(5)   THE DEPARTMENT AND THE ADVISORY COMMITTEE SHALL CONSIDER THE FOLLOWING:

(I)   TRANSPORTATION AND POPULATION TRENDS AND THEIR IMPACT ON THE STATE'S TRANSPORTATION SYSTEM AND PRIORITY FUNDING AREAS;

(II)   PAST AND PRESENT STATE FUNDING DEVOTED TO THE VARIOUS TRANSPORTATION MODES AND DEMAND MANAGEMENT;

(III)   THE FULL RANGE OF UNMET TRANSPORTATION NEEDS IN PRIORITY FUNDING AREAS;

(IV)   THE FULL RANGE OF TRANSPORTATION MEASURES AND FACILITIES AVAILABLE, AND THEIR ROLE, EFFECTIVENESS, AND COST EFFECTIVENESS IN PROVIDING TRAVEL CHOICES AND REDUCING CONGESTION;

(V)   A REVIEW OF TRANSPORTATION PERFORMANCE INDICATORS USED IN OTHER STATES;

(VI)   A REVIEW OF THE COORDINATION OF STATE TRANSPORTATION INVESTMENTS WITH LOCAL GROWTH PLANS FOR PRIORITY FUNDING AREAS; AND

(VII)   THE TYPES OF INVESTMENTS NEEDED AND THEIR LEVELS OF FUNDING FOR SUPPORTING THE GOALS AND OBJECTIVES OF THE MARYLAND TRANSPORTATION PLAN.

(J)   THE DEPARTMENT MAY:

(1)   CONDUCT ITS ANALYSIS OF PLANNED TRANSPORTATION INVESTMENTS IN PRIORITY FUNDING AREAS ON A STATEWIDE BASIS OR IN GROUPINGS OF PRIORITY FUNDING AREAS CENTERED ON REGIONS, METROPOLITAN AREAS, CITIES, OR OTHER GROUPINGS SUITABLE FOR TRANSPORTATION MODELING; AND

(2)   CHOOSE TO EXCLUDE FROM ITS ANALYSIS PRIORITY FUNDING AREAS WHICH HAVE AN INSIGNIFICANT ROLE IN TRANSPORTATION TRENDS BECAUSE OF SMALL SIZE, POPULATION, OR PHYSICAL ISOLATION.

(K)   IN THE REPORT REQUIRED UNDER SUBSECTION (H) OF THIS SECTION, THE DEPARTMENT SHALL:

(1)   USE NARRATIVE, GRAPHS, CHARTS, TABLES, AND MAPS AS APPROPRIATE TO MAKE THE RESULTS EASILY UNDERSTOOD BY THE PUBLIC;

(2)   INCLUDE PROJECTED LONG–TERM TRENDS FOR EACH OF THE INDICATORS AND THE EFFECT OF PLANNED TRANSPORTATION INVESTMENTS ON THE TRENDS;

(3)   TO THE EXTENT PRACTICABLE, ACCOUNT FOR THE EFFECT OF PLANNED TRANSPORTATION INVESTMENTS ON INDUCING AUTOMOBILE TRAVEL;