

FY 2020



National Capital Region
Transportation Planning Board

Work Program Progress Report

April 2020

FY 2020

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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The TPB approved its FY 2020 Unified Planning Work Program (UPWP) in March 2019, and amended it in March 2020. The TPB Work Program Progress Report provides a short summary of each activity for the month of April. In addition, this report concludes with status updates reflecting timelines for all ongoing program plans and projects. Please reference the 2020 UPWP for details concerning the approved budget, and work description for each task. The following graphic identifies all the activities in the UPWP.

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Task 1	BUDGET	Billed this month	% Funds Expended	UPWP Page
LONG RANGE TRANSPORTATION PLANNING	\$942,493	\$45,439	59%	29

1. LONG-RANGE TRANSPORTATION PLANNING

1.1 Long-Range Transportation Plan

Staff that manages long-range plan activities reviewed the high-level schedule for the 2022 LRP update with the State Technical Working Group and received no requests for changes to any aspect of the schedule, including the timeline for the development of the financial plan. Given Covid-19 implications, staff took time to revisit some aspects of the more detailed schedule and planned content, such as public participation, and are exploring options for plan development in this new context. Staff continued refining the detailed schedule and developed a story board for the outline of the plan to review with DTP staff. Staff continued to enhance the workplan by developing a workflow and organizational chart, and by including additional detail in the workplan, by coordinating with staff, to improve communication, understanding of roles and responsibilities, and that in the case of any employee turnover, there would be clear steps for required activities. These tools will be used to develop the next quadrennial plan update that is expected to be approved in 2022.

Staff engaged consultant graphic design support to develop a template, update branding, and create graphics, including a high-level schedule graphic to be used for the LRP rollout, and reviewed the first drafts of layout options. Staff continued coordinating with other DTP staff to conceptualize and advance planning activities that will inform the next range plan. Staff continued to manage a task to increase the robustness of TPBs evaluation of federal performance factors such as resiliency, and of other impacts on the transportation system such as new transportation technologies (future factors). Staff continued a project to review and update performance measures used to evaluate the long-range plan (constrained element). Staff continued coordinating with the public involvement team and has defined a coordinated outreach approach for the next plan that will address Aspirational Initiatives and future factors, this plan was approaching final at the time Covid-19 became a global pandemic. Staff decided to revise the outreach approaches for activities to be undertaken in 2020, to consider potential ways to engage people that would be consistent with social distancing, should this be a requirement over the coming year.

1.2 Federal Compliance

Staff coordinated with Stafford County, the Fredericksburg MPO, and FHWA to work on fulfilling the federally recommended action to update the 2004 TPB/FAMPO MOU. Staff met with GWRC staff and provided the latest version of the PBPP LOA, with the hope of breaking this activity out to complete on a short timeline.

1.3 Policy Board-Directed Activities

Staff also continued working on follow-up to TPB Resolution R10-2019 which directed staff to conduct activities related to the implementation of three of the aspirational initiatives:

- Improve walk and bike access to transit – In 2019, TPB staff developed a draft list of Transit Access Focus Areas (TAFAs) and conducted informal meetings with the staff of large jurisdictions to discuss the methodology, as well as the inputs and outputs for this project. In April, staff worked on a plan for addressing feedback received in those meetings, developing a revised list of TAFAs, conducting additional outreach, and finalizing the project. TPB staff currently anticipates that the TPB will be asked to approve the TAFAs list in July of 2020.
- Staff have been communicating about a network analysis to identify walksheds around high-capacity transit stations. Staff have shared with various committees the online ‘walksheds

analysis’ tool that can be used by anyone in the region. Staff is now conducting outreach to technical staff at the local jurisdictions.

- Complete the National Capital Trail Network – Staff continued to implement a work program for expanding the regional trail network to cover the entire TPB region, as a network. The draft final network is being updated to reflect some additional data that is coming available from TPB members.
- Provide more telecommuting and other options for commuting – Commuter Connections Program continued to make available to the public the Incentrip app that launched on August 28. Staff also conducted other TDM related activities, including publicizing the new telework templates March 6, 2020.

COG staff (who are not explicitly TPB staff) worked on activities to address another of the seven initiatives— “Bring jobs and housing closer together.” The Housing Initiative has been underway to identify how to work together as a region to build 100,000 more housing units over the next decade in the region’s Activity Centers. Resolution R10-2019 also encouraged regional coordination activities, led by TPB partners, to promote implementation of the initiatives “Expand bus rapid transit (BRT) regionwide,” and “Expand the express highway network.” COG staff made recommendations to the COG board regarding three regional housing targets. In September, the COG Board voted unanimously to endorse the three housing targets. Based on recent work, COG and TPB have been advancing a discussion on Transit-Oriented Communities.

Task 2	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRANSPORTATION IMPROVEMENT PROGRAM	\$433,982	\$20,553	62%	31

2. TRANSPORTATION IMPROVEMENT PROGRAM

2.1 Transportation Improvement Program (TIP)

At its meeting on April 3, the TPB Steering Committee approved two resolutions to amend the FY 2021-2024 TIP. The first amendment was requested by VDOT to include funding for the I-495 Express Lanes Northern Extension project, and for 12 projects associated with the I-95 Corridor Improvement Plan. The second amendment was to include Innovative Coordinated Access and Mobility (ICAM) funding for the Boat People S.O.S. project and the Capitol Hill Village project. These projects were included in the TPB’s portion of the TIP as COG is acting as the designated recipient for the ICAM funding on behalf of the project sponsors, Boat People S.O.S. and Capitol Hill Village.

2.2 TIP Database support

EcolInteractive began demonstrations of the system to the development team and other stakeholders. Training materials were developed in preparation for training sessions. Work continued on data collection for the final import, using project data from the FY 2021-2024 TIP approved in March.

Bi-weekly conference calls with the EcolInteractive consultant staff, TPB staff and member agencies continued. Work continued on the Bicycle/Pedestrian Plan module and efforts to gather data for the GIS module. Work began on the obligation and reporting modules.

Task 3	BUDGET	Billed this month	% Funds Expended	UPWP Page
PLANNING ELEMENTS	\$2,459,243	\$153,258	71%	33

3. PLANNING ELEMENTS

3.1 Performance-Based Planning

Staff continued the review of options for the incorporation of performance-based planning elements in the Project Info Track database. Staff also updated a draft PBPP Letter of Agreement for co-signature with FAMPO on the appropriate responsibilities for TPB and FAMPO with respect to performance planning requirements.

With the first two years of the 2018-2021 targets now in the past, staff reviewed PBPP requirements in preparation for data collection and analysis, as well as State DOT interest in any revision of 4-year targets by the MPO. Staff also continued preparing for the implementation of the PBPP Transit Safety requirements and target-setting by the transit agencies.

3.2 Congestion Management Process

Congestion Management Process (CMP) data compilation and analysis for the 2020 CMP Technical Report, and for upcoming Quarterly Reports, continued. A preview of the upcoming draft 2020 CMP Technical Report was provided to the Systems Performance, Operations, and Technology Subcommittee at its April 23, 2020 meeting.

Staff explored data availability for traffic impacts of COVID-19 toward future reporting.

3.3 Systems Performance, Operations, and Technology Planning

The April 23 webinar meeting of the Systems Performance, Operations, and Technology Subcommittee was organized and conducted, discussing MDOT's plan for an upcoming Integrated Corridor Management workshop; the VDOT Regional Multimodal Mobility Program (RM3P); a preview of the upcoming 2020 Congestion Management Process Technical Report; and an update on planning for TPB Connected and Autonomous Vehicles (CAV) events.

Planning for FY 2020 TPB events on CAVs continued. Virtual meetings of the TPB CAV Forums Advisory Group were convened on April 9 and April 30. For the time being, virtual/webinar events were envisioned in lieu of in-person forums due to COVID-19 precautions. Preparations began for a May 5 CAV overview webinar, as well as for additional webinars over the coming months.

3.4 Transportation Emergency Preparedness Planning

The April 8 meeting of the Transportation Emergency Preparedness Committee (R-ESF 1) was organized and conducted, to discuss current regional transportation emergency preparedness issues.

3.5 Transportation Safety Planning

The regularly scheduled April 14 meeting of the Transportation Safety Subcommittee was organized and conducted. The agenda included the following items: considerations on speed management and a review of the preliminary recommendations/countermeasures from the regional highway safety study.

For the regularly scheduled Transportation Planning Board Meeting, staff presented the results of the regional roadway crash data analysis (emphasizing fatal and serious injury crashes) undertaken as part of the regional safety study.

For the Analysis of Regional Roadway Safety Outcomes study, consultant staff provided a draft list of recommendations for safety countermeasures, continued network screening, and began a deeper analysis of young driver crashes to complement the analysis previously done on pedestrian, intersection, and major arterial crashes.

Staff continued fleshing out the contents of the potential regional safety program and began developing a list of recommendations based on the safety countermeasures identified by the consultant team for the TPB to consider.

Staff collaborated with the consultant team to present the results of the deeper dive analysis into pedestrian, intersection, and major arterial crashes to the Technical Committee at their April 3 meeting.

3.6 Bicycle and Pedestrian Planning

Work continued on the draft National Capital Trail Network toward the June deadline. Staff gathered additional data and made additional changes in response to comments from the TPB Technical Committee. Staff prepared a revised draft of the National Capital Trail Network map, and status memorandum for read-ahead materials for the May 1 TPB Technical Committee meeting.

Staff attended or participated in the following April 2020 events that support current and future Bicycle and Pedestrian Planning efforts:

- Van Dorn Project conference call, April 20
- New Design Road conference call, April 22
- NVRC Bicycle Pedestrian Safety Advisory Committee, April 27
- Virginia Statewide Bicycle and Pedestrian Advisory Committee Spring Meeting, April 29.

3.7 Regional Public Transportation Planning

The Regional Public Transportation Subcommittee met in April, remotely. The agenda was a roundtable discussion on responses to the coronavirus, both current operational issues and future recovery planning. COG staff for RESF-1 gave a brief, as did WMATA and Prince George's County transit staff.

TPB staff reviewed the final report of the MARC/VRE Run Through Service Market Assessment. Staff reviewed the CARES Act for transit providers and participated in regional discussions of funding for the federal funds received by the region. Staff also drafted a letter requesting additional federal action on behalf of state and local governments and transit agencies for the overall surface transportation system and its funding.

Staff attended weekly meetings of the MATOC Transit Task Force. Staff also attended the monthly WMATA JCC meeting and a Blue Orange Silver alternatives analysis meeting.

3.8 Freight Planning

Staff continued collaboration with DDOT for the Regional Curbside Management Forum. Due to COVID-19 precautions, this forum will be held as a webinar and has been scheduled for June 22.

3.9 Metropolitan Area Transportation Operations Coordination Program Planning

The Metropolitan Area Transportation Operations Coordination (MATOC) Program is an operational partnership of the region's major transportation agencies, funded outside the UPWP, but with certain planning support activities provided by TPB staff under this task.

Special conference calls were organized and conducted during April 2020 to discuss MATOC/transportation agency operational impacts of COVID-19, including:

- MATOC Transit Task Force, April 1, 8, 15, 22, and 29
- MATOC Operations Subcommittee, April 2, 9, 16, 23, and 30.

The regularly scheduled April 14 meeting of the MATOC Severe Weather Coordination Working Group was organized and conducted by conference call, the concluding meeting for this season's winter weather operations coordination.

The regularly scheduled April 17 meeting of the MATOC Steering Committee was organized and conducted by conference call, continuing discussion of communications, coordination, and Traffic Incident Management topics, as well as impacts of COVID-19.

Task 4	BUDGET	Billed this month	% Funds Expended	UPWP Page
PUBLIC PARTICIPATION	\$1,013,150	\$60,948	62%	39

4. PUBLIC PARTICIPATION

4.1 Public Participation and Outreach

Public participation activities and planning for future activities were all affected by the quarantine resulting from the COVID pandemic.

The 2020 Citizens Advisory Committee (CAC) met for an online-only meeting on April 7. At the meeting the committee learned about the Transportation Climate Initiative, the Transportation Land-Use Connections program, and the 2020 update to the TPB’s Participation Plan.

Staff continued work on the update of the TPB’s Public Participation Plan. The update process will take place throughout the next several months. Board approval is expected in the summer of 2020.

Staff continued preliminary planning for public engagement that will be part of the next update of the long-range plan, which is scheduled for approval in 2022. Tentative plans for this year (calendar year 2020) include a public opinion survey, qualitative research focused on the aspirational initiatives, infographics and other communications activities, and a kickoff event in the fall. In April, staff assessed how these activities might be accomplished using virtual participation tools.

4.2 Communications

The TPB News, the TPB’s online newsletter, featured stories on the items related to the TPB agenda in April.

How did people get to the airport in 2019 and how much were they willing to spend?

April 7, 2020 - Story on the 2019 Washington-Baltimore Regional Air Passenger Survey

Here's what's coming up at the virtual April TPB meeting

April 7, 2020

The TPB approved 15 projects to help create more livable communities

April 21, 2020 - Story on the TPB’s approval of FY 2021 projects for the Transportation Land Use Connections (TLC) Program.

Here's what happened at the virtual April TPB meeting

Throughout the period, TPB staff maintained an active presence on social media.

Staff updated pages on the COG website related to transportation.

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Staff updated pages on the COG website related to transportation.

Task 5	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL FORECASTING	\$2,007,203	\$211,231	87%	41

5. TRAVEL FORECASTING

5.1 Network Development

Staff completed bus fare development documentation for the 2020 Amendment to Visualize 2045. Network development staff provided network shapefiles to GIS staff from the 2020 Amendment to Visualize 2045. Staff responded to a series of questions from Montgomery County related to Park-and-Ride coding conventions and selection of which facilities get coded in the regional networks. Staff reviewed projects for VDOT to determine if the projects were regionally significant. Staff responded to questions from a consultant regarding link facility-type (FTYPE) definitions. Staff estimated the staff time that would be needed to code several scenarios to test the sensitivity of various inputs on emissions estimates.

Staff continued attending bi-weekly meetings, via conference call, with EcoInteractive, the consulting group developing an interactive online database of the region’s Transportation Improvement Program (TIP). The new database will expand upon the database that had been used for iTIP and should allow TPB staff to coordinate the inputs for the LRTP, TIP, and conformity inputs to provide smoother, more seamless, data collection from the state and local DOTs and other implementing agencies.

Staff continued development of the 2019 base transit network files. Staff completed manual calculation of average bus runtimes and headways for transit service providers that do not provide transit route information in General Transit Feed Specification (GTFS) format.

Staff is currently:

- Developing step-by-step documentation with screenshots on how to export and review highway and transit networks;
- Developing spreadsheet listing time-of-day number of lanes (related to parking restrictions) in the District;
- Developing transit details memo from 2020 Amendment to Visualize 2045;
- Reviewing parking lot number of spaces and parking costs in the station file to reflect current (2020) conditions.

Staff finished the Highway and Transit Network report from the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP (TPB Version 2.3.78 Travel Model).

Staff finished a memorandum that documents two recent major updates to the network geodatabase and the COGTools network editor, including a fix for the duplicated primary key value (EdgeID) and the migration of the Public Transport (PT) export function in COGTools.

In support of staff’s ongoing investigation of Cube PT for transit modeling, staff developed draft year-2007 highway and transit networks in PT format. Staff conducted QC/QA checking and prepared QC/QA summary tables. Staff is preparing a draft memorandum documenting this work.

5.2 Model Development, and Support

The Travel Forecasting Subcommittee (TFS) meets in odd-numbered months, so it did not meet in April. Nonetheless, staff completed the draft meeting highlights from the March 20 TFS meeting.

Production-use, travel demand forecasting model: Generation-2/Ver. 2.3

Staff prepared a transmittal package containing application files of the Gen2/Ver. 2.3.78 Travel Model along with transportation system inputs reflecting the 2020 Amendment to Visualize 2045, the FY 2021-2024 TIP, and Round 9.1a land activity inputs. Specifically,

- Staff updated the User's Guide for TPB Ver. 2.3.78 Travel Model.
- Staff updated the memorandum that accompanies the Gen2/Ver. 2.3.78 Travel Model transmittal package.
- Staff updated the Model Documentation and Data Request webpages in accordance with the Ver. 2.3.78 Model.

Developmental, travel demand forecasting model: Generation-2/Ver. 2.3 and Ver. 2.4

Staff completed two technical memoranda documenting the model refinements implemented in the Ver. 2.3.85 and Ver. 2.3.86 models. The upcoming Ver. 2.4 Model will include these updates and any updates after the Ver. 2.3.78 Model.

Staff completed the development of the Gen2/Ver. 2.4 Model, which is expected to become the next production-use model. Staff is running the model with the land use and network inputs used for the latest air quality conformity analysis. Summaries will be prepared and evaluated. Once the model appears to be ready for production use, staff will put together a model transmittal package for the Ver. 2.4 Model.

Staff continued the investigation of Cube Public Transport (PT) process in the Gen2/Ver. 2.3.85 Model. Staff examined path-tracing summaries from the PT process, conducted additional path-tracing tests and shared the main observations with the consultant. In addition, staff conducted test runs to investigate the excessive model runtimes associated with the PT process.

Developmental, travel demand forecasting model: Generation-3

Regarding the consultant-assisted project to develop the next-generation travel demand forecasting model, known as the Gen3 Model, in April:

- Staff held two regular check-in meetings with RSG and BMG, the consultants on the Gen3 Model development project (April 9 and 23).
- Staff held four Gen3 Model Design Discussions with the consultants:
 - "Treatment of Space." April 2
 - "Pricing and Reliability." April 2
 - "Special Travel Markets." April 14
 - "Transit Path-Finding and Transit Capacity Restraint." April 15
- Staff provided feedback to the consultants on the four discussions in two technical memoranda. Staff also wrote a memo, dated April 16, documenting how staff currently uses version control to manage model scripts.
- Staff held two follow-up meetings with the consultants regarding 1) re-weighting of the 2017-18 Regional Travel Survey (April 17); and 2) land use inputs needed for Gen3 Model (April 29).
- As part of Task Order #2 software investigation, staff conducted a survey of four major commercial travel demand modeling software vendors in the U.S. market, shared the survey results with the consultant, and started to summarize survey responses.
- Staff followed up with transit agencies regarding an earlier TPB staff request to obtain the most recent transit on-board survey data sets.

Other activities

Staff serviced seven data requests. The requested data included: The Ver. 2.3.78 Travel Model, loaded links highway networks in CUBE and GIS shape file format from the Ver. 2.3.78 Model (2020 Amendment to the Visualize 2045), Transit Stops shapefiles for the year 2019, as well as a request

for clarification regarding office employment, industrial employment, and other employment in Fredericksburg and the counties of King George, Stafford, and Spotsylvania in the Round 9.1a land use data. The data requests were from M-NCPPC Montgomery County, Fairfax Co. DOT, consultants working for MD SHA, DDOT, and Fairfax Co. DOT.

Staff served on the Scenario Planning Oversight Committee, TPB Performance Measures Task Force, and Evaluation of Big Data Technical Advisory Committee.

Staff tested the CPU settings on one of the travel modeling servers (tms8) and documented staff recommendations in a memo dated April 24. Staff conducted research on additional memory (RAM) for tms8 and discussed the ongoing plans to add the RAM to the server, including coordinating with the IT staff. Staff followed up with Bentley Citilabs CUBE on the testing of a new runtime improvements in Cube 6.4.5. Staff obtained access to two free courses from Bentley Citilabs regarding using PT.

Staff wrote a memo, dated April 21, documenting an analysis of time-of-day data that was part of the year-2104 AirSage data.

Task 6	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILE EMISSIONS PLANNING	\$2,002,925	\$117,453	61%	45

6. MOBILE EMISSIONS PLANNING

6.1 Air Quality Conformity

Following the TPB action in March, staff transmitted the air quality conformity analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 Transportation Improvement Program (TIP) report, the FY 2021-2024 TIP document, and the self-certification documents to the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the state departments of transportation (DOTs), the state air agencies, the Fredericksburg Area Metropolitan Planning Organization (FAMPO), and the Calvert-St. Mary’s MPO.

Staff continued with preparation of other air quality conformity documentation. This work includes development of graphs and charts to document the inputs and outputs of the conformity analysis.

DTP staff also provided answers to specific inquiries from TPB members related to the air quality conformity process and findings.

In response to a request by senior management, staff researched various models used to estimate impacts of the recent COVID-19 pandemic in the COG member jurisdictions, including potential hospital bed shortages and number of deaths. The findings were documented in a spreadsheet that was shared with senior DTP and COG management.

6.2 Mobile Emissions Analysis

DTP staff continued working closely with COG’s Department of Environmental Programs (DEP) staff on development of the 2017 base-year emissions inventory submittal to the EPA as part of the 2015 ozone National Ambient Air Quality Standards (NAAQS) requirements.

DTP staff continued to work with DEP staff, member jurisdictions, and state air agencies to facilitate various aspects of air quality and greenhouse gas (GHG) planning activities. DTP and DEP staff continued with the review of EPA’s Final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Year 2021-2026 Passenger Cars and Light Trucks that rolls back the 2012 greenhouse gas and fuel economy standards. DTP and DEP staff developed a joint summary memorandum to the TPB, Metropolitan Washington Air Quality Committee (MWAQC), and Climate, Energy and

Environment Policy Committee (CEEPC) about the impacts of the rule. The TPB Technical Committee was briefed on the rule (Other Business), and the TPB received the joint summary memorandum regarding impacts of the rule (Steering Committee Actions and Report of the Director). The rule was entered into the Federal Register on April 30, 2020 and will become effective on June 29, 2020. DTP and DEP staff continued to work on developing a more robust memorandum that will be shared with the TPB and relevant committees in May.

DTP staff continued to follow climate-action planning and attended the CEEPC 2030 Climate and Energy Action Plan Webinar (April 13 and April 16).

DTP management and staff, along with DEP staff and COG's executive office representatives, coordinated activities with our members, as well as with other regional councils (COGs) and metropolitan planning organizations (MPOs) regarding the Transportation and Climate Initiative (TCI). Specifically, DTP staff provided a briefing on regional greenhouse gas planning and TCI to the Citizens Advisory Committee (item #2).

DTP staff conducted MOVES model tests in a study designed to further refine greenhouse gas emissions modeling estimates.

Staff continue to monitor developments in issues and tools related to air quality at the national level. DTP staff attended a Congestion Mitigation and Air Quality (CMAQ) Toolkit webinar hosted by the FHWA (April 8). Staff also attended a MOVES Work Group meeting hosted by the Mid-Atlantic Regional Air Management Association (MARAMA) on April 16.

Staff continued working closely with COG's Department of Environmental Programs (DEP) staff on development of the 2017 base-year emissions inventory submittal to the EPA as part of the 2015 ozone National Ambient Air Quality Standards (NAAQS) requirements.

DTP staff continued to work with DEP staff, member jurisdictions, and state air agencies to facilitate various aspects of air quality and greenhouse gas (GHG) planning activities. DTP and DEP staff began reviewing EPA's final Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks that rolls back the current greenhouse gas and fuel economy standards. Staff started coordinating development of a memorandum to the TPB, Metropolitan Washington Air Quality Committee (MWAQC), and Climate Energy and Environment Policy Committee (CEEPC) about the impacts of the rule. In addition, in support of greenhouse gas inventory development, DTP staff provided relevant data from the MOVES emissions model to the District of Columbia Department of Energy and Environment (DOEE).

DTP management and staff, along with DEP staff and COG's executive office representatives, coordinated activities with our members, as well as with other regional councils (COGs) and metropolitan planning organizations (MPOs) regarding the Transportation and Climate Initiative (TCI). Specifically, DTP staff provided a briefing on regional greenhouse gas planning and TCI to the TPB Technical Committee (item #8).

DEP staff coordinated with DTP staff and state air and transportation agency staff on development of the on-road mobile emissions related part of the FY 2021 MWAQC Work Program & Budget.

In support of air quality planning activities, DTP staff provided the latest MOVES modeling data inputs based on the 2020 Amendment to Visualize 2045 to the Virginia Department of Transportation (VDOT). In support of air quality planning conducted by the Maryland Department of Transportation (MDOT), DTP staff provided VMT data from the travel demand model to a consultant working on the project.

DTP and DEP staff attended a briefing on PEPCO's "Smart Streetlight Initiative" and shared a summary of the briefing with management.

Task 7	BUDGET	Billed this month	% Funds Expended	UPWP Page
TRAVEL MONITORING AND DATA PROGRAMS	\$1,841,357	\$118,923	73%	47

7. TRAVEL MONITORING AND DATA PROGRAMS

7.1 Regional Travel Survey

For the April 2020 reporting period, the key tasks were focused on data processing for the 2017/2018 COG/TPB Regional Travel Survey (RTS). COG/TPB staff worked on editing the trip files in the RTS.

COG/TPB staff presented findings from the recruitment questionnaire focusing on demographic changes of key variables since 2007/08, in addition to usual commute mode and telecommuting in the region, at the April meeting of the TPB Technical Committee.

COG/TPB staff prepared a memo discussing the proposal to potentially use of PopulationSim to reweight the RTS data to support the Gen 3 Model to the Travel Modeling and Emissions Analysis Team.

COG/TPB executed a data sharing agreement with the Baltimore Metropolitan Council for the RTS and the Maryland Travel Survey.

Reviewed and updated the Release Plan and coordinated with the communications team.

7.2 Traffic Analysis Studies, and Research

Staff prepared estimates of workers, employment, and commute flow data upon request by the COG Executive Director for the April 8th report to the COG Board.

Staff analyzed permanent count station data from the District of Columbia to better understand the impact of COVID-19 to traffic operations

Staff participated in several meetings to support the Gen 3 Travel Model, topics included: land use inputs, special travel markets, transit pathfinding and transit-capacity restraint, treatment of space. Staff also participated in the project’s regular check-in meeting.

Staff participated in a discussion with the Plan Coordination team about the key takeaways and recommendations from the TPB outreach to local jurisdictions to support implementation of Visualize 2045 and its aspirational initiatives that occurred between October 2019 and March 2020.

Staff met with the Plan Coordination Team to discuss resources, evolving concept, and proposed approach for a public opinion survey.

Staff supported the response to AMPO's Survey on COVID-19 related Traffic Analysis. Staff also supported the responses to a WAMU reporter inquiry about transportation predictions for life after coronavirus.

Staff responded to several media requests for information and insights into the impact of COVID-19 on the regional transportation system and regional travel trends. Using existing data generated under this work activity, staff provided historical travel trends data upon request.

Big Data in Regional Travel and Mobility Analyses

The consultant updated the Task 2 State of the Practice memo with feedback and input from the Study Working Group. The consultant continued work on the interim review of the Big Data Matrix and draft report.

Staff reached out to MDOT, DDOT, and VDOT and requested a contact for the consultant to speak with about big data products currently in use, including contracts and/or vendor agreements.

Staff received and processed two invoices from the consultant, one for work completed in February and one for work completed in March.

The consultant and staff continued regular coordination calls for the project.

7.3 Regional Transportation Data Clearinghouse

Staff responded to a question from a consultant (Cambridge Systematics) about the correlation between TPB facility-type codes and the federal functional classification system from datasets in the RTDC.

Staff received the most recent highway network from fellow TPB staff. Staff began reviewing the network in preparation for assigning 2018 traffic volumes for use in the RTDC.

Staff downloaded the 2018 HPMS file from FHWA. After reviewing both the 2017 and the 2018 files, staff determined that local roads and some detailed pavement attributes were not available in the public release of these files. Staff contacted FHWA to request the complete files in order to prepare pavement data for PBPP target-setting.

Staff obtained CY 2019 Metrorail ridership data from the Washington Metropolitan Area Transportation Authority (WMATA) and updated all relevant datasets and tools in the RTDC.

Staff updated the Monthly Enplanement and Deplanement by Airport with data from CY 2019.

Staff refreshed the ArcGIS Online content for recently updated datasets to the RTDC.

7.4 GIS Data, and Analysis

Staff met with staff from Prince William County (April 21), Frederick County and the City of Frederick (April 27), City of College Park and the City of Rockville (both April 28) to discuss the current status of the Transit Area Focus Areas (TAFA) project.

Staff attended The Chief Information Officers' virtual meetings on April 16 and April 30. These meetings were mainly focused on jurisdictional COVID-19 response efforts.

Staff attended the April 14 meeting of the Cooperative Forecast Subcommittee.

Staff participated in a meeting on April 14 with fellow DTP staff and staff from the Department of Community Planning & Services (DCPS) regarding the second phase of the Transit Oriented Communities (TOC) initiative. Staff reviewed and discussed the timeline and division of labor for the work.

Staff continued to participate in several meetings (check-in meetings as well as the following topics: Treatment of Space, Special Travel Markets, and Transit Pathfinding and Transit Capacity Restraint) as part of the MWCOG Gen3 Model Development Team. Meetings were held on April 2, 9, 14, 15, and 23.

Staff participated in a Creative Development Workshop on April 10 related to the Visualize 2045 Performance Analysis Evaluation measures. Staff reviewed documents for the meeting and participated in the online workshop. Staff then attended the TPB Performance Analysis Advisory Group Meeting held on April 24.

Staff participated in a meeting on April 7 to review information and develop a workplan to complete the final data development for Loudoun and Montgomery Counties for the National Capital Trail.

Staff continued to actively work on creating a draft Montgomery network and communicate specifications for fellow DTP staff responsible for evaluating and creating the Loudoun County network.

Staff prepared an explanation of DDOT’s COVID-19 traffic dashboard which shows the week-by-week change in traffic volumes at four locations on freeways in the District of Columbia. The explanation was shared with senior TPB staff along with the dashboard screenshot. Staff began gathering data to perform an ongoing analysis of the COVID-19 traffic effects at all regional permanent count stations (PCS).

Staff continued to assist Commuter Connections staff with their Employer Survey database application hosted on ArcGIS Online. Staff evaluated the updated data received from Commuter Connections’ consultant and provided back specification for final data delivery. This task is ongoing.

Staff continued to work with fellow DTP staff on the Transit Access Focus Areas (TAFA) project by adding stations up to 2030 to the dataset and discussing the addition of bus-only transit centers. The work is ongoing.

Staff created a list of potential candidates for the advertised Transportation Data Analyst position.

Staff worked with the Office of Human Resources Management (OHRM) to contact the candidates to update them on the current status of COG’s current work environment.

Staff continued to participate in the bi-weekly conference calls with TPB’s TIP database contractor.

Staff provided feedback and input regarding the bicycle and pedestrian module and defining a set of mandatory fields.

Staff began reviewing and updating the geocoding process in preparation for processing data from the 2019 Regional Air Passenger Survey.

Staff advised staff from the Department of Environmental Programs (DEP) regarding the steps needed to develop map content to share online through ArcGIS Online.

Staff performed software updates for ArcGIS on user desktop workstations, as requested. Staff also worked with COG’s Information Technology and Facilities Management (ITFM) team to perform installations.

Staff attended training on the upgraded NetFORUM software on April 23.

Staff performed critical software updates to the ArcGIS Enterprise server machine.

Task 8	BUDGET	Billed this month	% Funds Expended	UPWP Page
SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING	\$1,070,721	\$63,307	57%	51

8. SCENARIO PLANNING AND SOCIOECONOMIC FORECASTING

8.1 Scenario Planning

Staff received and accepted a task order proposal from TPB’s on-call transportation planning consultant to support the Scenario Planning Organizational Awareness and Understanding.

Staff and its consultant organized and participated in a project management team kick-off meeting. In advance of the meeting, staff prepared a memo to share resources from past TPB scenario planning work, including an attachment with corresponding files.

Staff worked with the Team Leaders to identify members of the Oversight Committee. Staff reached out to Oversight Committee members to provide a project overview.

8.2 Socioeconomic Forecasting

During April, much of DCPS work to support Cooperative Forecasting initially focused on the COG Board housing targets, evolving to include efforts to begin to estimate the potential COVID-related impacts on employment and businesses. These could entail either short- and/or long-term impacts on the nature and distribution of the region's workforce and employment locations, which have implications for future land use and transportation in the region.

Due to the immediate and unprecedented impact of the COVID-19 pandemic, staff continued analyses of employment (by place of work) and labor force (place of residence) with emphasis on industry sectors likely to be particularly susceptible to job losses due to Coronavirus-related closures. These closures are having significant near- and longer-term impacts to local government businesses and economies that likely will result in changes to the Cooperative Forecasts employment projections. However, significant uncertainties concerning the level and duration of these job losses and the timing and strength of the economic recovery could affect the production schedule for Round 9.2. This issue will need to be monitored by staff, the Cooperative Forecasting and Data Subcommittee, and the Planning Directors Technical Advisory Committee (PDTAC).

During April the PDTAC continued work begun during FY19 to address the need for additional housing to balance the region's anticipated job growth as shown in the Cooperative Forecasts. This activity aligns with the "Bring Jobs and Housing Closer Together" aspirational initiative of the region's long-range transportation plan, *Visualize 2045*. At its April 17 meeting, the Committee participated in roundtable discussion about Planning Director responses to COVID-19. TPB and COG staff also briefed the Committee on a proposed schedule for THE Round 9.2 Cooperative Forecasts. Committee members acknowledged again that there was no 'requirement' to update their projections, but several members did express interest in submitting updates due to local land use changes such as the adoption of new comprehensive plans. Committee members also discussed the need to continue to monitor the region's economic conditions due to COVID-related closures and the potential effect these data may have on decisions for a new major 'Round 10' update to the Cooperative Forecasts

At the April Cooperative Forecasting Subcommittee meeting, members discussed the impact of COVID-related shutdown and how and what data points members are collecting to support their Boards and Councils. Members reviewed the proposed schedule followed by a roundtable discussion about potential participation in Round 9.2 Cooperative Forecasts, which will be the assumed land use inputs into the region's Air Quality Conformity Analysis and update to *Visualize 2045*. Staff shared new summaries of data related to the COVID shutdown, including unemployment rates, employment loss, civilian employed population; and unemployment insurance claims.

During April, staff continued work to analyze 2019 commercial construction data and began to develop the annual summary report. Commercial construction data is a leading indicator for jurisdictions to develop their employment forecasts and staff will brief appropriate committees on the results during upcoming meetings.

Task 9	BUDGET	Billed this month	% Funds Expended	UPWP Page
MOBILITY AND ENHANCEMENT PROGRAMS	\$661,694	\$46,307	579%	55

9. MOBILITY AND ENHANCEMENT PROGRAMS

9.1 Enhanced Mobility Grant Program

In consultation with staff and Chair Kostiuk, the May AFA meeting was postponed due to COVID-19 and a June meeting was added. AFA membership was notified and asked to share impacts of COVID-19 on them, their programs, and participants for report out by Chair Kostiuk at the May TPB meeting. In collaboration with TPB staff, AFA members were sent a survey about Connected and Autonomous Vehicles (CAV), and notification of TPB’s CAV Webinar #1 to be held May 5.

9.2 Transportation Alternatives Set-Aside Program

TPB staff announced that the application period for the Transportation Alternatives set-aside program in Maryland and D.C. will be open between mid-April and mid-May. The TPB is scheduled to approve TA Set-Aside project for those states in July. The TPB is scheduled to approve TA Set-Aside projects for those states in July.

9.3 Transportation Land-Use Connections Program

The application period for the FY 2021 round of TLC projects closed on March 9. A Technical Selection Panel reviewed and scored the applications. The panel was convened, virtually, on March 31 and on April 2 to develop a list of projects to recommend for funding for a total of \$857,266. The panel selected 15 projects to recommend for funding. Staff presented the recommendations to the Technical Committee on April 3 and to the TPB on April 15. The TPB approved the projects on April 15. Following the approval, staff conducted follow-up to inform applicants about their status and began the process for consultant selection.

The 13 TLC projects for FY 2020 were underway as described below:

- DC (Florida and New York Avenues): The consultant continued work on the highly graphic draft report.
- MD (City of College Park): MD (City of College Park): The consultant and city staff held an internal/virtual meeting in early April and discussed the issue of having a public meeting in May during the COVID-19 pandemic. The group came to a consensus that a public meeting was not possible, and an on-line survey would be planned instead. The consultant shared different variations of a survey tool (post card with link to website and website) with city staff and the survey was planned to go live at the beginning of May. The next meeting with consultant and city staff is planned for May with no date and time set.
- MD (Frederick County): Progress conference calls were held on April 8 and April 22.
- MD (City of Frederick): The consultant submitted a draft final report for review.
- MD (City of Gaithersburg): Contractor drafted the concepts for all options and provided to the City of Gaithersburg to review, also worked on drafting the resident survey with the City of Gaithersburg.
- MD (City of Greenbelt): The consultant and city staff held a Phase 2: 15% Concept Design Review stakeholder meeting on May 6, covering the following agenda items: Project Area & Scope (Phase 1-3; Adjacent Greenbelt Metro Site Plan); Concept Design (Traffic Report; Stormwater Management; Concept Plan); and Next Steps (Develop 30% Design and Report; Stakeholder Review; Finalize and Present Design to City Council and Advisory Board).
- MD (Montgomery County): The consultant continued work on the Task 3 deliverables.
- MD (City of Takoma Park): The consultants presented final draft of the work will be presented this afternoon.VA (Arlington County): In April Toole Tech presented their route

options for the W&OD trail redirections. They did the presentation via zoom and it allowed for great a discussion.

- VA (Fairfax County): The design drawings, cost estimate, and draft of the Technical Report for the Trail to Van Dorn Metrorail Station Spot Improvements preliminary design were submitted on April 8. A progress conference call was held on April 20.
- VA (City of Falls Church): Project on hold due to COVID-19.
- VA (City of Manassas): A progress conference call was held with the consultant and city staff on April 27.

VA (Prince William County): Maps with all draft analyses were discussed and moved toward finalization.

Task 10	BUDGET	Billed this month	% Funds Expended	UPWP Page
TPB SUPPORT AND MANAGEMENT	\$870,452	\$37,229	67%	57

10. TPB SUPPORT AND MANAGEMENT

TPB Support and Management

This task includes activities not attributable to specific tasks in the work program but provides overall support for and management of the TPB and UPWP-related activities.

- Provide administrative arrangements (such as preparation and distribution of meeting materials) and staff support for TPB and its various Committees, Sub-Committees, Task Forces and special TPB work groups meetings.
- Respond to requests from TPB members, federal agencies, Congressional offices, media and others for information or data of a general transportation nature.
- Meet with TPB Board members and participating agency staff to discuss current and emerging regional transportation planning issues.
- Participate in meetings of other agencies whose programs and activities relate to and impact the TPB work program.
- Coordination of TPB Planning Activities with Program Directors and day-to-day management of and allocation of staff and financial resources
- Monitoring of all work program activities and expenditures.

Staff support was provided for the monthly meetings of the following committees and sub-committees:

- State Technical Working Group (STWG)
- TPB Technical Committee
- TPB Steering Committee
- COG Board Meeting
- Transportation Planning Board (TPB)
- MATOC Steering Committee
- TPB Citizens Advisory Committee (CAC)

Support activities from the administrative staffs included: meeting logistics with meeting rooms and amenities, duplication and distribution of meeting materials, email/phone call follow ups. Additionally, staff also worked on monitoring work program activities, providing administrative assistance to senior staff and monitoring and prepare financial reports. Additionally, administrative staff work on monthly financial administration and management activity which includes review and

finalization of monthly expense reports for all UPWP activities, development and submission of monthly UPWP invoices and any follow up activity with the funding agencies.

The Staff Director provided overall program management oversight to all the Department's activities. Work activities the Director was involved in during the month of April includes:

- Discussions, review and finalization of the agenda topics for the TPB's Technical Committee, State Transportation Working Group (STWG) and Board meetings. This includes meeting with the Program Directors and project staffs to review the progress and briefing materials.
- Participation in the STWG, TPB Technical Committee, TPB Steering Committee, TPB's Citizen's Advisory Committee and the TPB Board meetings.
- Participation in the bi-weekly meetings of the State Safety Oversight/Metro Safety Commission (SSO/MSO) Policy Work Group meetings. This "tri-state" group is working to reconstitute the existing Metro rail safety oversight Committee to comply with the requirement of the FAST Act.
- Metropolitan Washington Air Quality Committee

Other additional activities for the TPB Staff Director for the month of April 2020 includes telephone/WebEx/ Microsoft Teams Communications:

- COVID-19 Funding Letter to Congress – VDOT, MDOT, WMATA, Fairfax and Mont Counties
- USDOT COVID-19 Transit Stakeholders - FT
- CARES Act Transit Allocation – Montgomery County & WMATA
- CARES Act Transit Funding Webinars – US DOT
- Gen 3 Design Discussion Webinars (three) – RSG & DTP staffs
- BOS Study – WMATA
- GMU Grant Proposal – Prof. Venigalla
- Internal Telework Meeting Communications:
- COG Special Board Meeting
- CEEPC Meeting
- Coordination Subgroup Meeting
- Region Forward Coalition Meeting
- COVID Economic Data Discussions – COG Staff
- GMU E-Commerce Inquiry – A. Meese
- Economic Resources and EDA Proposal – Tom Gates
- Safety STWG Follow-up – A. Meese
- COG-Program Heads Meeting
- Gen3 Travel Model – M. Moran

UPWP

The UPWP activities include:

- Supervise the preparation, negotiation, and approval of the annual work program and budget involving the State Transportation Agencies, the TPB Technical Committee, the TPB Technical Committee, the Steering Committee and the TPB.
- Preparation of monthly UPWP progress reports for each of the state agencies administering planning funding and prepare all necessary federal grant applications submissions.
- Review all monthly UPWP invoices going to each of the state agencies administering planning funding.

Task 11	BUDGET	Billed this month	% Funds Expended	UPWP Page
TECHNICAL ASSISTANCE	\$1,033,668	\$186,628	54%	59
District of Columbia	\$288,548	\$15,919	55%	59
Maryland	\$384,714	\$102,907	54%	61
Virginia	\$355,427	\$67,801	52%	64
WMATA	\$5,000	\$1,834	37%	67

11. TECHNICAL ASSISTANCE

11.1 District of Columbia

Program Development, Data Requests and Miscellaneous Services

Staff attended the monthly State Technical Working Group / Technical Committee / Steering Committee/ TPB meeting cycle.

TPB and DDOT staff coordinated on the FY 20 and FY 21 budget, including contribution to the proposed regional safety program. TPB staff also inquired about plans for the FY 2021 funding that has not been allocated to a specific project.

Staff worked with Contracts staff to amend the traffic counting contract to exercise the second and final option year.

In support of the District of Columbia’s Decongestion Pricing Study, staff provided transit stop shape files to the project consultants and additional explanations regarding the information that is stored on the TPB’s Regional Transportation Data Clearinghouse. Staff prepared a preliminary response to a request for additional data to support the project. Staff also prepared a matrix with data products that might be helpful to the project.

Staff responded to a request for travel demand model outputs to support the ReOpen DC Committee.

Traffic Counts and Highway Performance Monitoring System (HPMS) Support

Staff contacted FHWA seeking guidance on how best to proceed with 2020 short-term traffic counting considering the COVID-19 outbreak.

Staff worked with Contracts staff to amend the traffic counting contract to exercise the second and final option year.

Staff worked with DDOT staff to plan and participate in the April 22 Virtual HPMS Committee meeting. Staff updated the committee on the traffic data development progress for the 2019 HPMS submittal including the annual review of program counts. Staff prepared a summary of the meeting.

Staff completed data development for the 2019 HPMS submittal. This included identifying and reviewing questionable counts, factoring all 2019 counts, estimating AADT and estimating preliminary VMT. Staff summarized and analyzed the March 2020 traffic data from PCS, FTMS, and HERE stations and shared the summaries with DDOT staff for field inspection purposes.

Staff obtained consent to support the DC HPMS committee by setting up Webex meetings to support the monthly DCHPMS Committee meetings while the committee meets remotely due to the impact of COVID-19.

11.2. Maryland

Program Development, Data Requests, and Miscellaneous Services

Staff attended the monthly State Technical Working Group/Technical Committee/Steering Committee/TPB meeting cycle.

TPB and VDOT staff coordinated on the FY 2021 budget, including the budget allocated to the proposed safety program.

Feasibility/Special Studies

Traffic Relief Plan (TRP): Staff continued to monitor the project development activities for the MDOT projects related to the Traffic Relief Plan. DTP staff attended the following meetings in the month of April:

- I-270 Pre-NEPA Study: Transportation Agency Technical Group
- I-495 & I-270 Managed Lanes Study: Transit Work Group

Staff continued to provide input to the study team throughout the process.

Transportation / Land Use Connections Program

As part of the Transportation/Land-Use Connections Program, five technical assistance projects in Maryland were fully or partially funded through the Maryland Technical Assistance Program. See TLC item above for further details about the TLC Program.

MARC-VRE Run Through Analysis

The consultant prepared the draft final report. The draft was shared with the technical advisory committee for their review and feedback.

With the support of the Contracts office, staff prepared an amendment for Foursquare to perform two additional high-level presentations was fully executed.

Staff continued bi-weekly check-in meetings with the consultant and reviewed and processed the sixth invoice for this project. Staff prepared a timeline for the completion of the project.

In preparation for the presentation to the Board, staff coordinated with communications team and drafted a draft article.

11.3. Virginia

Program Development, Data Requests, and Miscellaneous Services

Staff attended the monthly State Technical Working Group/Technical Committee/Steering Committee/TPB meeting cycle.

TPB and VDOT staff coordinated on the FY 2020 and FY 2021 budgets, including contribution to the proposed safety program.

Travel Monitoring and Survey

Staff worked with Contracts staff to amend the FY 2020 non-motorized task order to allow for the counts originally scheduled for the spring of 2020 to be conducted in the fall of 2020.

Staff finalized the draft report on the fall 2019 non-motorized counts and comparison with counts completed in earlier years. This report was delivered to VDOT for comment.

Sub-Regional Planning Study

Staff worked with VDOT staff to continue planning for a Park and Ride Study to be done in FY2020 and FY2021. Staff scheduled and participated in a project concept meeting with VDOT staff and staff from the on-call planning consultant.

MARC-VRE Run Through Analysis

This project is funded by Maryland and Virginia, please see the description under Maryland.

Transportation / Land Use Connections Program

As part of the Transportation/Land-Use Connections Program, three technical assistance projects in Virginia were fully or partially funded under the Virginia Technical Assistance Program. See TLC item above for further details about the TLC Program.

11.4. Regional Transit/Wmata

Program Development

Staff attended the monthly State Technical Working Group/Technical Committee/Steering Committee/TPB meeting cycle.

CONTINUOUS AIRPORT SYSTEM PLANNING

Comprehensive Regional Air System Plan Update – Phases 2 and 3

In coordination with the Metropolitan Washington Airports Authority (MWAA), and the Maryland Aviation Administration (MAA), staff also continued work on Phase 3, including reviewing the most recent CASP. Ground Access Element Update and the Visualize 2045 project list.

Process 2019 Air Passenger Survey - Phase 1

COG staff continued the analysis of the 2019 Washington-Baltimore Regional Air Passenger Survey (APS), including:

- Finalizing the 2019 APS General Findings Report
 - Preparing for the May 1 presentation of the key findings of the 2019 APS Draft General Findings Report to the TPB Technical Committee
 - Conducting survey datafile processing
-

PROGRESS TOWARD REPORTS AND PLANS

2019 State of Public Transportation Report

- Work to begin in December 2019.
- Estimated completion June 2020.

Congestion Management Technical Report

- Information compilation and report development continued.
- A draft report is anticipated by April 2020, finalization by June 2020.

Big Data in Regional Travel and Mobility Analyses

- Completed kick-off meeting and second meeting with the Study Working Group.
- Consultant completed the State-of-the-Practice review (Task 2).
- The consultant drafted the methodology for the Big Data Evaluation (Task 3).
- Estimated completion June 2020.

VRE-MARC RUN THROUGH SERVICE

- The results of the study were shared with the Regional Public Transportation Subcommittee.
- Completed four meetings with Technical Advisory Committee.
- Consultant completed background research (Task 2).
- Consultant completed identifying the travel sheds (Task 3.1).
- Consultant received critical inputs and continued work on evaluating travel demand (Task 3.2).
- Consultant shared the approach to identify Operational and infrastructure Constraints (Task 3.3).
- A contract amendment was issued to add two additional presentations to the scope of work
- Estimated completion Spring 2020.

Public Participation Plan

- Continued internal discussions on key inputs (e.g., federal regulations, federal certification review, consultant evaluation of TPB public participation, plans of other MPOs).
- Synthesized proposed changes for the new plan.
- Prepared for receiving additional input.
- Estimated completion: September 2020.

Station Access Study

- Synthesized input received in five site visits and made changes in the methodology used to identify Transit Access Focus Areas.
- Estimated completion: July 2020.

Performance Based Planning and Programming

Highway Safety

- Deliver Regional PBPP Safety Targets.
- Data compilation and analysis begun September 2019.
- Completed December 2019.

Transit Asset Management

- Deliver Regional PBPP Transit Asset Targets.
- Data compilation began in November 2019.
- Completion anticipated February 2020.

Safety Study

- Deliver Regional Safety Study Findings and Recommendations
- Consultant Staff continued network screening, recommendations development, and outreach to the Technical Advisory Panel for guidance on a fourth topic area for a deeper dive analysis of regional crashes to complement the analysis previously done on pedestrian, intersection and major arterial crashes.
- Scope expanded, with delivery of initial recommendations to the TPB anticipated June 2020, with continuing work in FY 2021.

System Performance – National Capital Region Freight Plan

- The National Capital Region Freight Plan was approved by the TPB in July 2016
- Traditionally the plan is updated every five years
- The current plan is anticipated to be approved by the TPB in 2021

BRT land use and service standards document

- No action pending WMATA Bus Transformation Project outcome.

Bicycle and Pedestrian Plan

- The plan is deferred to FY 2021, in order for the Nation Capital Trail project, which is a prerequisite, can be completed.
- Completion anticipated FY 2021.

National Capital Regional Trail

- A draft of the National Capital Trail Network map was presented to the TPB Technical Committee in February 2020.
- Revision activities continued in response to Technical Committee comments; a revised network map was anticipated for review at the May Bicycle and Pedestrian Subcommittee meeting and June Technical Committee meeting; TPB review and endorsement was anticipated at the June and July TPB meeting.
- Completion anticipated June 2020

Regional Curbside Management Forum

- Work to begin December 2019.
- Completion anticipated June 2020.

Metropolitan Washington Regional Intelligent Transportation Systems Architecture (MWRITSA)

- No milestones to report for this period.
- The most recent MWRITSA full update was posted on the TPB website in July 2019. Minor adjustments and updates are anticipated by June 2020.

Coordination Human Services Transportation Plan

- The current Coordinated Plan was adopted by the TPB in December 2018.
- TPB approved the projects recommended for funding on January 22 meeting.
- The next Enhanced Mobility Solicitation will be in Spring/Summer 2021.
- The next update of the Coordinated Plan will occur in 2022

FY 2021-2024 Transportation Improvement Program (TIP)

- Approval anticipated March 18, 2020.

Visualize 2045

- 2020 Amendment anticipated March 18, 2020.
- The Long-Range plan was adopted by the TPB on October 17, 2018.
- Staff remain engaged in promoting the aspirational element of the plan.
- The next update to the plan is anticipated in FY 2022.