

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

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

Oversight:	Technical Committee, Joint Technical Working Group
Estimated Cost:	\$610,500
Products:	Improving Mobility and Accessibility Study

Report

Schedule: June 2006

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES

In FY2006, staff will continue to work with COG's Cooperative Forecasting Subcommittee and Planning Directors Technical Advisory Committee to update and refine COG's Cooperative Forecasts of future land activity. Staff will work with these committees to ensure that regional transportation system assumptions are explicitly considered in the development of these updated land activity forecasts. Staff will update and maintain Cooperative Forecasting land activity databases that are used as input into COG/TPB travel demand forecasting models. This work will include update of Round 7 population, household and employment forecasts for both COG member and non-member jurisdictions in the expanded cordon area and preparation of Cooperative Forecasting land activity data files for the 2191 Transportation Analysis Zone (TAZ) system.

Staff will work with the Cooperative Forecasting Subcommittee, the Planning Directors Technical Advisory Committee to assess the effects of significant TIP and CLRP changes on future land activity forecasts as part of the process to update COG's Cooperative Forecasts. Staff will also work with these committees to document key land use and transportation assumptions made in updating the Round 7 Cooperative Forecasts. Staff will also respond to questions and information requests on the Round 7 forecasts and the Cooperative Forecasting process.

Staff will work with the Cooperative Forecasting Subcommittee and the Planning Directors Technical Advisory Committee and members of the TPB Technical Committee to define additional smaller area land activity Transportation Analysis Zones (TAZs) for Regional Activity Centers and Clusters. Also, staff will work with these committees and local staff to subdivide very large TAZs in outer suburban jurisdictions into smaller TAZs as appropriate.

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

Oversight: TPB Technical Committee, Planning Directors

Technical Advisory Committee.

Estimated Cost: \$355,400

Products: Update and maintenance of Cooperative Forecasting Land Activity Data Files, Documentation of key cooperative forecasting land-use and transportation assumptions, Development of a new TAZ area system and review of "in-commuting" assumptions at external TAZ stations.

Schedule: May 2006

III. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT

During FY2005, a series of transit and highway networks were developed for an expanded cordon to meet the time-of-day requirements of the Version 2.1 travel demand models supporting the air quality conformity analysis of the TIP and CLRP. COG's GIS, ARC/INFO, was employed to link together a series of attributes needed to create networks in TP+ for the modeling process. Use was made of ARC/INFO to graphically depict these networks, thereby facilitating the development effort. To support the TIP and CLRP Conformity process, several networks were developed for 2005, 2010, 2015, 2025, and 2030.

FY2006 efforts will focus on the development of TP+ highway and transit networks on the expanded cordon using information gathered electronically and/or in paper format. This process will make use of available information in COG's GIS and the Data Clearinghouse to facilitate development of networks in Version 2.1 model format supporting 1) air quality conformity analysis and 2) scenario testing as part of TPB regional studies.

Activities in FY2006 will begin with the compilation of the latest available transit route and schedule information (from the above sources) in the peak and off-peak formats required for the Version 2.1 travel demand model. All traffic count data will be converted to AWDT format for use in highway networks required for these models. A set of TP+ networks for highway and transit will be coded from this information depicting current year conditions.

Using these networks as a starting point, a series of FY2007-2012 TIP and Plan Conformity networks will be developed for the following analysis years: 2010, 2020, and 2030, and other years to be determined by the requirements of upcoming federal guidance. Tasks involved are as follows:

- receive and organize project inputs to the FY2007-2012 TIP and amended CLRP;
- code, edit, and finalize networks for highway, HOV, and transit;
- develop transit fare matrices consistent with these networks.

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

Oversight: Travel Forecasting Subcommittee

Cost Estimate:	\$627,500
Products:	Series of updated transportation networks by mode, including technical training and documentation
Schedule:	June 2006

B. GIS TECHNICAL SUPPORT

In FY2006, staff will continue to provide on-going data maintenance and technical support to staff using the COG/TPB GIS for the development and display of data used in various TPB planning activities, including, the TIP and CLRP, the Bicycle Program, Cooperative Forecasting, Regional Studies, Network and Models Development, Congestion Monitoring and Analysis, and the Regional Transportation Data Clearinghouse.

Staff will continue to enhance the methodology for seamless editing of regional highway and transit networks and provide ongoing maintenance of existing GIS network editing tools. New GIS applications will also be developed to facilitate the edit checking and analysis of highway, transit and HOV networks and travel demand forecasts. Staff will also add new land use and transportation databases to the COG/TPB GIS as these new databases become available.

Staff will provide GIS training on the use of GIS software applications and databases for transportation planning to COG/TPB and local agency staff. In addition to technical support and training activities, staff will also support on-line and other access to COG/TPB GIS metadata, databases, and applications for state and local transportation planners. Staff will update COG/TPB GIS user documentation and training materials, as required.

Because GIS has become a key component of local, regional, and state transportation planning activities, staff will continue to coordinate its GIS efforts with state DOTs, WMATA, and the local governments through quarterly meetings of COG's GIS Committee and other activities. Staff will also work with local and state agency staff to facilitate GIS data sharing.

Staff will also continue to maintain and update COG/TPB GIS hardware and software as required. This will include upgrades to ArcGIS and Oracle software and additional GIS hardware to accommodate greater use of GIS by COG/TPB and local agency staff.

Oversight:	Technical Committee
Estimated Cost:	\$444,400
Products:	Updated GIS software, databases, User documentation, Training materials, Report on FY 2006 GIS activities
Schedule:	June 2006

C. MODELS DEVELOPMENT

The Transportation Research Board (TRB) Committee reviewing the TPB travel demand modeling process completed a report during FY 2004 which made recommendations for improvements in several areas. This document has set the stage for a multi-year program to improve the TPB travel demand models.

In response to these recommendations, TPB staff continued to implement several changes during FY 2005. These included completing a sampling plan for collection of truck and commercial vehicle trip data, beginning development of a set of nested logit mode choice models, and undertaking an effort to gain familiarity with the SUMMIT software package employed by FTA in reviewing transit projects. Effort was also made to continue development of a formal airport access demand model, and to begin developing a framework for tour-based and/or activity-based models in the future.

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

- Continuing a longer term upgrade of transit modeling by completing work on a nested logit mode choice model, updating fare matrix procedures, and examining ways to better model and constrain the demand for transit park-n-ride facilities;
- Completing the development of a new commercial vehicle forecasting model, and updating the truck forecasting models;
- Continuing efforts to develop a framework for tour-based and/or activity-based models in the future;
- Continuing to gain familiarity with the SUMMIT software package employed by the FTA in reviewing transit environmental impact studies;

- Continuing the development of a more formal airport access demand model, incorporating mode choice; and
- Continuing participation on a national MPO panel established to recommend practices in travel demand modeling.

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

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$649,000
Products:	Recommendations for continued updating of the travel demand modeling process, documentation of all activities
Schedule:	June 2006

D. SOFTWARE SUPPORT

This work element supports the maintenance of the COG/TPB microcomputer-based travel demand forecasting model set as used in applications work and maintenance of the mobile source emissions factor model as used in air quality conformity and state implementation plan (SIP) work. Development and testing of revisions and upgrades to software currently in use and the testing of new software and data storage, retrieval and transfer systems for possible adoption are included in work done under this element. Training of DTP staff in use of models and adopted systems is also included in this element.

Staff monitors the development of microcomputer hardware and other microcomputer-based transportation software as well as data storage, retrieval and transfer systems and evaluates such software and systems through in-house testing on a demonstration basis or through acquisition as warranted.

Oversight:	TPB Technical Committee
Cost Estimate:	\$122,200

Products: Operational travel forecasting model set (current model set plus new software selected/installed in FY 2006).
Operational emissions factor model.
Operational data storage and retrieval systems.
Operational data transfer systems to serve inside and outside users.

Schedule: June, 2006

blank

IV. TRAVEL MONITORING

A. CORDON COUNTS

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

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

In spring of 2006, for the Central Employment Area Cordon Count, staff will collect all traffic data and will coordinate transit data collection among various transit providers in the region. Data collection will take place during the A.M. peak period (5 A.M. to 10 A.M.) inbound and the P.M. peak period (3 P.M. to 8 P.M.) outbound. Data collected will include vehicle volumes by time of day, vehicle classification and auto occupancy, and transit passenger volumes. Data will be edited, checked for reasonableness, and keyed for processing. The end product for this task will be data files ready to process in FY2007.

Oversight:	Travel Forecasting Subcommittee
Cost Estimate:	\$367,500
Products:	Classification count file and technical memorandum; Data files from the Central Employment Area Cordon Count
Schedule:	Classification count file and technical memorandum –September 2005; Cordon Count data files – June 2006

**Figure 7
Cordon Count/HOV Monitoring Schedule**

Activity	FY 2005 (prior year)	FY 2006	FY 2007
Metro Core Cordon Count - Data Collection - Report		██████████	██████████
Regional HOV Monitoring - Data Collection - Report	██████████		██████████
Commercial Vehicle/Truck Counts - Data Collection - Report	██████████	██████████	

Congestion Monitoring Schedule

Activity	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
Freeway peak period congestion	██████████		██████████		
Freeway off-peak congestion	██████████				
Arterial highway congestion	Yr 1 of 5	Yr 2 of 5	Yr 3 of 5	Yr 4 of 5	Yr 5 of 5

Note: Freeway off-peak congestion monitoring will be changed to a 5 year interval for the next round and start in FY 2006.
 Freeways: Data collection in Spring; report preparation and review in Summer/Fall of next fiscal year.
 Arterials: Data collection in Fall/Winter; report preparation and review in Winter/Spring of same fiscal year.

B. CONGESTION MONITORING AND ANALYSIS

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

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

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

Staff will continue to investigate new technologies and data collection methods in congestion monitoring and report on promising technologies. A few of the bench marks that will be used in evaluating new technologies are: ease of use of the technology, improvement in productivity, and quality of the data collected.

Total Cost:	\$ 401,100
Oversight:	Travel Forecasting Subcommittee
Products:	Freeway System Performance Report Arterial Travel Time Report Data files of traffic densities during off-peak and weekend (to be analyzed in FY 2007)
Schedule:	June 2006.

C. TRAVEL SURVEYS AND ANALYSIS

1. Household Travel Survey

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

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

The pre-test and data collection for the methodologically enhanced activity-based regional household survey will not begin until additional funding can be identified for the conduct this survey. It is currently estimated that between \$1.8 and \$2.0 million in additional funding will be needed to collect the required methodologically enhanced travel survey data from approximately 10,000 households in the TPB modeled region.

Estimated Cost:	\$50,700
Oversight:	Travel Forecasting Subcommittee
Products:	Plans for a large sample methodologically enhanced activity-based regional household travel survey
Schedule:	June 2006

2. Regional Travel Trends Report

In FY 2006, staff will prepare a policy report summarizing changing travel trends and commuting patterns in the region. This report will analyze COG/TPB travel data collected in FY 2005 and prior fiscal years. Travel data in the Regional Transportation Data Clearinghouse, Cordon Count reports, Travel Surveys, and Freeway Aerial Surveillance studies and other existing COG/TPB data sources will be used in preparing this report. The report will also analyze regional demographic and economic changes in the region and attempt to explain how these changes are influencing current travel trends in the region. This will be a policy level summary report that will be directed to

informing the TPB and other policy officials on how travel trends in the region are changing and offering some explanation of why these trends are changing.

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

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE

Efficient access to a comprehensive data set containing current and historic data on the characteristics and performance of the region's transportation system is vitally important for transportation planning, air quality analysis, models development, congestion management and project evaluations.

In FY 2006 staff will continue and expand formal arrangements with local, state, WMATA, and other regional agencies to transfer data to and from the Regional Transportation Data Clearinghouse. Staff will also update Clearinghouse databases with FY 2004-FY 2005 highway and transit performance data, as they become available. This updated data will include AADT traffic volume estimates, hourly directional traffic volume and classification counts as well as transit ridership data received from WMATA, PRTC, VRE, MTA and local transit agencies including Ride-On, The Bus, ART, DASH and the Fairfax Connector systems. Additionally, staff will add updated Cooperative Forecasting data to the Clearinghouse by TAZ. Staff will also continue to develop the data infrastructure necessary to incorporate ITS data into the Clearinghouse and refine procedures for filling gaps where current data might not be available. Staff will also update the Regional Transportation Clearinghouse user manuals and documentation, as appropriate.

Once the Regional Clearinghouse database has been updated with FY04-05 data, staff will distribute a draft CD-ROM version of the updated Clearinghouse database with associated documentation to state and local transportation agency Clearinghouse contacts for their review. After this local review has been completed and all comments have been addressed, staff will distribute the final FY 2004 Clearinghouse database to all TPB participating agencies.

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

Estimated Cost: \$122,500

Oversight: Travel Forecasting Subcommittee

Products: Updated Clearinghouse Databases and Documentation

Schedule: June 2006

V. TECHNICAL ASSISTANCE

The TPB work program includes an activity for responding to requests for technical assistance from state and local governments and transit operating agencies. This activity takes the form of individual technical projects in which the tools, techniques, and databases developed through the TPB program are used to support corridor, project, and sub-area transportation and land use studies throughout the region.

Technical assistance projects anticipated in FY2005 are described below. Total funds allocated to the District of Columbia, Maryland, Virginia, and WMATA for technical assistance in FY2006 are shown in Table 2.

A. DISTRICT OF COLUMBIA

Program Development

This project is set up 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.

Cost Estimate:	\$10,000
Product:	specific scopes of work
Schedule:	on-going activity

Miscellaneous Services and Data Requests

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
Schedule:	on-going activity

The balance of the program for FY 2006 remains to be specified.

TOTAL DC COST ESTIMATE: \$217,500

B. MARYLAND

Program Development/Management

This project is set up to account for staff time spent in developing detailed scopes of work for requested projects and in administering and reporting on the resulting work program throughout the year. Work activities involve meeting with requesting agencies to discuss proposed projects, drafting and finalizing work statements and tasks, creating projects when authorized, and progress reporting throughout the project schedule.

Cost Estimate: \$20,000

Product: Detailed scopes of work as needed, progress reports.

Schedule: on-going activity

Miscellaneous Services

The miscellaneous account is a mechanism established to address requests from MDOT, SHA, MTA, and local jurisdictions, which are too small or too short lived to warrant separate work scopes. Authorizations to execute specific tasks are usually given by email or fax; this is particularly useful for quick turnaround. Past work has included requests for electronic data files, hard copy, or plots from any of the planning work activities at COG. Other requests have included participation in technical review committees and task forces and execution of small technical studies.

Cost Estimate: \$51,600

Schedule: on going activity

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

As part of these work activities, staff updated the transportation networks, land activity data files and travel demand models in SHA's offices to reflect the latest regional data files and modeling procedures. In FY 2006 staff will continue to work with SHA and MTA staff in project planning to apply these modeling procedures and to provide specific project assistance as requested under categories of: project planning, feasibility studies in selected corridors, and other planning studies. Staff also reviews and provides comment on milestone documentation reports, e.g., draft environmental impact statements, alternatives retained for detailed study, for various project planning studies in Maryland.

Cost Estimate: \$25,000

Schedule: As developed with SHA and MTA

Subregional Studies

These projects represent system level forecasting work which is performed in support of MDOT project planning activities. In recent years, COG staff developed and analyzed travel forecasts for various multimodal alternatives consisting of improvements to general use highway lanes, HOV lanes, managed lanes, rail and bus alternatives for different alignments in various corridors throughout Maryland. These activities will be carried out within this category on a project by project basis, involving separate scoping, budgeting and reporting.

Projects envisioned in FY 2006 include the following corridors:

Capital Beltway Corridor Transportation Study - Staff will continue to provide support to evaluate the potential for HOV, transit, and managed lanes in the Maryland Capital Beltway corridor using the regional travel demand forecasting process. Alternatives previously assessed include fixed guideway metrorail and light rail, express bus service on the proposed HOV lanes on the Beltway, and additional express bus service beyond that included in the CLRP - with and without use of HOV lanes.

In FY2005 staff executed a series of alternatives including different cross-sections of general use and managed lanes, at different toll levels. Follow-up work tasks will represent refinements to these alternatives analyses and may include:

- a) participating in study team meetings,
 - b) executing the travel demand model,
 - c) using GIS to evaluate the travel demand results,
 - d) presenting the results to the study team and other related forums
- as
- e) creating a summary report of the travel demand results.

Cost Estimate: \$50,000

I-270 / US15 Multimodal Corridor Study - This work element will continue to assess the potential travel demand relief associated with combination alternatives which have been carried forward and documented in the project's Draft Environmental Impact Statement. These alternatives include TDM, HOV, general use lane, and fixed guideway transit strategies. Refinements to be continued in FY2006 include preparation of travel demand forecasts for electronic toll lanes, transit alternatives, and use of FTA's Summit model to compare results among the transit alternatives.

Cost Estimate: \$60,000

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

Cost Estimate: \$50,000

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

Cost Estimate: \$55,000

MD 5 Electronic Toll Lane Study - Consistent with MDOT's studies in the ICC, I-270 and Capital Beltway corridors of the feasibility of the electronic toll lane (ETL) concept and operations, this study is designed to test the approach in the MD 5 corridor of Prince George's County. Travel demand forecasts for ETL alternatives will be developed in the MD 5 corridor between the Charles County line and the Capital Beltway, both independently, and in conjunction with ETL operations on other facilities on a systems level basis.

Cost Estimate: \$50,000

US 301 Corridor Study - Building upon past efforts in the US 301 corridor, this study will consider additional highway / transit improvements in the area extending from south of La Plata to the US 50 interchange in the north. Travel demand forecasts will be developed for transportation alternatives as developed by MD SHA / MTA.

Cost Estimate: \$50,000

TOTAL V.B COST ESTIMATE: \$411,600

C. VIRGINIA

Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year.

Work activities will involve meeting with VDOT and VDR&PT staff to discuss projects, draft and finalize work statements and tasks, create project accounts when authorized, and report progress on projects throughout the year.

Cost Estimate: \$10,000

Product: scopes of work, progress reports

Schedule: on-going activity

Miscellaneous Services

- A. This work element provides VDOT with the ability to undertake limited scope studies and or data gathering activities identified during its regional and sub-regional planning activity during fiscal year 2005. The Department is currently engaged in examining the merits and priority of a few competing projects which include: traffic volume studies in activity centers outside the Capital Beltway, strengthening of some components of the regional travel demand model, and enhancing the district-wide HOV traffic volume data collection program.

- B. The miscellaneous account is also a mechanism established to address requests, which are too small or too short-lived to warrant separate work scopes. Authorizations to execute specific tasks are usually given by fax; this is particularly useful for quick turnaround. Work items include: requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG, participation in technical review committees and tasks forces and execution of small technical studies.

The balance of the program for FY 2006 remains to be specified.

TOTAL V.C COST ESTIMATE: \$320,300

D. WMATA

Program Development

This project is established to account for DTP staff time spent in developing scopes of work for requested projects and for administering the resultant work program throughout the year. Work activities will involve meeting with WMATA staff to discuss projects, drafting and finalizing work statements and tasks, creating project accounts when authorized, and reporting progress on projects throughout the year. In addition, this project will provide staff with resources to attend required meetings at WMATA.

Cost Estimate:	\$10,000
Product:	specific scopes of work
Schedule:	on-going activity

Miscellaneous Services

This miscellaneous account is a mechanism established to address requests which are too small or too short-lived to warrant separate work scopes. Past work has included requests for hard copy, plots, tape, or diskettes of data from any of the planning work activities at COG.

Cost Estimate:	\$5,000
Schedule:	on-going activity

The balance of the program for FY 2006 remains to be specified.

TOTAL V.D COST ESTIMATE: \$134,800

VI. CONTINUOUS AIRPORT SYSTEM PLANNING PROGRAM

The goal of the CASP program is to provide a process and products that support the planning, development and operation of airport and airport-serving facilities in a systematic framework for the Washington-Baltimore region. The elements of the multi-year CASP work program to be performed during FY 2006 are as follows:

Air Passenger Origin/Destination Forecast Update

This project will develop an air passenger forecasting technique. This technique will be used to forecast and distribute total air passenger local originations, by resident status and trip purpose, from each Washington-Baltimore Aviation Analysis Zone (AAZ) to each of the three major commercial airports in the region.

The process of developing the air passenger origin/destination forecasts will involve many steps. Generally this will include, obtaining FAA enplanement forecasts by airport, obtaining MWAA and MAA forecasts, forecasting enplanements through 2035 by airport, reviewing recent Air Passenger Survey data files, reviewing land-use data files, reviewing AAZ, TAZ and district area system files, developing trip rates and factors, and distributing the air passenger forecasts of local originating trips from each AAZ to each of the three airports. Finally, a technical report documenting the methodology used to forecast and distribute local originating air passenger trips to the regions three major airports will be prepared.

Cost Estimate - \$200,000

Air Cargo Element Update

Air cargo traffic is growing, and will continue to grow in the future. This growth is placing increased pressure on cargo facilities and access systems throughout the world.

The purpose of this project is to examine the existing demand for air cargo at Washington Dulles International and Baltimore/Washington International Airports, and analyze how current and future traffic congestion affects truck traffic traveling to and from the region's air cargo facilities. This project would focus on the goods movement portion of airport access, would examine the estimated potential demand for air cargo facilities and would compare this demand with current and planned facilities, to determine what air cargo facilities are needed in this region to meet future demand. This work will be coordinated with any facility master planning efforts and air cargo facility inventories that have been conducted at Dulles Airport and underway at BWI Airport, as well as Intermodal Management System planning and Congestion Management System planning efforts currently underway in the region.

Under the scope of work for this project, the services of a consulting firm will be solicited to conduct three tasks: (A) an air cargo demand analysis, (B) a review of air cargo facilities at Dulles and BWI Airports; and (C) a regional needs assessment. COG staff will then be responsible for conducting the remaining tasks of the study, including a network analysis to determine the impact of traffic congestion on goods movement.

Cost Estimate - \$205,362

Total VI. Cost Estimate - \$405,362

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

**District of Columbia Department of Public Works
SPR Program Elements Supporting the Washington Area Project
Work Program**

To be revised

The following work program element descriptions identify the transportation planning activities proposed for the District of Columbia Statewide Planning Work Program for FY 2005 which support the Unified Planning Work Program for the Metropolitan Washington Region.

NEIGHBORHOOD TRANSPORTATION DEVELOPMENT BRANCH

Formulate plans and policies as they pertain to the development of transportation systems for individual wards in the District. Develop multi-modal transportation solutions. Prepare neighborhood components of the Capital Budget and the Capital Improvement Program.

PROJECT MANAGEMENT BRANCH

Provides strategic services necessary for the development of both long and short-range transportation plans and programs. Plans for the development of integrated modal improvements for bicyclists, pedestrians, and transit riders as well as for the automobile.

TRANSPORTATION POLICY BRANCH

Develops the State Transportation Programs and plans, budgets, allocates, and optimizes fiscal resources to meet Federal Highway-Aid and District capital program investment priorities. Prepares the capital budget, financial spending plans, and the Highway Trust Fund Cash Flow Pro forma.

DEVELOPMENT REVIEW BRANCH

Responsible for improving access to and movement within local area neighborhoods and increasing safety for all modes of traffic. Reviews and comments on transportation impacts of proposed development projects (Board of Zoning Adjustment, Zoning Commission, Large Tract Reviews, Planned Unit Development, Environmental Impact Statement Forms, Street and Alley Closings) and streetscape review.

TRANSPORTATION COMPLIANCE BRANCH

Ensures District compliance with all Federal-aid requirements and provides environmental planning and coordination. Assures that transportation projects meet

federal environmental review requirements as a part of project development. Manages consultant contracts related to environmental studies and participation in the regional process for air quality conformity determinations and state implementation plans for emissions reductions as required by the Clean Air Act. Responsible for the development, implementation and management of the State Planning & Research Program.

INFRASTRUCTURE MANAGEMENT BRANCH

Responsible for the classification of highways into functional systems providing a stable framework for planning, financing, and executing long-range programs, and for implementing transportation system management policies and actions. Provides up-to-date information on the physical characteristics and conditions of the D.C. Roadway System. Assist decision makers in finding optimum strategies for maintaining pavements in a serviceable condition over a period of time, improves the efficiency of decision making, and provides for safe and efficient movement of goods and people by identifying and prioritizing roadway segments for rehabilitation.

TRAFFIC SAFETY CHARACTERISTICS

Develops, implements, and manages the production of a viable and useable information system that provides knowledge about travel on the streets, highways and pathways of the District of Columbia. Improves data collection capabilities regarding traffic volumes, speed data, vehicle classification and weight-in-motion data.

PROGRAM FUNDING
Under Development

DISTRICT OF COLUMBIA DEPARTMENT OF TRANSPORTATION
FY 2005 SPR ELEMENTS SUPPORTING
THE WASHINGTON REGION UNIFIED PLANNING WORK PROGRAM

**Maryland Department of Transportation
State Highway Administration
State Planning and Research (SPR) Program Elements Supporting the
Washington Area Work Program**

To be revised

- I. Systems and Programming
 - A. Programs
 - 1. Preparation of the Annual Statewide Transportation Improvement Program
 - Prepare and submit an annual program for use of available federal funds in accordance with Title 23 U.S.C and TEA-21 (and/or its successor).
 - Coordinate the STIP with the regional TIPs, CTP and local jurisdiction's highway improvement programs
 - 2. Preparation and development of the 6 year Consolidated Transportation Program
 - Develop the FY 2005-2010 CTP.
 - Coordinate with appropriate State and local planning staffs, MPOs and State, county and municipal elected officials.
 - Prepare presentation materials for the annual tour.
 - 3. Local Government Liaison
 - Coordinate between all levels of Federal, State, and local governments to ensure that transportation plans are compatible per the 3-C process.
 - Notify review agencies and review other agency plans and programs, via the State Clearinghouse process.
 - Coordinate and review county and municipal master plans.
 - Assess transportation impacts of proposed major development.
 - 4. Long Range Planning
 - Update the Highway Needs Inventory (HNI).
 - Evaluate long-term highway needs and investment levels for various program categories and sub-categories.
 - Review and provide input on updates to the statewide long range plan.

II. Traffic

A. Traffic Monitoring Program

- Monitor the characteristics of highway traffic
- Enhance procedures to collect, process and disseminate traffic data.
- Ensure that the traffic monitoring system meets State needs and the requirements and guidelines of FHWA and AASHTO.
- Study, and as appropriate, implement methods to improve the efficiency and effectiveness of traffic monitoring through statistical analysis.
- Improve the monitoring of traffic on freeways, particularly in urban areas.
- Ensure the collection of traffic volume, classification and weight data on SHRP monitoring sites.

III. Metropolitan Planning Organization Liaison

A. Urbanized Areas

- Work with the MPOs in adhering to their planning process.
- Work with the MPOs in the development of the UPWPs, CLRPs, TIPs, clean air conformity determinations, and management systems.

IV. Highway Statistics

A. Mileage

1. Federal System

- Develop new Urban Boundaries for Federal Function Classification and NHS maps for distribution.
- Update and maintain statistical records summary tables.

V. Urban Transportation Planning

A. Elements of the Washington Region UTPP

1. 3-C Process

- Maintain inventory of regional transportation and socio-economic data; improve technical capabilities within the region; provide technical support to project planning activities, and conduct special studies.
- Develop necessary plans and programs to ensure certification of the regional transportation planning process.

- Develop new planning programs as required by TEA-21 (and/or its successor) and the Clean Air Act.
- Continuation of the campaign of public education and voluntary measures aimed at informing the general public about the regional air quality program, identifying voluntary measures that employers and individuals could take to reduce emissions.

Special Studies

- A. Ridesharing Coordination
 - Encourage ridesharing and transit usage.
 - Develop a network of ridesharing facilities to support Maryland’s planned HOV and transit networks.
 - Reduce reliance on single occupant vehicles for travel.
 - Expand the use of ridesharing facilities in Maryland.
 - Incorporate ridesharing strategies where appropriate as a travel demand measure.

- B. Preliminary Studies
 - Prepare engineering and feasibility studies.
 - Develop preliminary purpose and need statements.
 - Develop access control plans for selected primary corridors.
 - Prepare interstate access approval requests.

- C. Bicycle Affairs Coordination
 - Improve bicycle safety and educational awareness. Implement MDOT/SHA bicycle and pedestrian policies. Provide MDOT representation and staff support for the Maryland Bicycle Advisory Committee (MBAC).

Federal	\$6,425,386
State	\$1,740,895
Total	\$8,166,281

NOTE: The \$8,166,281 funding total is based on Maryland’s statewide SPR program. MDOT/SHA does not sub-allocate SPR funds to the individual MPOs. In general terms, approximately 35 percent of this statewide total is attributed to the Washington Region or \$2,858,198.

**VIRGINIA DEPARTMENT OF TRANSPORTATION
SPR PROGRAM ELEMENTS SUPPORTING THE WASHINGTON AREA
WORK PROGRAM**

To be revised

The following work program element descriptions identify the Virginia Department of Transportation (VDOT) transportation planning activities proposed for FY 2005, in support of the Unified Planning Work Program for the Metropolitan Washington Region.

I. METROPOLITAN PLANNING

This element represents the various activities undertaken by the NoVA District (VDOT) Transportation Planning Section's staff (with support from the VDOT Central Office staff as needed) in the development and implementation of the Unified Planning Work Program. Planned work includes the Department's participation in all Transportation Planning Board and Metropolitan Washington Air Quality Committee functions. Specific elements that the Department's staff will be working on are listed below.

A. Plans, Program and Coordination

This activity includes participation in the development of the Transportation Improvement Plan (TIP); update of the current Constrained Long Range Plan (CLRP); amendments to the TIP and the CLRP, as needed, during fiscal year 2005; identification of Congestion Management Systems (CMS) elements of the various TIP and CLRP projects; develop, implement and operate aspects of the regional Management, Operations and Intelligent Transportation Systems (MOITS); coordinate Statewide and local jurisdictions' bicycle and pedestrian program as requested.

B. Forecasting Applications

Department staff will participate in: providing input to the conformity analysis of the TIP and CLRP; reviewing the conformity findings and adherence to the mobile source emissions budget; development and adoption of emission reductions measures (if needed) to help attain a positive conformity determination; inter-agency / inter-departmental consultations regarding mobile source emissions budget; development and implementation of the work scope for a Regional Mobility and Accessibility Study; technical review of other regional studies undertaken by the MPO; and review of updates to the regional cooperative forecast.

C. Development of Network and Models

This activity includes providing input to, and reviewing the development of, the travel demand forecasting network for all of the analysis years; technical review of the results of the regional travel demand forecasting model; and development and coordination of technical enhancements to the regional forecasting model and software.

D. Travel Monitoring

The Department's staff will be involved in the review and approval of: the regional cordon count data and reports; aerial monitoring of congestion on the regional freeways; data collection and reporting of the arterial congestion in the region; household and workplace survey; and the vanpool survey.

E. District-wide Planning

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

II.SUBREGIONAL PLANNING

This element outlines specific studies undertaken by the Department's staff in the development and implementation of various Northern Virginia District-wide transportation planning activities using available SPR funds.

1. "MOBIS" (The MOBility Improvement Study, originally called the Choke Point Mitigation Study). Based on a review of data from other studies, a review of accident data, and information from other sources, the study will identify major choke points in the regional highway network. It will also identify potential improvements to mitigate the congestion caused by these choke points, perform travel forecasting to determine any negative impacts on nearby routes, and develop cost estimates for the identified improvements. The results of this effort will provide site-specific improvements for consideration when District staff and local jurisdictions develop inputs for the Six Year Program and local construction programs. Study completion is expected in July, 2005.
2. Tysons Circulation Improvements Needs Assessment. This effort will gather existing data on Tysons Corner mobility operations; complete supplemental traffic counts at intersections and access points of significant traffic generators (mall entrances, retail centers, service drives); and inventory existing lane assignments/markings, directional signage, and pedestrian crossings (both along mainlines and service drives). Using collected data, the study will analyze of short term improvement needs; make recommendations (including access

management items); and provide cost estimates for improvements within VDOT's responsibility. Study completion is anticipated in October, 2004.

3. Bike Rider Survey. In consultation with MWCOG / Commuter Connections, VDOT's Central Office, advocacy groups, and local jurisdictions, a web-based survey instrument will be developed and administered to better identify bicycle use in NoVA, particularly as a means of commuting to work. The results of this survey will give staff a broader understanding of the magnitude of cycling as a commuter means, in addition to helping identify the routes most frequently used or desired, so that trails projects can be prioritized based on usage data rather than rhetoric or best professional judgment. This study will be conducted by in-house staff over two fiscal years based on projected staff availability. October, 2005, is the anticipated completion date.
4. Carpooling Characteristics. Using Census data, MWCOG data and other available data, summarize carpooling data and transit characteristics data and compare with socio-economic data available from MWCOG or the Census to better identify commuter modes. The study will compare findings to 1980 and 1990 Census data to identify trends. Trends in HOV usage by socio-economic stratum and origin may also be identified. This study will be conducted over two fiscal years by in-house staff as time is available. The anticipated study completion date is March, 2005.
5. Subzone Traffic Forecasts. Using subzone land use data developed this past year, as well as Census data and data from MWCOG and local jurisdictions, develop sub-zone level traffic forecasts for all of NoVA. Such data will also be used to calculate the average trip length (in miles, minutes, or both) for every link in the transportation network (about 40,000 links) in order to do an analysis of trip length by roadway functional classification. The results of this study will help NoVA District, local jurisdictions, and MWCOG better understand current travel patterns, and more effectively prioritize proposed transportation improvements. This study will be conducted by in-house staff with December, 2005, being the anticipated completion date.
6. Analysis for Dulles Corridor Rapid Transit Project (DCRTP). Continue in-depth coordination between VDOT and the DCRTP Team as concepts are developed into more detailed designs, to insure compatibility with long term highway improvement plans. This study includes consultant support and will be conducted over a three-year period, with completion anticipated in July, 2006.
7. Consultant Services.

"On-call" consultant support (managed by VDOT's Central Office) may be used

as funding is available to undertake short term, limited scope studies that the Commonwealth identifies during fiscal year 2005. Since this consultant contract is centrally managed, and the Northern Virginia District shares consultant use with other VDOT Districts, no specific amount of funding is guaranteed to the District. Some examples of past studies using this consultant support include: operational analysis of selected near-term improvements to Route 7 and Route 123 in Tysons Corner, and a study of highway/rail co-location in Tysons Corner.

PROGRAM FUNDING

**VIRGINIA DEPARTMENT OF TRANSPORTATION
SPR ELEMENTS SUPPORTING THE WASHINGTON REGION
FY2005 UNIFIED PLANNING WORK PROGRAM**

Item	Work Element	Federal Funds	State Funds	Total
	Sub-regional Planning			
1	MOBIS	\$104,000	\$26,000	\$130,000
2	Tysons Circulation Improvement	\$32,000	\$8,000	\$40,000
3	Bike Rider Survey	\$16,000	\$4,000	\$20,000
4	Carpooling Characteristics	\$16,000	\$4,000	\$20,000
5	Sub-zone Traffic Forecasts	\$32,000	\$8,000	\$40,000
6	Analysis for Dulles Corridor RTP	\$136,000	\$34,000	\$170,000
	Total	\$336,000	\$84,000	\$420,00