TRANSPORTATION IMPROVEMENT PROGRAM

FOR THE

WASHINGTON METROPOLITAN REGION

FY 2008-2013

April 16, 2008

The preparation of this report was financially aided through grants from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Rail & Public Transportation, the Virginia Department of Transportation, Federal Highway Administration, and the U.S. Department of Transportation, Federal Transit Administration, under the Urban Mass Transportation Act of 1964, as amended.

National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
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NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD  
777 North Capitol Street, N.E.  
Washington, D.C.  20002

RESOLUTION  APPROVING THE REPLACEMENT 
OF THE NORTHERN VIRGINIA PORTION OF 
THE FY 2008-2013 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) WITH 
AN AMENDED FY 2007-2012 TIP FOR INCLUSION IN 
THE VIRGINIA STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Metropolitan Area, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Transportation Improvement Program (TIP) is required by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on January 16, 2008, the TPB approved the 2007 Constrained Long-Range Transportation Plan (CLRP) and FY 2008-2013 TIP; and

WHEREAS, on January 16, 2008, the TPB determined that the 2007 CLRP and FY 2008-2013 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, all federally funded projects are required to be in an MPO TIP and an approved state TIP, and while VDOT currently has an approved STIP for FY 2007-2010 and is preparing an FY 2009 STIP, it will not prepare an FY 2008 STIP; and

WHEREAS, at the March 13, 2008 TPB Citizens Advisory Committee meeting, notice was provided that the Northern Virginia portion of the FY 2008-2013 TIP approved by the TPB on January 16, 2008 will be replaced by the Northern Virginia portion of the FY 2007-2012 TIP as amended to include nine projects that affect the air quality conformity determination approved by the TPB on January 16, 2008; and

WHEREAS, at the March 19, 2008 meeting, the TPB was briefed on the notice that the Northern Virginia portion of the FY 2008-2013 TIP approved by the TPB on January 16, 2008 will be replaced by the Northern Virginia portion of the FY 2007-2012 TIP as amended to include nine projects that affect the air quality conformity determination approved by the
TPB on January 16, 2008; and

WHEREAS, the Northern Virginia portion of the FY 2007-2012 TIP as amended will be forwarded to VDOT for inclusion in the Virginia STIP for FY 2007-2010;

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves replacing the Northern Virginia portion of the FY 2008-2013 TIP approved by the TPB on January 16, 2008 with the Northern Virginia portion of the FY 2007-2012 TIP as amended to include nine projects that affect the air quality conformity determination approved by the TPB on January 16, 2008, as described in the attached materials.

Adopted by the Transportation Planning Board at its regular meeting on April 16, 2008.
National Capital Region
Transportation Improvement Program Amendment

The Honorable Phil Mendelson
Chairman, National Capital Region
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E.; Suite 300
Washington, DC 20002-4201

Dear Chairman Mendelson:

On behalf of all of the jurisdictions in Northern Virginia and itself, VDOT’s Northern Virginia District Office requests TPB approval to restructure the Virginia portion of the FY 2008-2013 TIP. The restructuring is necessary since Virginia has decided not to develop a FY 2008 State TIP. Consequently, VDOT is reverting to the previously approved FY 2007-2012 TIP, as amended, and wishes to amend the FY 07-2012 TIP to include funding for the following nine projects. The projects were included in the air quality conformity analyses for the FY 2008-2013 TIP and approved by the Board on January 16, 2008.

Projects proposed to be amended into the FY 2007-2012 TIP are:

1. Potomac Yard Transit Improvements (Bus way)
2. Potomac Yard Highway Improvements (Spine Road)
3. VA 7 and Ashburn Village Parkway interchange
4. VA 7 and Loudoun County Parkway interchange
5. US 50 (Dulles South) park & Ride Lot
6. Rollins Ford Rd. widening
7. VA 234 / I-66 Park & Ride lot
8. I-66 Spot improvements

The attached table contains the proposed funding information for these projects.
Based on discussions with TPB and FHWA staff, VDOT understands that this amendment will be released for public comments on March 13, 2008 and acted on by the TPB at its April 16, 2008 meeting.

I thank you and the Board for its favorable consideration of this request. Please contact, Ms. Jo Anne Sorenson with any questions / comments on this request.

Sincerely,

Morteza Salehi
District Administrator
VDOT – Northern Virginia District

cc: Ms. Diane Mitchell, VDOT-PD
Ms. Deborah Grant, VDOT-PD
Ms. Jo Anne Sorenson, VDOT-NoVA
Mr. Bud Siegel, PE, VDOT-NoVA
Ms. Maria Sinner, PE, VDOT-NoVA
Mr. Dic Burke, VDOT-NoVA
Mr. James Zeller, PE, VDOT-NoVA
<table>
<thead>
<tr>
<th>Agency Project ID</th>
<th>Facility, Location, Description</th>
<th>Phase</th>
<th>Prev Annual Element FY07, FY08, FY09, FY10, FY11, FY12</th>
<th>Program Total FY07-12</th>
<th>Funding Source</th>
<th>Funding Shares Fed/State/Lo</th>
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<tbody>
<tr>
<td>VDOT Interstate</td>
<td></td>
<td></td>
<td>P.E. $3,676 0 0 0 0 0 0 $3,548 IM</td>
<td>$3,818 NHS</td>
<td>Earmark + Match 75%</td>
<td>25%</td>
</tr>
<tr>
<td>78826</td>
<td>From Fairfax Drive on Ramp</td>
<td>ROW 0 0 0 0 0 0</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>To Sycamore St</td>
<td>Description Construct spot improvements within cited limits. Update funding for CN phase using SAFETEA-LU earmarks</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Street off Ramp</td>
<td>Arlington County Jurisdiction</td>
<td>Const $14,389 0 $5,354 $5,043 $6,100 $1,554 $934 $11,620</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>West Bound</td>
<td>Reason for Amendment Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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</tr>
<tr>
<td>78828</td>
<td>From Sycamore Street</td>
<td>P.E. $4,491 0 0 0 0 0 0 $2,421 IM</td>
<td>$1,693 NHS</td>
<td>Earmark + Match 75%</td>
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<tr>
<td>To Dulles Access Highway</td>
<td>Arlington &amp; Fairfax County Jurisdiction</td>
<td>Const $1,263 0 $1,232 $1,152 $1,130 $1,562 $1,704 $2,664</td>
<td></td>
<td></td>
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<tr>
<td>Street</td>
<td>Description Construct spot improvements within cited limits. Update funding for previous PE phase using Federal NH funds.</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>78827</td>
<td>From Lee Highway/Spout Run On-Ramp</td>
<td>P.E. $2,149 0 0 0 0 0 0 NHS+Match</td>
<td>80% 20%</td>
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<tr>
<td>To Glebe Road</td>
<td>Arlington County Jurisdiction</td>
<td>Const 0 0 0 $250 0 0 0 NHS+Match</td>
<td>80% 20%</td>
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<td>Off-Ramp</td>
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<tr>
<td>70849</td>
<td>From Eads Street</td>
<td>P.E. $10,393 0 $60,000 $0 0 0 0 $500,600 Private, BD</td>
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<tr>
<td>To YA 610</td>
<td>NoVA District Jurisdiction</td>
<td>Const 0 0 $66,400 $233,400 $128,400 0 0 0</td>
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<tr>
<td>Facility I-66 Spot Improvements - Phase II</td>
<td>Reason for Amendment Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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<tr>
<td>79795</td>
<td>From at Ashburn Village Blvd</td>
<td>P.E. $1,500 0 0 0 0 0 0 $2,700 Private</td>
<td>100%</td>
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<td></td>
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<tr>
<td>To Loudoun</td>
<td>Loudoun County Jurisdiction</td>
<td>Const 0 0 0 0 0 $2,700 0 0</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>County</td>
<td>Description Construct an interchange on limited access Route 7 and Ashburn Village Blvd collector. Update funding for CN phase using private (proffered) funds.</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>60002</td>
<td>From at Loudoun County Parkway</td>
<td>P.E. 0 0 0 0 0 0 $38,000 Local</td>
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</tr>
<tr>
<td>To Loudoun</td>
<td>Loudoun County Jurisdiction</td>
<td>Const 0 0 $15,200 $22,800 0 0 0 0</td>
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<tr>
<td>County</td>
<td>Reason for Amendment Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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<td></td>
</tr>
<tr>
<td>Facility VA 7 Interchange</td>
<td>Reason for Amendment Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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</tr>
</tbody>
</table>
## NORTHERN VIRGINIA
### TRANSPORTATION IMPROVEMENT PROGRAM
#### CAPITAL COSTS (in $1,000)

**PROPOSED TIP AMENDMENT - 3/12/2008**

Changes to existing entries are noted in bold.

<table>
<thead>
<tr>
<th>Agency Project ID</th>
<th>Facility, Location, Description</th>
<th>Phase</th>
<th>Annual Element</th>
<th>FY 07</th>
<th>FY 08</th>
<th>FY 09</th>
<th>FY 10</th>
<th>FY 11</th>
<th>FY 12</th>
<th>Program Total FY 07-12</th>
<th>Funding Source</th>
<th>Funding Shares Fed/st/fio</th>
</tr>
</thead>
<tbody>
<tr>
<td>72803</td>
<td>Facility: VA 234 Park &amp; Ride Lot near I-66</td>
<td>P.E.</td>
<td>$2,762</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$3,391</td>
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<td>From: Prince William County</td>
<td>ROW</td>
<td>$2,000</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td></td>
<td>Jurisdiction: Prince William County</td>
<td></td>
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<tr>
<td></td>
<td>Description: Construct commuter lot to serve I-66 corridor; PRTC plans to provide transit service Update CN phase funding. CN will be phased as funding is available. Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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</tr>
<tr>
<td>85368</td>
<td>Facility: US 50 Park &amp; Ride Lot (Dulles South)</td>
<td>P.E.</td>
<td>$500</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$2,000</td>
<td>State</td>
<td>100%</td>
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<tr>
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<td>From: Loudoun County</td>
<td>ROW</td>
<td>$500</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>0</td>
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<td>To:</td>
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<tr>
<td></td>
<td>Jurisdiction: Loudoun County</td>
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<td></td>
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</tr>
<tr>
<td></td>
<td>Description: Construct commuter lot to serve the US-50 corridor. Transit service is planned. Update FY09 RW and CN phases. Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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</table>

**VDOT Secondary**

<table>
<thead>
<tr>
<th>Agency Project ID</th>
<th>Facility: Potomac Yard Hwy improvements</th>
<th>Phase</th>
<th>Annual Element</th>
<th>FY 07</th>
<th>FY 08</th>
<th>FY 09</th>
<th>FY 10</th>
<th>FY 11</th>
<th>FY 12</th>
<th>Program Total FY 07-12</th>
<th>Funding Source</th>
<th>Funding Shares Fed/st/fio</th>
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</thead>
<tbody>
<tr>
<td>ALEX0006</td>
<td>Facility: Potomac Yard Hwy improvements</td>
<td>P.E.</td>
<td>$12,000</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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<td>0</td>
<td>$12,000</td>
<td>Private</td>
<td>100%</td>
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<tr>
<td></td>
<td>From: City of Alexandria</td>
<td>ROW</td>
<td>$3,000</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td></td>
<td>To: Four Mile Run</td>
<td>Const</td>
<td>$5,000</td>
<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
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</tr>
<tr>
<td></td>
<td>Jurisdiction: City of Alexandria</td>
<td></td>
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<tr>
<td></td>
<td>Description: Project will construct a four lane blvd (Potomac Avenue / Spine Road) within cited limits and connect with Arlington portion of Spine Road. Update funding for FY08, FY09, and FY10 construction phase using private developer funds. Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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</tr>
<tr>
<td>PWC0002</td>
<td>Facility: Rollins Ford Road Widening</td>
<td>P.E.</td>
<td>$8,819</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>$8,819</td>
<td>Local bond</td>
<td>100%</td>
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<tr>
<td></td>
<td>From: Vint Hill Road</td>
<td>ROW</td>
<td>$4,195</td>
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<td>0</td>
<td>0</td>
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<td>0</td>
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<td>To: Songsparrow/Yellow Hammer Drive</td>
<td>Const</td>
<td>$4,100</td>
<td>0</td>
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<td>0</td>
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</tr>
<tr>
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<tr>
<td></td>
<td>Description: Project will construct a four lane facility within cited limits with a 16 foot raised median and bike trail accommodations. Update funding for FY09 PE, FY10 RW, and FY12 CN phases using local funds. Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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**VDOT Transit**

<table>
<thead>
<tr>
<th>Agency Project ID</th>
<th>Facility: Potomac Yard Transit Improvements</th>
<th>Phase</th>
<th>Annual Element</th>
<th>FY 07</th>
<th>FY 08</th>
<th>FY 09</th>
<th>FY 10</th>
<th>FY 11</th>
<th>FY 12</th>
<th>Program Total FY 07-12</th>
<th>Funding Source</th>
<th>Funding Shares Fed/st/fio</th>
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<td>ALEX0003</td>
<td>Facility: Potomac Yard Transit Improvements</td>
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<td>0</td>
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<td>0</td>
<td>0</td>
<td>0</td>
<td>$10,495</td>
<td>Local</td>
<td>100%</td>
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<tr>
<td></td>
<td>From: City of Alexandria</td>
<td>ROW</td>
<td>$2,976</td>
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<td>FTA 5309</td>
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<tr>
<td></td>
<td>To: East Globe Road</td>
<td>Const</td>
<td>$495</td>
<td>0</td>
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<tr>
<td></td>
<td>Description: Project will construct a bus way and transit service improvements within cited limits. Update funding for FY09, FY10, and FY11 CN phases using local, Section 5309, CMAQ and state funds. Project was included, for construction, in the air quality conformity analyses for the 2007 CLRP.</td>
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</table>

**Note:** The following funding definitions apply:
1. Fed BR is Bridge Replacement funds
2. Fed AC NH is advanced construction of NH funds.
3. Fed STP is Surface Transportation Program funds.
4. Fed DEMO is Federal Demonstration funds.
5. Fed HPD is TEA-21 High Priority
RESOLUTION FINDING THAT
THE 2007 CONSTRAINED LONG RANGE PLAN AND
THE TRANSPORTATION IMPROVEMENT PROGRAM FOR FY 2008-2013
CONFORM WITH THE REQUIREMENTS OF THE
CLEAN AIR ACT AMENDMENTS OF 1990

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for TPB to make a determination of conformity of its financially Constrained Long Range Transportation Plan (CLRP) and Transportation Improvement Program (TIP) with the state implementation plans for air quality attainment within the Metropolitan Washington non-attainment area; and

WHEREAS, on February 19, 2004, the Metropolitan Washington Air Quality Committee (MWAQC) approved the region’s severe area ozone State Implementation Plan (SIP) and on February 23, 2004 the state air agencies submitted this SIP with its associated mobile source emissions budgets to EPA; and

WHEREAS, in the May 13, 2005 Federal Register EPA approved SIP revisions submitted by the District of Columbia, Maryland, and Virginia, which included these mobile emissions budgets in a demonstration of attainment of the one-hour national ambient air quality standard for ozone; and

WHEREAS, a work program was developed to address all procedures and requirements, including public and interagency consultation, and the work program was released for public comment on March 15 and approved by the TPB at its May 16, 2007 meeting; and
WHEREAS, in each year's update of the CLRP between 2000 and 2004, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, while progress was made during 2007 in Congress and the legislatures of Maryland, Virginia, and District of Columbia to identify additional revenues for WMATA's future capital needs, this additional revenue was not assumed to be available in the financial plan and the transit ridership constraint to or through the core area was applied in the 2007 CLRP conformity analysis using 2010 ridership levels; and

WHEREAS, on December 13, 2007, the draft Air Quality Conformity Determination of the 2007 CLRP and the FY 2008-2013 TIP, the draft 2007 CLRP and the FY 2008-2013 TIP and web-based information were released for a 30-day public comment period and inter-agency review, and the comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on January 16, 2008; and

WHEREAS, the analysis reported in Air Quality Conformity Determination of the 2007 Constrained Long Range Plan and the FY 2008-2013 Transportation Improvement Program for the Washington Metropolitan Region, dated January 16, 2008 demonstrates adherence to the approved mobile source emissions budgets for volatile organic compounds and nitrogen oxides, demonstrates that fine particle emissions (PM2.5) meet the requirement that such emissions are not greater than 2002 levels, meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of the plan and program with the requirements of the CAAA; and

WHEREAS, in the attached letter of January 9, 2008, MWAQC has provided favorable comments on the Air Quality Conformity Determination of the 2007 Constrained Long Range Plan and the FY 2008-2013 Transportation Improvement Program for the Washington Metropolitan Region, and also urged “… States and local governments to maintain their commitments to TERMS and other emission reduction measures, regardless of whether implementation of these measures is currently necessary for conformity”;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD determines that the 2007 Constrained Long Range Plan and the Transportation Improvement Program for FY 2008-2013 conform with all requirements of the Clean Air Act Amendments of 1990.

Adopted by the Transportation Planning Board at its regular meeting on January 16, 2008
RESOLUTION APPROVING
THE 2007 CONSTRAINED LONG RANGE
TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), specify the development and content of the long range transportation plan and require that it be reviewed and updated at least every four years; and

WHEREAS, on October 18, 2006, the TPB approved the first update to the Constrained Long-Range Transportation Plan (CLRP) and FY 2007-2012 TIP which addressed the provisions of SAFETEA-LU; and

WHEREAS, on December 20, 2006, the TPB issued a solicitation document for projects and strategies to be included in the CLRP and TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2007 CLRP and inputs to the FY 2008-2013 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in March, April and May 2007; and

WHEREAS, during the development of the 2007 CLRP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the March 15, 2007 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2007 CLRP and the FY 2008-2013 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March 21, April 18 and May 16 TPB meetings; (2) At the May 16, 2007 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3) On October 11, 2007 in conjunction with the CAC meeting, a public meeting was held on the FY 2008-2013 TIP; (4) On December 13,
2007 at the CAC meeting, the draft air quality conformity analysis, the draft 2007 CLRP, the draft FY 2008-2013 TIP, a new plan brochure and a comprehensive set of web-based information on the plan were released for a 30-day public comment period which closed on January 12, 2008; (4)An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the December 19 and January 16 TPB meetings; and (5)The comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on January 16, 2008; and the final version of the TIP will include summaries of the comments and the responses; and

WHEREAS, the significant changes for the 2007 CLRP are described in the attached memorandum of December 13, 2007 and on the TPB web site, and detailed information on all of the projects in the 2007 CLRP is provided on the TPB web site and in Appendix B of the Air Quality Conformity report as adopted January 16, 2008; and

WHEREAS, the financial plan for the 2006 CLRP which is documented in the September 2006 report: Analysis of Resources for the 2006 Financially Constrained Long-Range Transportation Plan for the Washington Region was updated for the 2007 CLRP to show the forecasts of revenues and expenditures in year of expenditure dollars in addition to constant 2006 dollars; and

WHEREAS, the financial plan for the 2007 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2030; and

WHEREAS, in each year's update of the CLRP since 2000, the TPB has explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels; and

WHEREAS, as a result of the "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels; and

WHEREAS, while progress was made during 2007 in the legislatures of Maryland, Virginia, and District of Columbia to identify additional revenues for WMATA's future capital needs, this additional revenue was not assumed to be available in the financial plan and the transit ridership constraint to or through the core area was applied in the 2007 CLRP conformity analysis using 2010 ridership levels ; and

WHEREAS, on January 16, 2008, the TPB determined that the 2007 CLRP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the
NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the 2007 Constrained Long-Range Transportation Plan for the National Capital Region, as described in the attached memorandum, the TPB web site, and Appendix B of the Air Quality Conformity report.

Adopted by the Transportation Planning Board at its regular meeting on January 16, 2008
ATTACHMENT A
This attachment provides a summary of significant changes for the new 2007 Constrained Long-Range Transportation Plan (CLRP) and changes to selected existing major projects in the CLRP. For information on all the projects in the draft 2007 CLRP, visit [www.mwcog.org/clrp](http://www.mwcog.org/clrp).

**Figure 1: Significant Changes for the 2007 CLRP and the FY 2008-2013 TIP**

**Projects for Construction**
2. I-66, spot improvements inside the Beltway, 2013
3. I-95/395 HOT Lanes, widen, construct 2, 3 lanes with 14 ramps, 2010

**Studies**
5. US 301 Waldorf Bypass Study
6. US-29 (Lee Hwy) Bypass around the Manassas National Battlefield Park, Study
7. VRE Extension from Manassas to Haymarket, Study
**Projects for Construction**

1. **US 340 – Jefferson National Pike**  
   Interchange at Jefferson Technology Park
   
   Construct a new, grade-separated interchange on US 340 to support existing and planned development at Jefferson Technology Park.

   Complete: 2009  
   Cost: $10.9 million  
   Funding: Private

2. **I-66 Spot Improvements**  
   Westbound, Inside the Beltway
   
   Reconstruct westbound I-66, extending and connecting a series of acceleration and deceleration lanes to the following configuration:
   - Spot 1 – Fairfax Drive to Sycamore Street, from 2 to 3 lanes,
   - Spot 2 – Washington Boulevard to the Dulles Airport Access Road from 3 to 4 lanes, and
   - Spot 3 – Lee Highway/Spout Run to Glebe Road, from 2 to 3 lanes.

   Length: 4 miles (total)  
   Complete: 2013  
   Cost: $75.6 million  
   Funding: Federal, State

   [http://www.idea66.com](http://www.idea66.com)
3. **I-95/I-395 HOT Lanes Project**  
   **Eads Street to Garrisonville Road**

Reconfigure the existing HOV facility between Eads Street in Arlington County and just south of the Town of Dumfries from 2 to 3 lanes. Convert HOV to High Occupancy Toll (HOT) lanes.

- HOV-3, transit and emergency response vehicles will use these lanes free of charge.
- Other vehicles may use the facility by paying an electronic toll.
- Tolls will vary based on time of day, day of week, and level of congestion in order to maintain free-flow conditions.

In the southbound direction, construct an extended transition lane and a new fly-over ramp, from the HOV/BUS/HOT lanes to ease congestion as traffic merges into the general purpose lanes. Create or modify a number of connections to the existing HOV lanes to improve access to the HOT lane system for HOV and transit users.

**Transit Service Plan**

The following enhancements to transit services are included as a part of the project:

- 13 new bus routes
- Increased frequency of bus service on existing and new routes incrementally in 2010, 2020 and 2030.
- Addition of bus-only ramps in and out of the Pentagon at Eads St., an in-line bus station near the Lorton VRE station, and a bus-only access ramp at Seminary Rd.
- 6 new Park & Ride facilities with a total of 3,000 additional parking spaces.

Total capital, operating, maintenance and maintenance facility costs for the Transit Service Plan are $390 million. The proposed transit element is likely to be refined based on the findings of a detailed Transit/TDM Plan being developed by the Transit Advisory Committee (TAC).

**Length:** 36 miles  
**Complete:** 2010  
**Capital Cost:** $882 million  
   - $492 million – Preliminary engineering, right-of-way acquisition, and construction  
   - $390 million – Transit Service Plan capital and operating costs  
**Funding:** Private Equity, Debt (including bonds), Tolls, Federal Transit Capital and Transit Farebox Revenues

Projects for Construction

4. **Potomac Yard Transitway**
   Four Mile Run to Braddock Road Metro Station

   Construct the Alexandria segment of a transitway from the Braddock Road Metro Station to the Potomac Yard Town Center and on to Four Mile Run where it will connect with the Arlington County segment that runs to the Pentagon.

   Buses will travel on mixed-traffic lanes from the Braddock Road Metro Station to the Monroe Avenue Bridge. From Monroe Ave. to E. Glebe Rd., buses will travel on a dedicated transit right-of-way. From E. Glebe Rd. buses will serve the Potomac Yard Town Center and connect to the Arlington segment at S. Glebe Rd.

   Length: 2.5 miles
   Complete: 2011
   Cost: $18.1 million
   Funding: Federal, State, Local & Private
Studies

5. **US 301 – Waldorf Bypass**

Washington Avenue/Turkey Hill Road to North of the MD 5 Interchange at T.B.

Study alternatives for upgrading and widening US 301 through Waldorf and/or constructing an access-controlled bypass.

- Estimated Completion: 2030
- Estimated Cost: $1.5 billion (Charles County/TPB area), $2.78 billion (total)
- Funding: Not identified

[http://www.us301waldorf.org](http://www.us301waldorf.org)

6. **Manassas National Battlefield Bypass**, US 29 to Planned Tri-County Parkway/ Route 234

Close Routes 29 and 234 through the Manassas Battlefield Park to through traffic. Construct a bypass north of the park in the following segments:

- **Segment 1** – Construct a new 4-lane road from US 29 east of the Park to existing VA 234 north of the Park
- **Segment 2** – Widen existing VA 234 from north of the Park to the proposed Tri-County Parkway/VA 234.

- Length: 8.9 miles (total)
- Estimated Completion: 2020
- Estimated Cost: $133 million
- Funding: Not identified

[http://www.battlefieldbypass.com](http://www.battlefieldbypass.com)
Studies

7. **VRE Expansion**  
   City of Manassas to Gainesville and Haymarket

Preliminary engineering and environmental work to extend VRE commuter rail service to Haymarket and Gainesville.

- **Length:** 11 miles
- **Estimated Completion:** 2018
- **Estimated Cost:** $280 million
- **Funding:** Not Identified
The following changes were made to four of the region’s highlighted existing major projects.

**Maryland**
1. Intercounty Connector (ICC) – Completion date changed from 2010 to 2012

**Virginia**
2. Springfield Interchange – Completion date changed from 2007 to 2008
3. Tri-County Parkway – Alignment changed (revised alignment below) and completion date changed from 2020 to 2012.
4. Beltway HOT Lanes – Completion date changed from 2010 to 2013 and the project cost changed from $899 million to $1.6 billion.
WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the Federal Planning Regulations implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), specify the development and content of the transportation improvement program (TIP) and require that it be reviewed and updated at least every four years; and

WHEREAS, the TIP is required by FHWA and FTA as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on October 18, 2006, the TPB approved the first update to the Constrained Long-Range Transportation Plan (CLRP) and FY 2007-2012 TIP which addressed the provisions of SAFETEA-LU; and

WHEREAS, on December 20, 2006, the TPB issued a solicitation document for projects and strategies to be included in the CLRP and TIP that will meet federal planning requirements and address the federal planning factors and goals in the TPB Vision; and

WHEREAS, the transportation implementing agencies in the region provided submissions for the 2007 CLRP and inputs to the FY 2008-2013 TIP, and the TPB Technical Committee and the TPB reviewed the submissions at meetings in March, April and May 2007; and

WHEREAS, the FY 2008-2013 TIP includes projects which are consistent with the 2007 CLRP as approved by the TPB on January 16, 2008; and are selected in accordance with the final planning regulations; and

WHEREAS, the FY 2008-2013 TIP has been developed to meet the financial requirements in the final planning regulations; and
WHEREAS, during the development of the 2007 CLRP the FY 2008-2013 TIP, the TPB public involvement process was followed, and numerous opportunities were provided for public comment: (1) At the March 15, 2007 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the 2007 CLRP and the FY 2008-2013 TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March 21, April 18 and May 16 TPB meetings; (2)At the May 16, 2007 meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents; (3)On October 11, 2007 in conjunction with the CAC meeting, a public meeting was held on the FY 2008-2013 TIP; (4)On December 13, 2007 at the CAC meeting, the draft air quality conformity analysis, the draft 2007 CLRP, the draft FY 2008-2013 TIP, a new plan brochure and a comprehensive set of web-based information on the plan were released for a 30-day public comment period which closed on January 12, 2008; (4)An opportunity for public comment on these documents was provided on the TPB web page and at the beginning of the December 19, 2007 and January 16, 2008 TPB meetings; and (5)The comments and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on January 16, 2008; and the final version of the TIP will include summaries of the comments and the responses; and

WHEREAS, the U.S. Department of Transportation issued regulations in 1991 on providing transit services to persons with disabilities to conform to the Americans With Disabilities Act (ADA) of 1990, and by January 1997, both the Washington Metropolitan Area Transit Authority and Frederick County ADA Paratransit services were operating as planned in conformance with the regulations; and

WHEREAS, the TPB has determined that the FY 2008-2013 TIP conforms with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the FY 2008-2013 TIP by the Board,

NOW, THEREFORE, BE IT RESOLVED THAT the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves the Transportation Improvement Program for FY 2008-2013.

Adopted by the Transportation Planning Board at its regular meeting on January 16, 2008
WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) of 2005 for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Washington Metropolitan Area; and

WHEREAS, in the March 27, 2006 report: Transportation Planning Certification Summary Report Washington, DC-VA-MD, Transportation Management Area, FHWA and FTA determined that "the transportation planning process of the Transportation Planning Board of the Washington DC-VA-MD TMA meets the requirements of the Metropolitan Planning Rule at 23 CFR Part 450 Subpart C and 49 CFR Part 613;" and

WHEREAS, the Federal Planning Regulations implementing SAFETEA-LU, which were issued February 14, 2007 by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA), require that "the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues facing the area and is being carried out in accordance with all applicable requirements..."; and

WHEREAS, on October 18, 2006, the TPB approved the first update to the Constrained Long-Range Transportation Plan (CLRP) CLRP and FY 2007-2012 TIP which addressed the provisions of SAFETEA-LU; and

WHEREAS, on April 6, 2007, FHWA and FTA found that the 2006 CLRP and FY 2007-2012 TIP conform to the region’s State Implementation Plans, and that the financial information needed to support the fiscal planning constraint determination is complete; and

WHEREAS, on January 16, 2008, the TPB approved the 2007 CLRP and the FY 2008-20013 TIP, which are fully documented on the TPB web site; and

WHEREAS, a Statement of Certification, dated January 16, 2008 has been prepared with signatures of officials from the District of Columbia Department of Transportation, the Maryland Department of Transportation, the Virginia Department of Transportation, and the
TPB and is appended to this resolution.

NOW, THEREFORE BE IT RESOLVED BY THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD THAT:

The appended Statement of Certification dated January 16, 2008, which finds that the transportation planning process is addressing the major issues in the National Capital Region and is being conducted in accordance with all applicable requirements, is hereby adopted.

Adopted by the Transportation Planning Board at its regular meeting on January 16, 2008
**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**

**STATEMENT OF CERTIFICATION**

This document describes how the TPB planning process complies with applicable requirements and guidelines.

January 16, 2008

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The National Capital Region Transportation Planning Board (TPB) has been designated as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area as delineated under the final planning regulations issued by the U.S. Department of Transportation (USDOT) on February 14, 2007 to implement Safe, Accountable, Flexible, Efficient Transportation Equity Act: Legacy for Users (SAFETEA-LU). The TPB, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) certify that the metropolitan transportation planning process is being carried out in conformance with all applicable requirements of 23 USC 143, 49 USC 1607, 23 CFR Parts 450 and 500, 49 CFR Part 613, and Sections 174 and 176(c) and (d) of the Clean Air Act, as evidenced by the descriptions below. The TPB reviewed this self-certification document at its January 16, 2008 meeting.

1. **The Unified Planning Work Program for Transportation Planning**

   The FY 2008 Unified Planning Work Program for Transportation Planning (UPWP) was adopted by the TPB on March 21, 2007 and amended on November 2, 2007 and December 10, 2007. The UPWP was approved by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) on May 29, 2007. The UPWP was developed to address the U.S. Department of Transportation’s final metropolitan planning requirements as well as comply with the air quality conformity regulations of the Environmental Protection Agency as amended on June 1, 2005. The TPB developed the work program to address the SAFETEA-LU final planning regulations issued by the US DOT on February 14, 2007.

2. **Roles and Responsibilities for Transportation Planning and Programming**

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

   On October 30, 2003, the state transportation agencies updated an agreement with the Metropolitan Washington Council of Governments (COG) that provides for the administrative support of the transportation planning process. The responsibilities for the primary planning and programming activities are indicated in the UPWP. In addition, an agreement involving the TPB and Charles and Calvert counties in Maryland regarding consistency and conformity of their plans, programs and projects is included in the UPWP. Also included is an agreement between the TPB and the Fredericksburg Area MPO (FAMPO) in Virginia which
identifies the roles and responsibilities for cooperatively conducting the planning and programming process in the FAMPO portion of the Metropolitan Washington Urbanized Area.

3. **The TPB Transportation Vision and Planning Factors**

The eight federal planning factors are encompassed by the TPB Vision; each planning factor is included in one or more of the TPB Vision goals, objectives and strategies, except for security, which is implicitly addressed in the TPB Vision. The new planning regulations added safety and security as two separate planning factors, which are addressed by the TPB in on-going planning activities, described below. A description of how each planning factor is encompassed by the TPB Vision can be found at: [www.mwcog.org/clrp/federal/vision_factors.asp](http://www.mwcog.org/clrp/federal/vision_factors.asp).

The Vision and the planning factors are used to guide project submissions for the Plan and Transportation Improvement Program (TIP). Each year agencies that are submitting projects to be part of the long-range plan and TIP are asked to use the Vision as a guide for what projects should be selected. The Vision is provided in the TPB’s annual “Call for Projects”. In 2007, the project submission forms for the Plan and TIP were revised to include a field asking how the project will address the eight Federal planning factors. After the plan is adopted by the TPB, an analysis of how the plan relates to the TPB Vision goals and the planning factors will be conducted.

*Emergency Preparedness and Transportation Security*

The TPB has been addressing security issues since the events of 9/11. The TPB coordinates with COG’s RESF-1 emergency transportation committee that, with police, fire, emergency management, and others, is a part of the COG structure of public safety programs. The Committee, through the Regional Emergency Coordination Plan, addresses Transportation’s role regarding emergency response, coordination, and recovery during and after a declared or other major emergency. More information is available at [http://www.mwcog.org/clrp/federal](http://www.mwcog.org/clrp/federal).

*Transportation Safety*

The Transportation Safety Element of the CLRP, found at [www.mwcog.org/clrp/elements/safety/default.asp](http://www.mwcog.org/clrp/elements/safety/default.asp), integrates the important topic of safety in the planning process, including tracking safety funding in the TIP, sharing best practices, regional traffic safety data compilation and sharing, participation in the State Highway Safety planning process, and coordination of the metropolitan planning aspects of state, regional, and local safety efforts, especially education and enforcement. A Transportation Safety Subcommittee of the TPB advises staff on the Safety Element and Safety programs. The TPB
conducted a yearly "Street Smart" campaign to raise awareness and promote safer behavior among drivers, pedestrians and bicyclists.

4. Four-Year Updates of the Long-Range Transportation Plan

The final planning regulations issued by the USDOT require the TPB to update the plan every four years, whereas TEA-21 required an update every three years. The TPB produced its last triennial update of the Long-Range Transportation Plan on October 16, 2006. The 2006 CLRP was documented on a website and with a brochure to make information available earlier than the published document as well as to improve access and visualization of the plan to the public.

The 2007 CLRP is also documented on a website (www.mwcog.org/clrp) and in a publication entitled "TPB Financially Constrained Long-Range Transportation Plan, Draft 2007 Update" dated December 13, 2007. A final brochure will be produced after the TPB adopts the 2007 CLRP.

Documentation of past triennial updates includes:

1997 Update to the Financially Constrained Long-Range Transportation Plan (CLRP) for the National Capital Region. Approved by the TPB on July 15, 1998 and documents the first triennial update to the CLRP covering the TPB actions affecting the CLRP between September 21, 1994 and July 17, 1997.

2000 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on October 18, 2000 and published in 2002.

2003 Update to the Financially Constrained Long-Range Transportation Plan for the National Capital Region. Approved by the TPB on December 17, 2003 and published in October 2004.

2006 Update to the Financially Constrained Long-Range Transportation Plan. Approved by the TPB on October 18, 2006 and documented on the website the same date, with a brochure "What’s in the Plan for 2030? The Regional Long-Range Transportation Plan as adopted October 18, 2006" finalized in March 2007, Publication number 20066289.

5. The Current Plan and Transportation Improvement Program (TIP)

On October 18, 2006 the TPB approved the 2006 CLRP and the FY 2007-2012 TIP; the TIP was amended by the TPB on March 21, 2007.

On April 6, 2007, FHWA and FTA found that the 2006 CLRP and FY 2007-2012 TIP conform to the region’s State Implementation Plans, and that the conformity
determination has been performed in accordance with the Transportation Conformity Rule (40CFR Part 93), as amended. The FWHA and FTA also found on April 6, 2007 (in accordance with the provision of Section 134(h)(2)(b), Title 23 USC) the financial information needed to support the fiscal constraint determination to be complete.

6. **The New Plan and TIP**

On December 20, 2006, the TPB began the development of the 2007 CLRP by releasing the final solicitation document for the 2007 CLRP and the FY 2008-2013 TIP, which requested that the transportation implementing agencies explicitly consider the Vision and the eight planning factors as the policy framework when they submitted projects and programs for inclusion in the CLRP. All submissions for the 2007 CLRP included a description of how the project or program contributes to the planning factors.

**Approval of the New Plan and TIP**

The 2007 CLRP was developed according to the requirements in the final planning regulations that implement SAFETEA. The 2007 CLRP meets the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The 2007 CLRP was adopted by the TPB on January 16, 2008.

The FY 2008-2013 TIP, which includes transit, highway, bikeway and pedestrian, and ridesharing improvement projects, and transit and ridesharing operating support, was developed according to the requirements in the final planning regulations, and includes projects that can be implemented with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained. The FY 2008-2013 TIP was adopted by the TPB on January 16, 2008.

7. **Annual Listing of Projects**

The final planning regulations require that the TPB 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, the TPB has prepared a listing of projects for which federal funds have been obligated each year since 2001. The annual listing of projects is available on the web at [www.mwcog.org/clrp/projects](http://www.mwcog.org/clrp/projects).
8. The Air Quality Conformity Determination for the New Plan and TIP


The Round 7.1 land use forecasts used in the regional travel demand and air quality conformity analysis of the 2007 CLRP were developed by the Metropolitan Development Policy Committee and are consistent with the adopted 2007 CLRP. Round 7.1 forecasts were approved by the COG’s Metropolitan Development Policy Committee for use for testing purposes in the analysis of the CLRP and TIP on March 14, 2007. The COG Board of Directors adopted the Round 7.1 land use forecasts on January 9, 2008.

In each year's update of the CLRP between 2000 and 2004, the TPB in its conformity analysis explicitly accounted for the funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2005 by constraining transit ridership to or through the core area to 2005 levels, However, as a result of the November 2004 "Metro Matters" commitments for Metro's near-term funding, the transit ridership constraint to or through the core area was applied in the 2005 CLRP conformity analysis using 2010 ridership levels rather than 2005 levels.

The TPB "Consultation Procedures with Respect to Transportation Conformity Regulations Governing TPB Plans and Programs," adopted by the TPB on September 21, 1994 and amended on May 20, 1998, and which are compatible with those adopted in the District of Columbia, Maryland, and Virginia, were followed for the air quality conformity determination of the 2007 CLRP, the FY 2008-2013 TIP and the FY 2008 UPWP.

9. The Financial Plan

The financial plan for the 2007 CLRP demonstrates that the forecast revenues reasonably expected to be available are equal to the estimated costs of expanding and adequately maintaining and operating the highway and transit system in the region through 2030. Forecast revenues and expenditures for the CLRP total $159 billion in year of expenditure dollars for the 24-year period of 2007 to 2030.

xxx
The comprehensive financial plan for the 2006 CLRP was updated for the 2007 CLRP to show the forecasts of revenues and expenditures in year of expenditure dollars in addition to constant 2006 dollars. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. The documentation on the financial plan is available on the TPB website at: www.mwcog.org/clrp/elements/financial.asp.

A comprehensive financial plan was prepared for the 2006 CLRP. It reviews and updates projected transportation revenues and costs for operating, maintaining, and expanding the regional transportation system through 2030. The forecasts were prepared by the transportation implementing agencies and jurisdictions, with technical integration and documentation provided by consultants. All of the forecasts and assumptions were reviewed extensively at eight meetings between July 2005 and July 2006 by a working group of the TPB Technical Committee. The TPB was briefed on the financial analysis at its July 19, 2006 meeting.

Transit Ridership is Constrained

During 2007, some progress was made in Congress and the legislatures of Maryland, Virginia, and District of Columbia to identify an additional $3 billion in revenues ($1.5 billion in federal with matching funds from the Davis Bill and $1.5 billion from dedicated sources in the District and states) for WMATA's future capital needs. However, for this CLRP the $3 billion in new WMATA revenue is not assumed. To address this situation where funding has not yet been identified to accommodate all of the projected WMATA ridership growth, a method that has been applied since the 2000 CLRP was used to limit the projected ridership to be consistent with the available funding for the capacity improvements.

The funding uncertainties affecting the Metrorail system capacity and levels of service beyond 2010 was explicitly accounted for by constraining transit ridership to or through the core area to 2010 levels. The transit constraint method is applied during the travel demand modeling process as part of the air quality conformity analysis of the CLRP. First, unconstrained origin and destination trip tables are produced for the years 2010, 2020, and 2030. Constrained transit trip tables are then created for 2020 and 2030 by inserting 2010 totals for the transit trip patterns that correspond to trips into or through the core area containing the maximum load points in the rail system. The transit person trips that cannot be accommodated are then allocated back to the auto person trip tables, resulting in increased daily automobile trips and vehicle emissions.

10. Participation Plan and Public Involvement

The TPB adopted a new Participation Plan on December 19, 2007. The Plan was developed to articulate the TPB’s commitment to a transparent interface with the public and with relevant public agencies to support the regional transportation
planning process, including the development of the CLRP. The Participation Plan includes a policy statement, identification of goals, and description of participation activities, including procedures, committees, website and publications, public meetings and trainings, and general activities. The Participation Plan addresses all of the SAFETEA-LU final metropolitan planning regulations related to public involvement. The “Participation Plan for the National Capital Region Transportation Planning Board” is available at http://www.mwco.org/publications/departmental.asp?CLASSIFICATION_ID=3&S UBCLASSIFICATION_ID=20.

In 2007, the TPB contracted with a consultant to conduct an evaluation of public involvement activities, as specified in the TPB’s Public Involvement Process as revised October 20, 1999. The evaluation found that TPB could further enhance its public involvement activities by developing a Participation Plan that is strategic and integrated, and that employs a variety of different tools and activities to serve different audiences and constituencies.

The Participation Plan was developed in consultation with a number of different committees and stakeholder groups, including the TPB Citizens Advisory Committee, the Access for All Advisory Committee, the TPB Technical Committee, the Regional Bus Subcommittee, the Bicycle and Pedestrian Subcommittee, and the Ad-Hoc Freight Committee. TPB staff conducted a focus group in August 2007 to inform the development of the Participation Plan and to gain insight into how the TPB can most effectively use its public involvement resources.

The TPB’s Participation Plan includes the following participation activities:

- The Citizens Advisory Committee (CAC) includes 15 citizens from across the region. The CAC provides region-oriented citizen advice to the TPB and conducts public forums across the region.
- The Access for All Advisory Committee (AFA) advises the TPB on transportation issues, programs, policies and services that are important to low-income communities, minority communities and people with disabilities; the AFA annually presents comments on the long-range plan to the TPB.
- Publications include a monthly newsletter and annual report and other special reports and comments, including a Citizens Guide to Transportation Decision Making in the Washington Region.
- An extensive website provides comprehensive information on TPB activities and online opportunities for public input.
- A public comment period is held at the beginning of every TPB monthly meeting.
- The TPB follows federal requirements for public involvement, including a public comment period of at least 30 days prior to the approval of major
documents or major amendments, and the development and consideration of written responses to comments received.

- The TPB launched its Community Leadership Institute (CLI) as a pilot in April 2006. The Institute seeks to engage community leaders who have typically not been involved in the regional transportation planning process. The CLI continues to be an effective way to educate community leaders.
- A wide variety of public outreach forums have been conducted over the years, often in conjunction with the CAC. In the past two years, these forums have focused on the TPB’s scenario study, the Regional Mobility and Accessibility Study. Numerous other outreach activities, including presentations by staff and board members, are conducted on a regular basis.

**Visualization and Electronic Access**

The TPB uses visualization techniques to provide an avenue for citizens to better understand the long-range plan and to have improved access to the latest information on the plan on the web. The transportation projects can be viewed using Google Earth on the CLRP website ([www.mwcog.org/clrp](http://www.mwcog.org/clrp)). The use of Google Earth allows users to zoom in on projects of interest, and click an icon to get more information. In addition, the TPB makes public information available electronically on two main websites: the TPB website: [www.mwcog.org/transportation](http://www.mwcog.org/transportation) and the CLRP website ([www.mwcog.org/clrp](http://www.mwcog.org/clrp)), and advertises that alternative formats for people with disabilities are available upon request. This web-based approach allows the public timely access to the latest information.

**The Public Involvement Process for the New Plan and TIP**

The 2007 Update to the long-range plan had two public comment periods during its development; the first was held in the spring of 2007 on the projects to be included in the air quality conformity analysis, and the second was held on the draft Constrained Long-range Transportation Plan (CLRP), draft Transportation Improvement Program (TIP) and draft air quality conformity determination. A public forum was held on the development of the TIP on October 11, 2007.

During the development of the 2007 CLRP and the FY 2008-2013, the participation procedures outlined in the TPB Participation Plan were followed, and numerous opportunities were provided for public comment, including:

1. At the March 15, 2007 TPB Citizens Advisory Committee (CAC) meeting, the project submissions for inclusion in the air quality conformity analysis of the Plan and TIP and the air quality conformity work scope were released, and an opportunity for public comment on these submissions was provided at the beginning of the March, April and May TPB meetings.
2. At the May 16, 2007 TPB meeting, the TPB approved a set of responses to the public comments on the project submissions for inclusion in the CLRP and TIP documents.

3. The TPB Access for All Advisory Committee provided comments on the Draft 2007 CLRP to the TPB on September 19, 2007. The AFA reviewed maps of major projects in the proposed plan and locations of low-income communities, minority communities, persons with disabilities and limited English speakers at the July 26, 2007 AFA meeting. This review prompted the comments on the 2007 CLRP.

4. On December 19, 2008 the draft air quality conformity analysis, the draft 2007 CLRP, the draft FY 2008-2013 TIP, a new plan brochure and comprehensive set of web-based information on the plan and TIP were released for a 30-day public comment period which closed on January 12, 2008. Public comments could be submitted on-line, in writing by e-mail, fax, and regular mail or by voice mail. An opportunity for public comment was provided at the beginning of the December 19, 2007 and January 16, 2008 TPB meetings.

5. A brochure describing the draft Plan was made available at public meetings and an e-mail announcing the public comment period was sent to approximately 1,500 individuals.

6. The comments were posted on the website, and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on January 16, 2008. The final version of the TIP includes summaries of the comments and the responses.

Starting in 2004, public comments for the Plan and TIP can be made on the website, are posted on the website and are searchable by the public.

11. Transportation for Persons with Disabilities and Older Adults

On September 6, 1991, the U.S. Department of Transportation issued regulations (49 CFR, Parts 27, 37 and 38) on transportation for persons with disabilities to conform to the Americans with Disabilities Act (ADA) of 1990. Related regulations include Section 504 of the Rehabilitation Act of 1973 regarding discrimination against individuals with Disabilities. On July 15, 1992, the TPB certified that the WMATA ADA Paratransit Plan for the WMATA Region and the Frederick County ADA Paratransit Plan are in conformance with the Constrained Long Range Plan and these plans were submitted to FTA in July 1992. By January 1997 both the WMATA and Frederick County paratransit services were operating as planned in conformance with the regulations.

The TPB Access for All Advisory (AFA) Committee has developed recommendations to improve transportation services for people with disabilities.
and older adults. These recommendations were transmitted to the WMATA Board from the TPB on January 21, 2004. In addition, the TPB and the AFA hosted a "Disability Awareness Day" on October 20, 2004 to highlight a typical commute for a person with a disability where members of the TPB, a person with a disability, and a member of the press traveled together to a press conference to COG. Also on October 20, 2004, the TPB adopted a resolution recognizing "the importance of accessible and dependable transit service, sidewalks, and safe pedestrian crossings for people with disabilities," and encouraging TPB members to implement the AFA recommendations to improve transit services for people with disabilities.

In 2004, the TPB Access for All Advisory Committee called for a study of ways to improve the quality of MetroAccess, the service for people with disabilities who are unable to use the bus and rail system. The study was conducted between April and December of 2005 under the guidance of a study steering committee comprised of a wide variety of stakeholders. The study identified gaps and shortcomings in existing paratransit services from the perspective of customers, human service agencies, and transportation providers. Sixteen recommendations that addressed these gaps were developed based on innovative paratransit practices from around the country. The study was featured in the Washington Post, WAMU, and the Examiner. WMATA established an Ad-Hoc MetroAccess committee to review the 15 recommendations in the study and endorsed several of the priority recommendations. The Ad-Hoc MetroAccess recommendations were accepted by the WMATA Board on June 15, 2006.

COG adopted an accommodations policy for people with disabilities in 2006 which the TPB and all other TPB committees follow. This policy sets procedures for making documents accessible to those with visual impairments and for making meeting locations and other logistics accessible for those with disabilities or limited English skills. COG’s accommodations policy can be found at www.mwcog.org/accommodations/.

12. **Metropolitan Planning and Title VI of the Civil Rights Act of 1964**

The planning process is consistent with Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each state under 23 U.S.C 794, 23 U.S.C. 324 regarding the prohibition of discrimination based on gender and USDOT guidance on environmental justice. The planning process also conforms to the Surface Transportation and Uniform Relocation Assistance Act of 1987, regarding the involvement of minority enterprises in FHWA and FTA funded projects.

In December 1998, the U.S. Department of Transportation/Federal Highway Administration (FHWA) released DOT Order 6640.23 to comply with Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. Additional guidance was provided by
FHWA and the Federal Transit Administration (FTA) in a memorandum dated October 7, 1999 titled "Implementing Title VI Requirements in Metropolitan and Statewide Planning". The TPB has complied with the USDOT's longstanding guidance to ensure nondiscrimination in programs, procedures, operations, and decisionmaking to assure that social, economic, and environmental impacts on communities and individuals are considered in the planning process.

Several actions have been taken to ensure that the planning process includes participation by low-income, minority, disabled and elderly communities. First, in January 2000 the TPB appointed members to the new Citizens Advisory Committee including appropriate representation from low-income, minority, and disabled groups as specified in the TPB Public Involvement Process as amended on October 20, 1999. The TPB CAC holds monthly meetings open to the public. Second, the TPB created the Access for All Advisory (AFA) Committee on November 15, 2000. The committee is chaired by a TPB member who regularly reports to the TPB on the issues and concerns of low-income and minority communities and persons with disabilities. Approximately 25 community leaders are members of the committee, which meets every other month. The committee also has ex-officio representation from the major transportation implementing agencies in the region.

The AFA committee's first report was presented to the TPB at its March 20, 2002 meeting. On June 18, 2003, the AFA report: Improving Transit Information for Limited English Speakers was approved by the TPB for transmittal to all transit agencies in the region. The committee's 2003 report was presented to the TPB at its March 17, 2004 meeting. The TPB endorsed the AFA report “Improving Language Access to Transit in the National Capital Region” on May 16, 2007.

An analysis of how the long-range plan impacts low-income, minority and disabled populations was conducted and documented in a report presented to the TPB on July 20, 2005. This analysis included a review of the census data and mode use by population group and proximity to transit stations. The accessibility changes resulting from the 2004 CLRP were analyzed for disproportionate adverse impacts on transportation disadvantaged groups. The analysis showed that based on accessibility to jobs, the 2004 CLRP does not appear to have disproportionate adverse impacts on these groups. After the 2007 CLRP is adopted, another analysis looking for disproportionate adverse impacts will be conducted.

The TPB Access for All Advisory Committee provided comments on the Draft 2007 CLRP to the TPB on September 19, 2007. The AFA reviewed maps of major projects in the proposed plan and locations of low-income communities, minority communities, persons with disabilities and limited English speakers at the July 26, 2007 AFA meeting. The AFA comments on the 2007 CLRP can be found at www.mwcog.org/clrp/public/afa.asp.
COG/TPB is an equal employment opportunity (EEO) employer and has an incentive program to ensure the participation of Disadvantaged and Women Business Enterprises (DBE and WBE), including procedures to provide for subcontracting to women and disadvantaged only in proposals for contracting work. COG’s DBE policy can be found at www.mwcog.org/doingbusiness/dbe. COG establishes overall goals for DBE participation in COG procurements at the beginning of each fiscal year.

13. **Human Service Transportation Coordination**

The TPB has recently become more involved with human service transportation coordination efforts to improve transportation for low-income populations, persons with disabilities and older adults. The TPB established a Task Force to work on this topic in July 2006, and approved a Coordinated Human Service Transportation Plan on April 18, 2007. The TPB conducted its first solicitation for Job Access Reverse Commute and New Freedom Funds as the designated recipient for these Federal Transit Administration programs in the Washington DC-VA-MD Urbanized Area from May 1 through June 30, 2007. The preparation of the Coordinated Human Services Transportation Plan was coordinated and is consistent with the 2007 CLRP, and can be found at www.tpbcoordination.org.

14. **Congestion Management Process**

The TPB created a Congestion Management Process (CMP) in 2007 that is part of the regional transportation plan and is committed to management of the existing and future transportation system through the use, where appropriate, of demand management and operational management strategies. These strategies, when taken as a whole, form a large portion of the CMP. The CMP addresses the SAFETEA-LU requirements, as laid out in the February 14, 2007 federal regulations (Source: §450.320(a), Metropolitan Transportation Planning, Final Rule, Federal Register, February 14, 2007). The CMP element of the CLRP is documented at www.mwcog.org/clrp/elements/cmp/default.asp.

The CMP has four main components: 1) Congestion monitoring of major highways; 2) Identification and analysis of strategies to alleviate congestion; 3) Implementation of reasonable strategies and an assessment of their effectiveness and 4) Integration of strategies into major roadway construction projects. With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

Congestion Management Process (CMP) documentation is included in the TPB’s process for soliciting projects from implementing agencies for the CLRP and TIP. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of
15. **Management, Operations and Technology**

The TPB has several on-going efforts related to management, operations and technology to help the region maximize the efficiency and effectiveness of the transportation system. The TPB has a Management, Operations and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. Related programs include the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Intelligent Transportation Systems (ITS) Architecture and the Traffic Signals Subcommittee. More details on the task force and programs can be found at [http://www.mwcog.org/clrp/federal](http://www.mwcog.org/clrp/federal).

16. **Freight Planning**

In 2007, TPB commissioned a freight planning study for the metropolitan area. The study found that annually approximately $200 billion of goods are transported to, from or within the Washington region, and an additional estimated $1.2 trillion of goods travel through the region (through-trips). The TPB is committed to enhanced consideration of freight movement information via a regional freight planning committee and additional stakeholder outreach and input activities. A link to the freight planning study can be found at [http://www.mwcog.org/clrp/federal](http://www.mwcog.org/clrp/federal).

17. **Environmental Consultation and Mitigation**

The final planning regulations include new environmental consultation requirements, and as such, the TPB established procedures in its Participation Plan for environmental consultation.

The TPB consulted with natural resource, conservation, environmental protection and historic preservation agencies on the development of the 2007 CLRP. A database was assembled containing the contact information of federal, state and local officials throughout the region. The initial consultation process included establishing contact with these agencies by providing information on the 2007 CLRP and the TPB’s planning process, as well as requesting their comments on the plan. These officials were also requested to provide GIS data regarding environmental plans and inventories of historic or natural resources so that they may be compared with the CLRP.

These agencies provided comments on the plan that were incorporated into the 2007 CLRP as reflected on the plan website. In addition, contacts for future engagement have been incorporated into the database of environmental contacts in the region, and environmental GIS data collected. The environmental data
provided by the agencies was used to create regional maps of environmentally and/or culturally sensitive areas for comparison with the CLRP. In total, seven maps were created showing floodplains, wetlands, green infrastructure, protected lands, historic sites, sensitive species habitat, and impervious surfaces overlaid with the major projects in the 2007 CLRP. The maps were presented to and reviewed by various agencies and committees, including the TPB Technical Committee, the Chesapeake Bay Policy Committee, and the Planning Directors Technical Advisory Committee. The final maps were part of the draft 2007 CLRP as released for public comment in December 2007.

The planning regulations also require that the plan include a discussion of potential environmental mitigation activities. A review of current minimization and mitigation strategies being considered throughout the region was conducted. This preliminary discussion of mitigation activities in the region was given to environmental agencies for review. The agencies provided comments and additions, which were incorporated into the discussion. This discussion is included in the 2007 CLRP and can be found at http://www.mwcog.org/clrp/elements/environment/envmitigation.asp
18. **Related Documents and Other Items on the Web**

This self-certification refers to many related items and documents which are available on the website. Below is a list of the key documents with a link to their exact location on the website.

<table>
<thead>
<tr>
<th>Item</th>
<th>Specific Location</th>
</tr>
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<tbody>
<tr>
<td>2007 Plan</td>
<td><a href="http://www.mwcog.org/clrp">www.mwcog.org/clrp</a></td>
</tr>
<tr>
<td>2007 Plan Brochure</td>
<td><a href="http://www.mwcog.org/clrp/resources/">www.mwcog.org/clrp/resources/</a></td>
</tr>
<tr>
<td>Call for Projects for 2007 CLRP and FY2008-2013 TIP</td>
<td><a href="http://www.mwcog.org/clrp/resources/">http://www.mwcog.org/clrp/resources/</a></td>
</tr>
<tr>
<td>Public comments on the new Plan</td>
<td><a href="http://www.mwcog.org/transportation/public/">http://www.mwcog.org/transportation/public/</a></td>
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<tr>
<td>Financial Plan</td>
<td><a href="http://www.mwcog.org/clrp/resources/">http://www.mwcog.org/clrp/resources/</a></td>
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<tr>
<td>COG Accommodations Policy for People with Disabilities</td>
<td><a href="http://www.mwcog.org/accommodations/">http://www.mwcog.org/accommodations/</a></td>
</tr>
<tr>
<td>Coordinated Human Services Transportation Plan</td>
<td><a href="http://www.tpbcoordination.org">www.tpbcoordination.org</a></td>
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<td><a href="http://www.mwcog.org/clrp/projects">www.mwcog.org/clrp/projects</a></td>
</tr>
<tr>
<td>Environmental Mitigation Discussion</td>
<td><a href="http://www.mwcog.org/clrp/elements/environment/envmitigation.asp">www.mwcog.org/clrp/elements/environment/envmitigation.asp</a></td>
</tr>
<tr>
<td>Visualization of the CLRP</td>
<td><a href="http://www.mwcog.org/clrp/projects/current/ge_intro.asp">www.mwcog.org/clrp/projects/current/ge_intro.asp</a></td>
</tr>
</tbody>
</table>
19. **Federal Certification Recommendations**

As required by federal regulations, the Federal Highway and Transit Administrations conducted a Certification Review of the TPB transportation planning process on September 19-20, 2005. The final report was presented to the TPB on April 19, 2006 and included 9 commendations and sixteen recommendations. The October 18, 2006 TPB Statement of Certification includes a summary of how the TPB had addressed the recommendations to date. Since this previous Statement of Certification, the TPB has accomplished all of the recommendations.

20. **Signature Pages**

The following signature pages from the District of Columbia, Maryland, Virginia and the Transportation Planning Board certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements.
CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS FOR THE NATIONAL CAPITAL REGION

January 16, 2008

The National Capital Transportation Planning Board (TPB) hereby certifies that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all the applicable requirements of:

i. 49 U.S.C. Section 5323(k) and 23 U.S.C. 134;


iii. Section 1101 of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy For Users (Public Law 109–59) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded project;

iv. The provision of the Americans With Disabilities Act of 1990 (Public Law 101-336, 104 Stat. 327, as amended) and the U.S. DOT implementing regulation;

v. The provision of 49 CFR part 20 regarding restrictions on influencing certain activities;

vi. Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d))

vii. 49 U.S.C. 5332; and


[Signature]
Emeka Moneme
Director
District of Columbia Department of Transportation
CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION

January 16, 2008

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vii. 49 U.S.C. 5332; and


[Signature]

Frederick P. Rappe, Jr.
Acting Director, Office of Planning and Capital Programming.
Maryland Department of Transportation
CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION

January 16, 2008

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vii. 49 U.S.C. 5332; and


[Signature]

Vorteza Salehi
District Administrator
Virginia Department of Transportation
CERTIFICATION OF THE URBAN TRANSPORTATION PLANNING PROCESS
FOR THE NATIONAL CAPITAL REGION

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vii. 49 U.S.C. 5332; and


Phil Mendelson, Chairman
National Capital Transportation Planning Board (TPB)
I. INTRODUCTION

The National Capital Region Transportation Planning Board (TPB), the designated Metropolitan Planning Organization (MPO) for the Washington region, has responsibilities for both long-term transportation planning covering the next two to three decades (the Plan) and short-term programming of projects covering the next six years (the Transportation Improvement Program or TIP). The planning horizon for the plan is from 2007 to 2030. The plan identifies the highway and high occupancy vehicle (HOV) facilities, public transit and bicycle and pedestrian improvements, major studies, and transportation strategies that can be implemented by 2030, within financial resources "reasonably expected to be available."

On October 18, 2006, the TPB adopted the 2006 the region's financially-constrained Long-Range Transportation Plan (CLRP). The 2006 CLRP was the first plan update prepared under the Safe, Accountable, Flexible, and Efficient Transportation Equity Act - A Legacy for Users (SAFETEA-LU) which became law in August 2005. The 2007 CLRP was adopted on January 16, 2007.

This is the second TIP prepared under SAFETEA-LU, and it was developed according to the final metropolitan planning regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) on February 14, 2007. As a product of the urban transportation planning process, it outlines the staged development of the CLRP, with priority projects selected for programming by the TPB, the states and the transit agencies presented in the first year of the six-year program. State, regional and local transportation agencies update the program each year in response to a Call for Projects document issued by the TPB each September.

Overview of the Policy Framework and Federal Requirements

The CLRP and TIP must address the policy framework, which is the TPB Vision, and federal requirements, which together comprise the key criteria for the development of the CLRP and TIP, summarized in Figure 1 below. The full TPB Vision which includes policy goals, objectives and strategies can be found at the TPB website: [www.mwcog.org/transportation](http://www.mwcog.org/transportation). The eight policy goals are shown in Figure 2 below. The CLRP and TIP also must meet federal planning requirements including the consideration of specific planning factors, financial constraint, air quality conformity, public involvement, Title VI of the Civil Rights Act of 1964, and a Congestion Management System. The federal planning requirements are described in more detail in Section III, page 19.
### Policy Framework: The TPB Vision
- Eight Policy Goals
- Objectives and Strategies

### Federal Requirements
- Eight Planning Factors
- Financial Constraint
- Air Quality
- Public Participation
- Title VI / Environmental Justice
- Congestion Management System

Figure 1:
Key Criteria for Developing the Plan and Transportation Improvement Program (TIP)
1. The Washington metropolitan region’s transportation system will provide **reasonable access at reasonable cost** to everyone in the region.

2. The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the entire region, including a **healthy regional core and dynamic regional activity centers** with a mix of jobs, housing and services in a walkable environment.

3. The Washington metropolitan region’s transportation system will give priority to **management, performance, maintenance, and safety of all modes and facilities**.

4. The Washington metropolitan region will use the **best available technology** to maximize system effectiveness.

5. The Washington metropolitan region will plan and develop a transportation system that enhances and protects the region’s **natural environmental quality, cultural and historic resources, and communities**.

6. The Washington metropolitan region will achieve better inter-jurisdictional **coordination of transportation and land use planning**.

7. The Washington metropolitan region will achieve an **enhanced funding mechanism(s)** for regional and local transportation system priorities that cannot be implemented with current and forecasted federal, state, and local funding.

8. The Washington metropolitan region will support options for **international and interregional travel and commerce**.
II. FEATURES OF THE TRANSPORTATION IMPROVEMENT PROGRAM

This document is a multi-modal listing of the public transit, highway and HOV, bicycle and pedestrian improvements as well as ridesharing programs, transportation emission reduction measures, and studies for which the obligation of funds has been programmed. It documents the cost, implementation phasing, sources and types of funds, and describes each project included in the program.

The TIP serves several purposes. It is an expression of intent to implement specific facilities and projects in the CLRP through the selection of priority projects during the initial six-year period of the plan. It provides a medium for local elected officials, agency staffs, and interested members of the public to review and comment on the priorities assigned to the selected projects. Finally, the TIP establishes eligibility for federal funding for those projects selected for implementation during the first program year, known as the Annual Element of the program.

This TIP covers the six-year period FY 2008 to 2012. It identifies a priority list of projects and project segments to be carried out with federal funding under SAFETEA-LU. It is normally updated every year by the TPB.

The TIP is not intended to be a capital improvement program (CIP). A CIP shows the estimated expenditure on projects over the program period. The TIP, on the other hand, programs the advancement of projects through the obligation of federal funds. Once federal funds have been obligated for a project, it might not appear again in a subsequent TIP. A project would appear in a CIP, however, as long as funds are being expended on it. With regard to the TIP, a project would be programmed for several different years if it was contemplated that the obligation of federal funds would be sought for different implementation phases of the project during those years. Each year, the TPB publishes on its web site a listing of projects, consistent with the categories in the TIP, for which federal funds have been obligated in the preceding year. A summary listing of the new, completed, delayed, reprogrammed and withdrawn major projects compared to the FY 2006-2011 TIP is on page 25.

Priority Listing of Projects in the Annual Element

The first year of the program contains a priority listing of those projects selected for funding. These are shown in the "Annual Element FY 2008" column in the tables. Each transportation improvement project must be included in the Annual Element at key stages in its implementation (preliminary engineering, right-of-way acquisition, and construction) as a basis and condition for all federal funding assistance. This includes all SAFETEA-LU funding under Title I (Surface Transportation) and Title III (Transit) to state, local, and regional implementing agencies for highway, transit, bicycle and
pedestrian capital improvements and transit operating assistance. For this reason, the Annual Element is the most important part of the TIP.

The program tables emphasize the Annual Element, the projects scheduled for implementation in FY 2007. Projects are grouped according to the agency or jurisdiction responsible for implementation.

A series of codes and notes has been used for the Annual Element to indicate the funding sources and which phases of the projects are planned for implementation. Identification of the funding source is for programming purposes only, and does not necessarily represent approval from the appropriate federal agency. Highway projects may appear in programs as many as three times: when applications for federal funds are made for preliminary engineering, right-of-way acquisition, and/or construction. Codes and symbols for these phases and for funding sources appear under KEY TO CODES at the end of the improvement tables section.

All projects in the Annual Element come from the CLRP. In addition, a number of projects appear in the TIP which are minor in nature, but are shown in order to establish eligibility for federal funding assistance. Also, some non-federally funded projects are shown, which are either recommended in the Plan, or are considered regionally significant and important to identify for air quality analysis and informational purposes.

**Grouping of Projects**

Some projects in the program are considered to be inappropriate in scale for individual identification in the Annual Element. These include signalization, traffic engineering, safety, noise abatement, modernization projects that do not change the use or scale of existing facilities, and certain small-scale highway and transit projects. These types of projects are grouped together under type of project, funding source, and programming agency. In February 1994, the TPB approved a set of criteria for grouping projects based upon those project types that are exempt in the EPA air quality conformity regulations.

**Procedures for TIP Administrative Modifications and Amendments**

The TPB has adopted procedures for processing revisions to its CLRP and TIP. A revision is a change to the CLRP or TIP that occurs between scheduled periodic updates. A minor revision is an administrative modification and a major revision is an amendment. These procedures are in accordance with the US DOT planning regulations at 23 CFR 450.

According to 23 CFR 450.326: TIP Revisions and Relationship to the STIP, the regional TIP projects must be included without change in a federally approved state
transportation improvement program (STIP) in order for them to receive federal funding. In this region, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) each provide the project descriptions and funding information for the development of the regional TIP and CLRP. Each DOT has adopted procedures for revising its STIP. When it becomes necessary for a DOT to revise the project information in the TIP, its procedures must be consistent with the TPB procedures for revising its regional TIP.

The TPB procedures are based upon the procedures adopted by DDOT, MDOT and VDOT. The procedures define what is an administrative modification and what is an amendment.

When it becomes necessary for a DOT to revise the information for a project in the CLRP or TIP, the agency will review the type of changes to the project and apply the above definitions to determine if it can be processed by the TPB as an administrative modification or an amendment. The DOT will then submit the project changes to the TPB and request that it take the appropriate action to approve either a project administrative modification or a project amendment.

**Administrative Modifications**

The TPB has delegated approval of CLRP and TIP project administrative modifications to the Director, Department of Transportation Planning of the Metropolitan Washington Council of Governments. Requests for CLRP and TIP project administrative modifications will be submitted to the Director or his or designee. The requests will be reviewed and those meeting the definition of administrative modification will be approved and forwarded to the requesting implementing agency. All TPB approved requests for CLRP and TIP project administrative modifications will be posted on the TPB web site. Once approved by the appropriate state DOT, the administrative modification will be incorporated into the STIP and no federal action will be required.

**Amendments**

Requests for CLRP and TIP project amendments will be submitted to the Chair of the TPB. The requests will be reviewed by TPB staff and those meeting the definition of an amendment will be presented to the TPB Steering Committee. The Steering Committee will consider and be asked to approve project amendments that are non-regionally significant. Under the TPB Bylaws, the Steering Committee "shall have the full authority to approve non-regionally significant items, and in such cases it shall advise the TPB of its action." The Steering Committee will consider and place all other project amendments on the TPB agenda for consideration and approval after meeting the applicable US DOT planning regulations for CLRP and TIP amendments.
All TPB approved requests for CLRP and TIP project amendments will be forwarded to the requesting DOT, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and posted on the TPB web site. Once the TPB amendment is approved by the requesting DOT, the DOT will forward the amendment to FHWA and FTA for federal approval. After approval by FHWA and FTA, the amendment will be incorporated into the DOT's STIP. The FHWA and FTA approval will be addressed to the DOT with copies to the TPB.
III. DEVELOPMENT OF THE PROGRAM

Program Development Process

The TPB transportation planning process is an ongoing cycle, and each year the TPB approves amendments to the CLRP and a new TIP that meet federal requirements and help to implement the TPB Vision. Many of the projects in the TIP are staged over several years. For example, a highway improvement project typically consists of a planning and engineering phase, right-of-way acquisition, and construction. Each of these phases may last one or more years. While the entire project is described in the CLRP, in many instances only a portion of these activities is programmed in the six-year TIP. Preparatory work on the this TIP and CLRP began in the fall 2006. Final approval was on January 16, 2008. Figure 3 below shows the annual TIP cycle.

The TIP includes many projects from earlier years, as well as new projects. In December 2006, the TPB issued a Call for Projects document and the transportation implementing agencies submitted their proposed major projects in February 2006. In May, the TPB approved the project submissions for inclusion in the air quality conformity analysis. Between June and September, the implementing agencies obtained funding commitments and provided inputs for the draft TIP. From May to October TPB staff prepared the draft CLRP documentation, the draft TIP, and the draft air quality conformity analysis to be released for public comment in December with TPB approval scheduled in January.

Each year in developing and approving the CLRP amendments and the new TIP, the TPB seeks to ensure consistency between the proposed plan and program and the TPB regional policy goals as defined in the TPB Vision and to met all applicable federal planning requirements.
Figure 3: The Annual TIP Cycle
Project Development Process

The TPB Vision and the federal metropolitan planning requirements exert a direct influence on the types of projects that are developed and submitted to the TPB for inclusion in the CLRP and TIP. However, project development typically occurs at the state and local levels. Each state, the District of Columbia, and the Washington Metropolitan Area Transit Authority (WMATA) controls its own funding stream and each has its own system for moving projects forward. Within each state, projects may be pursued for a variety of reasons and may have multiple sponsors. Figure 4 on page 18 provides a diagram of the stages in project identification, planning and programming.

Identifying Needs

Needs are identified through a variety of mechanisms throughout the region. Solutions are promoted by a number of different players. Here are some basic ways in which projects originate:

Local Government Plans

Transportation projects are often first identified through local planning, which is performed by county or municipal governments. Local comprehensive plans usually include a transportation element identifying specific projects that a local government has determined will be needed over the period of the plan-usually 20-25 years.

Project Identification at the State Level

The state DOTs each have methods for identifying projects needed to maintain the integrity of the transportation system, enhance safety or improve mobility. The states usually give highest priority to maintenance needs or structural deficiencies. Project recommendations are often based upon the state's regular analysis of pavements, bridges, congestion levels or safety issues. The states propose other projects that are system "enhancements" including trails or landscaping, or projects to serve air quality improvement goals, such as park-and-ride lots or ridesharing programs. In other cases, the states recommend "new capacity"-new or widened roads, or transit extensions. However, new projects have become less frequent as the region's transportation system matures and funding tightens.

Regional Transit Plans and Studies

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WMATA regularly assesses the needs of the Metrorail, Metrobus, and MetroAccess systems, and identifies new service and projects. Like the state DOTs, WMATA places a priority on system preservation, including replacement of rail cars and buses, escalator and elevator repair and track maintenance. WMATA also studies and identifies system enhancements, such as bus service improvements. The Maryland Transit Administration, the Virginia Department of Rail and Public Transportation and local transit agencies also perform their own studies, in addition to working with WMATA.

WMATA's needs typically are categorized into three programs: 1) the Infrastructure Renewal Program (IRP), which addresses maintenance and rehabilitation needs; 2) the System Access/Capacity Program (SAP), which includes funding to purchase trains and buses and make other improvements needed to handle new riders; and 3) the System Expansion Program (SEP), which includes new lines and services.

Corridor and Sub-Area Studies

Major projects go through studies that look at a variety of transportation alternatives for particular "transportation corridors" or specific areas of the region. State agencies generally perform these studies, in cooperation with the TPB and in accordance with federal procedures. Corridors current under study include the I-95/395 and I-66 Corridors in Virginia, the I-270 Corridor in Maryland, and the Capital Beltway.

Federal regulations require corridor or sub-area studies to be performed when major metropolitan highway or transit investments are being considered. In particular, the National Environmental Policy Act (NEPA) requires a type of corridor study known as an Environmental Impact Statement (EIS) before certain types of major projects may be constructed.

Corridor and sub-area studies typically examine the costs and benefits of various alternatives, and how effectively the different options would "get the job done." They also measure other social, economic or environmental impacts. Federal law requires adequate public involvement opportunities.

Just because a preferred alternative is selected, however, does not mean it will be built. Project funding involves policy and budget decision making-usually at the state level.

Long-Range Planning at the State Level

Each state has a long-range planning process that brings together project recommendations from local governments, the state DOTs, WMATA and other sources. A project does not have to appear in a state long-range plan in order to receive funding. However, the priorities established in these state plans often determine which projects
get built. Unlike the CLRP, the long-range plans of the states and WMATA usually are not constrained by funding availability.

Virginia

Virginia has a number of long-range planning efforts that serve as the basis for project development. A 20-year statewide transportation plan, called VTrans2025, provides policy guidance for all transportation modes. The VTrans2025 final report, which was approved in 2005, identified 21 policy recommendations in the areas of funding and investment, land use, connectivity, priority setting, and sustaining the VTrans2025 vision.

VDOT also develops a 2025 State Highway Plan that recommends specific road improvements for the next 20 years. VDOT has also launched a prioritization process for the Highway Plan that uses a quantitative methodology to rank projects and recommend priorities for short-term funding.

Finally, the Northern Virginia Transportation Authority (NVTA) has its own long-range transportation plan. The most recent version of this plan, called TransAction 2030, was adopted in 2005. TransAction 2030 contains an ambitious multimodal list of projects, which are prioritized within eight transportation corridors. The plan identified more than $15 billion in unfunded needs.

The priorities in TransAction 2030, together with VTrans2025 and the State Highway Plan, serve as the basis for Virginia's project submissions for the TPB's Constrained Long-Range Plan.

Maryland

The Maryland Transportation Plan (MTP) establishes policy goals for state transportation services and infrastructure over the next 20 years. The MTP is a starting point for the development of strategic plans, programs and projects by MDOT's different agencies. The 2004 MTP laid out eight broad policy goals and specified some of MDOT's key project priorities, such as the InterCounty Connector, an express toll road between Laurel and Gaithersburg.

Every year, MDOT submits the MTP to the General Assembly, along with the six-year Consolidated Transportation Program, as part of the governor's transportation funding request. MDOT also submits the Annual Attainment Report, which tracks the achievement of the MTP's goals and objectives.

District of Columbia
The District Department of Transportation (DDOT) is currently in the process of updating its Strategic Transportation Plan. The last plan was approved in 1997. The new plan, which has a horizon year of 2030, maintains the prior plan's transit recommendations with an emphasis on surface transit, including light rail. In addition, it focuses on maximizing travel efficiency, safety, and public space quality in major transportation corridors.

The new D.C. Comprehensive Plan (the District's land use plan), which is the responsibility of the Office of Planning, is expected to promote policies to increased the city's population. Accommodating additional travel demands will be a key element of the new Strategic Transportation Plan.

WMATA

WMATA's 25-year Transit Service Expansion Plan, approved in 1999, proposed an ambitious long-term program of projects, including new rail lines and expanded bus service. Because WMATA does not have a funding source that it alone controls, the recommendations of the Expansion Plan were intended to guide the decisions made by WMATA's funding partners—the states, local governments and the federal government.

In 2003, the WMATA Board adopted a 10-year Capital Improvement Program (CIP) intended to guide capital investments for rehabilitating the bus and rail systems, and addressing ridership and capacity needs. It also establishes the top expansion priorities for each jurisdiction.

Six-Year Programs at the State Level

Each state also has its own procedure for developing transportation programs—lists of projects to be funded in the next six years. These short-range programs are dependent upon the legislative approval of transportation budgets. At the conclusion of the budgeting and programming process in each state, the projects are submitted to the TPB for inclusion in the regional TIP. The annual process is ongoing; just as the old programming cycle is ending, the new cycle is getting started.

Virginia

- The General Assembly approves funding for transportation in a two-year Appropriation Act.

Every two years, the Virginia General Assembly approves the two-year (biennial) Appropriation Act, which contains all statewide funding, including transportation spending. The revenues in the act are based largely upon estimates provided in the
governor’s Budget Bill. The estimates for transportation revenues are prepared by the Department of Taxation and the Virginia Department of Transportation.

The Appropriation Act generally allocates funding for broad transportation categories, not for individual projects, although the General Assembly sometimes earmarks funding for projects. After the first year of the biennial budget cycle is completed, the General Assembly has an opportunity to amend the budget.

- The Virginia Commonwealth Transportation Board (CTB) annually approves the Six-Year Improvement Program.

Every year, the Commonwealth Transportation Board, which guides the work of the Virginia DOT much like a board of directors, develops the Six-Year Improvement Program (SYIP). This program allocates money for transportation projects that are proposed for construction (including engineering and right-of-way acquisition), development or study in the next six fiscal years. In developing the SYIP, the Board considers the priorities identified by VDOT from the State Highway Plan, as well as needs identified in VTrans 2025 and Northern Virginia’s TransAction 2030.

The program is updated annually. Funding for the Six-Year Improvement Program is based upon the two-year Appropriation Act approved by the General Assembly and anticipated revenues for the remaining years of the plan. The SYIP must include all projects earmarked by the General Assembly.

- Virginia annually submits a list of projects to the TPB for inclusion in the regional Transportation Improvement Program (TIP).

Using the Six-Year Program as a basis for development, Virginia develops a six-year list of Northern Virginia projects for inclusion in the regional Transportation Improvement Program (TIP), which is approved by the TPB. (See the next chapter for more information on the TIP.)

Maryland

- During the Secretary’s "Annual Tour," Maryland DOT officials get feedback about their draft six-year Consolidated Transportation Program (CTP) from county and local officials, and from the public.

Every year, each county and its state legislative delegation identify local transportation priorities and officially transmit them to MDOT in the form of their annual "Priority Letter." Using the Priority Letters along with needs identified in the previous year, MDOT develops a draft Consolidated Transportation Program (CTP), which is a six-year program of transportation projects.
Each fall, MDOT goes on the road to get feedback on the draft CTP. In a process commonly called the Annual Tour, MDOT officials visit each county and present the draft six-year program. After considering the input received from local and county officials during the Annual Tour, MDOT revises the CTP and submits it first to the Governor and then to the General Assembly for budget approval.

- The Maryland General Assembly approves the six-year program.

MDOT annually submits the State Report on Transportation to the Maryland General Assembly. This report, consisting of the long-range MTP and the six-year CTP (described above), forms the basis for the governor's annual transportation funding request, which the General Assembly must approve. Maryland law does not permit the General Assembly to add projects to the governor's funding request, although the legislature may delete projects or funding.

- Maryland annually submits a list of projects to the TPB for inclusion in the regional Transportation Improvement Program (TIP).

Using the six-year CTP as a basis for development, Maryland develops a six-year list of projects for inclusion in the regional Transportation Improvement Program (TIP), which is approved by the TPB.

District of Columbia

- The D.C. Council approves the annual Capital Improvement Program budget for transportation.

Every year, the mayor submits the draft Capital Improvement Program (CIP) to the D.C. Council for approval. The CIP is a six-year program that includes all capital expenditures for the city, including transportation projects. The D.C. Council, acting as a state legislature, holds hearings on the draft CIP, which it can amend. The Council must approve the CIP for it to move forward.

- The U.S. Congress must approve the D.C. budget.

The District presents the budget from the CIP to Congress for approval every summer. After a review process, Congress approves the budget as part of the federal appropriations process.

- D.C.’s six-year transportation program is submitted to the TPB for inclusion in the regional Transportation Improvement Program (TIP).
Using the CIP as a basis for development, the District develops a six-year list of projects for inclusion in the regional Transportation Improvement Program (TIP), which must be approved by the TPB.

**The WMATA Capital Improvement Program (CIP)**

WMATA's CIP is a six-year program that identifies the funding required for capital projects to rehabilitate the bus and rail system, address ridership and capacity needs, and expand the system. This CIP is developed with the input of WMATA's member jurisdictions. Projects programmed by the transit authority use funding from the federal government, and from state and local jurisdictions. Typically, WMATA's CIP has included three major funding categories: the Infrastructure Renewal Program (IRP), the System Access/Capacity Program (SAP), and the System Expansion Program (SEP).

Every year, WMATA's chief executive officer submits a proposed six-year CIP to the WMATA Board Budget Committee. The proposed program may be revised by the committee, and then is reviewed and approved by the WMATA Board of Directors. The projects in this CIP are then submitted for inclusion in the Regional Transportation Improvement Program (TIP) and Constrained Long-Range Plan (CLRP), which are approved by the TPB.

**Other Project Programming**

Other agencies, such as the National Park Service, and some counties, cities and towns develop projects using federal funds outside the state or WMATA programming processes. These projects also must be submitted to the TPB for inclusion in the regional TIP and CLRP.

The TIP integrates projects proposed by state and local transportation agencies into a program consistent with the current regional long-range transportation plan and policies. In the development of this program, individual agency inputs are evaluated for consistency with the plan and policies. The TIP includes projects within the boundary of the Washington Metropolitan Area.

**Figure 4: Stages in Project Identification, Planning and Programming**
NEEDS IDENTIFICATION
Needs are identified through corridor and sub-area studies, local plans, state DOTs’ needs identification, transit plans, regional needs identification, and other methods.

STATE/WMATA LONG RANGE PLANS
Virginia, Maryland, D.C., and WMATA each has a long-range (20 or 25 year) plan which identifies transportation needs and policies without funding constraints.

REGIONAL CONstrained LONG-RANGE PLAN (CLRP)
Based upon needs identified through a variety of sources, including the TPB’s Vision and the states’ long-range plans, the states submit projects for the CLRP, which is developed and approved by the TPB. The CLRP is financially constrained. Projects must appear in the CLRP in order to receive federal funding. All projects in the region’s 5-year Transportation Improvement Program (TIP) must also appear in the CLRP.

STATE WMATA AND OTHER SIX-YEAR PROGRAMS
The state DOTs, WMATA and other agencies put together 6-year programs of projects that are funded through federal, state and local appropriations. The projects in these programs are based upon various methods of needs identification, including the state and WMATA long-range plans and the CLRP.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (TIP)
The projects in the 6-year state programs must be included in the 6-year regional TIP in order to receive federal funding. The TIP is developed and approved by the TPB. The projects in the TIP are the same as the projects in the first six years of the CLRP. The TIP is financially constrained.
Addressing Federal Requirements

In updating the 2007 CLRP and developing this TIP, the TPB and the transportation implementing agencies also must comply with federal planning and programing requirements, including the following:

Federal Planning Factors

In 1998 the Transportation Equity Act for the 21st Century (TEA-21) established planning factors which must be considered in the development long-range plans and TIPs. In 2005 SAFETEA-LU modified these factors by separating the single safety and security element into two elements. The SAFETEA-LU planning factors include:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

The goals, objectives and strategies in the TPB Vision (see the TPB website at www.mwcog.org/transportation) incorporate the eight federal planning factors. Each planning factor is covered by one or more of the Vision goals, objectives and strategies, except for security, which is covered implicitly by the TPB Vision. In the December 2006 Call for Projects document, the implementing agencies were asked to consider the TPB Vision including the SAFETEA-LU planning factors in developing their project submissions.

Financial Constraint

The 2006 financial plan for the Plan and TIP was adopted by the TPB in October 2006. This financial analysis produced the same financial "big picture" as in the 2003 analysis; the majority of currently anticipated future transportation revenues will continue to be devoted to the maintenance and operation of the current transit and highway systems. This financial plan was updated in late 2007 to include the revenue and cost estimates in
year of expenditure dollars. More information about the current financial plan is available at www.regionaltransportationplan.org.

The TIP is financially constrained by year and includes projects that can be implemented using current revenue sources. The TIP only includes projects in the first two years for which funds are available and committed. The TIP financial plan in Section V provides the total dollars in year of expenditure dollars programmed by the District of Columbia, Maryland, Virginia, and the Washington Metropolitan Area Transit Authority (WMATA) for the SAFETEA-LU funding categories for each year. The TIP plan shows the funding programmed for the priority projects in the first and second years, which is consistent with the anticipated federal funding for FY 2008 and FY 2009 that each state has authorized for the region. It also shows the funding programmed for the second through sixth years, which is also consistent with the anticipated federal dollars authorized by each state.

Air Quality Conformity

The CLRP contains specific highway and high occupancy vehicle (HOV) facilities, public transit, bicycle and pedestrian improvements, and multi-modal studies proposed to be completed by 2030. In addition, the plan contains a set of transportation emission reduction measures (TERMs), including expansion of ridesharing incentive programs, telecommuting support, and construction of bicycle and pedestrian facilities, which are needed to reduce future emissions and help ensure that the plan meets the requirements of the Clean Air Act Amendments of 1990 (CAAA). Through the planning process, specific projects and strategies are refined and selected from the plan, consistent with the policy framework, the financial resources, and the air quality requirements, and scheduled for implementation in the TIP.

The CAAA require that the transportation actions and projects in the CLRP and TIP support the attainment of the federal health standards. The Washington area is currently in a nonattainment status for the 8-hour ozone standard and for fine particles standards (PM2.5, or particulate matter less than or equal to 2.5 micrometers in diameter). The CLRP and the TIP have to meet air quality conformity requirements as specified in the amended Environmental Protection Agency (EPA) regulations issued in July 2004 and in supplemental guidance issued thereafter. Based upon these regulations, TPB staff conducted the analyses needed to provide the basis for a finding of conformity of the 2007 CLRP and FY 2008-2013 TIP with the requirements of the CAAA. The results of these analyses are included in a report entitled: Air Quality Conformity Determination of the 2007 Constrained Long-Range Plan and the FY 2008-2013 Transportation Improvement Program for the Washington Metropolitan Region, January 16, 2008.

Public Participation
In December 2007, the TPB adopted its Participation Plan as required by the final planning regulations. This TIP and the CLRP were developed under procedures in the participation plan to involve citizens, affected public agencies, representatives of transportation agency employees, private providers of transportation, bicyclists, pedestrians, people with disabilities, and other members of the public. Copies of the TIP and major project submissions were accessible on the COG/TPB web page and were available for no charge at the COG Information Center.

Draft versions of the project submissions for the air quality conformity assessment were made available to interested members of groups and the general public at the TPB Citizens Advisory Committee meeting on March 15, 2007. On March 21, the TPB was briefed on the submissions. On April 18, 2007, the TPB was briefed on the project submissions, the public comments received on the submissions, and the recommended responses to the public comments. Because additional information clarifying the Virginia project submissions was received at the April 18 meeting, the TPB decided more time was necessary to review the submissions. At the May 16 meeting, the TPB reviewed public comments and approved the project submissions. Following the CAC meeting on October 11, the TPB conducted a public forum on the Draft FY 2008-2013 TIP.

On December 19, 2008, the draft air quality conformity analysis, the draft 2007 CLRP, the draft FY 2008-2013 TIP, and comprehensive set of web-based information on the plan and TIP were released for a 30-day public comment period which closed on January 12, 2008. Public comments could be submitted on-line, in writing by e-mail, fax, and regular mail or by voice mail. An opportunity for public comment was provided at the beginning of the December 19, 2007 and January 16, 2008 TPB meetings. The comments were posted on the website, and staff responses to them were reviewed and accepted for inclusion in the CLRP and TIP by the TPB on January 16, 2008.

Citizens and other interested parties had several opportunities to comment on the proposed plan amendments, the draft TIP, and the air quality conformity analysis at the TPB meetings on March 21, April 18, May 16, October 17, December 19, and January 16, 2008. A summary of all public comments and responses is included in Section VI.

Under the TPB Private Enterprise Participation Policy as revised July 19, 1995, the Private Providers Task Force (PPTF) identifies opportunities for greater private provider participation in mass transit in the region, and provides comments to the TPB on the CLRP and on the transit element of the TIP. The PPTF Chairman also serves as a nonvoting member on both the TPB Technical Committee and the TPB. At the seventeenth annual public transit forum held on May 22, 2007, key transit staff from the local jurisdictions and WMATA met with interested private providers to review their plans for major bus service and paratransit changes and expansions.

Congestion Management Process
The Congestion Management Process (CMP) is a systematic set of actions to provide information on transportation system performance, and to consider alternative strategies to alleviate congestion, enhancing the mobility of persons and goods. With the CMP, TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs).

The CMP addresses both specific projects and the regional transportation system in general. Federal regulations require consideration of congestion management strategies in cases where SOV capacity is proposed. Major SOV capacity-increasing projects in the CLRP include information on how alternatives to SOV capacity were considered in the study or proposal for the project.

For the overall transportation system, the Congestion Management Process ties in at many points in the regional planning process:

- The CMP must identify the location, extent, and severity of congestion in the region. TPB undertakes this through a data collection and analysis program that compiles transportation systems usage information, uses that information in its travel forecasting computer models, and publishes the information in reports. Notable are TPB's periodic aerial surveys of the region's roadways, showing the most congested locations and associated planning or project activities occurring at that location.

- The CMP information on congestion is considered by the implementing agencies as they identify projects for inclusion in the CLRP and the TIP in response to the TPB annual “Call for Projects” document. All highway projects that involve a significant increase in SOV carrying capacity that are submitted for inclusion in the CLRP and TIP also include CMP documentation.

- Under the CMP, the region must consider and implement ways of reducing demand on the region's roadways. The region's Commuter Connections program supports ridesharing, telework, transit, bicycling, and other alternatives to driving. Also, recent major roadway construction projects, including the Springfield Interchange and the Woodrow Wilson Bridge, featured public outreach programs on expected delays and ways to avoid driving through those areas. These programs served as good examples of the kind of outreach that could be done for other construction projects and for overall regional congestion management.

- Better managing existing transportation facilities is another important aspect of the CMP, and this the focus of the TPB's Management, Operations, and Intelligent Transportation Systems program. Strategies addressed include better timing of traffic signals, response and clearance of crashes and other highway incidents,
and applications of emerging technologies for better traveler information and traffic monitoring.