

ITEM 13- Information

January 18, 2012

Review of Outline and Preliminary Budget for the
FY 2013 Unified Planning Work Program (UPWP)

Staff

Recommendation: Receive briefing on the enclosed outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2013 (July 1, 2012 through June 30, 2013).

Issues: None

Background: A complete draft of the FY 2013 UPWP will be presented to the Board for review at its February 15 meeting, and the final version will be presented for the Board's approval at its March 21 meeting. The TPB Technical Committee reviewed the outline and budget at its January 6, 2012 meeting.

National Capital Region Transportation Planning Board

777 North Capitol Street, N.E., Suite 300, Washington, D.C. 20002-4290 (202) 962-3310 Fax: (202) 962-3202

M E M O R A N D U M

January 11, 2012

TO: Transportation Planning Board

FROM: Gerald Miller
Director, Program Coordination
Department of Transportation Planning

SUBJECT: Preliminary Budget and Outline for FY 2013 Unified Planning Work Program (UPWP)

A preliminary FY 2013 budget estimate for the UPWP, the work activity funding changes compared to FY 2012 levels, and an outline of the proposed work activities for FY 2013 are attached.

The budget for the FY 2013 UPWP basic work program is based upon MPO planning funding allocations provided by the three DOTs of FTA Section 5303 and FHWA Section 112 PL funding that is determined by the FY 2012 USDOT budget. Due to the current uncertainty regarding Congressional action on the final FY 2012 USDOT authorization and budget levels, we assume that the FY 2013 funding allocations to be provided by the DOTs will be at the current FY 2012 levels. The estimated funding is shown on the next page. In addition, the budget estimate assumes the level of unobligated funds from FY 2011 will be \$950,000 which is the same as from FY 2010.

The preliminary estimated total budget excluding carryover funds is \$12,089,300, which is the current total FY 2012 budget as amended October 19, 2011. The **basic work program budget is \$10,390,300** without carryover funds, which is the same as the corresponding current FY 2012 budget level.

The **technical assistance program budget is \$1,699,000**, unchanged from the current FY 2012 budget level. Technical assistance program budgets are based upon percentages of the estimated FY 2013 funding allocations which are unchanged from FY 2012.

ESTIMATED PRELIMINARY FUNDING FOR FY 2013 UPWP DRAFT 1/11/12				
	FTA	FHWA	New FY 2013	Current FY 2012
DDOT				
New 2013	\$441,100	\$2,311,600	\$2,752,700	\$2,752,700
Unob.2011				
MDOT				
New 2013	1,087,200	3,527,500	4,614,700	4,614,700
Unob.2011				
VDOT				
New 2013	912,200	2,859,600	3,771,900	3,771,900
Unob.2011				
TOTAL New 2013	2,440,600	8,698,700	\$11,139,300	\$11,139,300
TOTAL Unob.2011			950,000	950,000
FY 2013 Grand Total			\$12,089,300	\$12,089,300

Technical Assistance Totals:

- 1) For DC, MD, VA: 13.5% of total new allocation (\$371,600 + \$623,000 + \$509,200 = \$1,503,800)
- 2) For WMATA: 8% of total new FTA funding (\$2,440,500) = \$199,240
- 3) Total Technical Assistance is **\$1,699,000 or 15.3** percent of total new funding of \$11,139,200 for FY 2013.

TPB FY 2013 WORK PROGRAM FUNDING CHANGES FROM FY 2012

Work Activity	FY 2013	FY 2012	FY13-FY12	% Change
1. PLAN SUPPORT				
A. Unified Planning Work Program (UPWP)	70,700	70,700	0	0
B. Transp Improvement Program (TIP)	240,600	240,600	0	0
C. Constrained Long-Range Plan	588,400	588,400	0	0
D. Financial Plan	64,000	64,000	0	0
E. Public Participation	421,900	471,900	-50,000	-11
F. Private Enterprise Participation	18,300	18,300	0	0
G. Annual Report	80,100	80,100	0	0
H. Transportation/Land Use Connection Progr	395,000	395,000	0	0
I. DTP Management	452,100	452,100	0	0
Subtotal	2,331,100	2,381,100	-50,000	-2
2. COORDINATION and PROGRAMS				
A. Congestion Management Process (CMP)	205,000	205,000	0	0
B. Management, Operations, and ITS Planning	340,300	340,300	0	0
C. Emergency Preparedness Planning	75,400	75,400	0	0
D. Transportation Safety Planning	125,000	125,000	0	0
E. Bicycle and Pedestrian Planning	108,700	108,700	0	0
F. Regional Bus Planning	100,000	100,000	0	0
G. Human Service Transportation Coordination	114,800	114,800	0	0
H. Freight Planning	150,000	150,000	0	0
I. MATOC Program Planning & Support	120,000	120,000	0	0
Subtotal	1,339,200	1,339,200	0	0
3. FORECASTING APPLICATIONS				
A. Air Quality Conformity	563,200	563,200	0	0
B. Mobile Emissions Analysis	640,100	640,100	0	0
C. Regional Studies	516,300	466,300	50,000	11
D. Coord Coop Forecasting & Transp Planning	806,800	806,800	0	0
Subtotal	2,526,400	2,476,400	50,000	2
4. DEVELOPMENT OF NETWORKS/MODELS				
A. Network Development	769,700	769,700	0	0
B. GIS Technical Support	548,800	548,800	0	0
C. Models Development	1,071,200	1,071,200	0	0
D. Software Support	178,900	178,900	0	0
Subtotal	2,568,600	2,568,600	0	0
5. TRAVEL MONITORING				
A. Cordon Counts	250,800	250,800	0	0
B. Congestion Monitoring and Analysis	350,000	350,000	0	0
C. Travel Surveys and Analysis			0	
Household Travel Survey	706,300	706,300	0	0
D. Regional Trans Data Clearinghouse	317,900	317,900	0	0
Subtotal	1,625,000	1,625,000	0	0
Core Program Total (I to V)	10,390,300	10,390,300	0	0
6. TECHNICAL ASSISTANCE				
A. District of Columbia	371,600	371,600	0	
B. Maryland	623,000	623,000	0	
C. Virginia	509,200	509,200	0	
D. WMATA	195,200	195,200	0	
Subtotal	1,699,000	1,699,000	0	
Total, Basic Program	12,089,300	12,089,300	0	0
7. CONTINUOUS AIRPORT SYSTEM PLANNING				
GRAND TOTAL	12,089,300	12,089,300		

PROPOSED WORK ACTIVITIES FOR FY 2013
(July 1, 2012 to June 30, 2013)

1. PLAN SUPPORT

A. UNIFIED PLANNING WORK PROGRAM (\$70,700)

- UPWP will describe work elements and integration of program activities and responsibilities for all aspects of the work program.
- UPWP will discuss planning priorities and describe the transportation planning and related air quality planning activities over next 1-2 years.

Oversight: Technical Committee

Products: UPWP for FY 2014, amendments to FY 2013 UPWP, monthly progress reports and state invoice information, federal grant materials

Schedule: Draft: January 2013 Final: March 2013

B. TRANSPORTATION IMPROVEMENT PROGRAM (TIP) (\$240,600)

- The TIP will be updated every two years and amended each year. The FY 2011-2016 TIP amendments and 2011 CLRP were approved in November 2011.
- Drafts of the FY 2013-2018 TIP and the 2012 CLRP will be prepared and reviewed between January and June 2012 with approval scheduled for July 2012.
- The draft FY2013-2018 TIP amendments and 2013 CLRP will be prepared and reviewed between January and May 2013 with approval scheduled for July 2013.
- Enhance documentation of the current TIP with additional analysis as a part of the CLRP/TIP brochure and the CLRP web site.
- Improve public access to TIP project data with an online searchable database.
- The geographic information system-linked database TIP and CLRP project data and air quality conformity information will be improved to facilitate updating and reporting.
- Annual certification of compliance with regulations on providing transit services to persons with disabilities will be prepared.
- An annual listing of projects for which federal funds have been obligated in the preceding year will be prepared.

- Process amendments and administrative modifications to the FY 2011-2016 TIP.

Oversight: Technical Committee

Products: FY 2013-2018 TIP with amendments and administrative modifications

Schedule: July 2013

C. CONSTRAINED LONG-RANGE TRANSPORTATION PLAN (CLRP) (\$588,400)

As required by the final SAFETEA-LU planning regulations issued February 14, 2007, the major update of the CLRP was approved in 2010.

The following work activities for the 2013 CLRP are proposed:

- Document project submissions for 2013.
- Continue to improve public materials about the plan during plan development and after plan approval so that the materials are more useful to a variety of audiences, less technical and easier for the public to understand.
- Continue to make plan information more visual, and utilize effective visualization technologies. Improve public access to the plan with informative maps and graphics for web and print media, and an online, searchable database
- Document the CLRP via the website and written materials, including:
- Performance of the plan such as changes in transit trips, auto trips, vehicle miles of travel of travel, lane miles of congestion and accessibility to jobs.
- Relationship between the transportation strategies and improvements and the development framework shown in the regional activity centers map
- Evaluate the plan for disproportionately high and adverse effects on low-income and minority population groups.
- The 2012 CLRP and new FY2013-2018 TIP will be approved July 2012.
- The draft 2013 CLRP and FY2013-2018 TIP amendments will be prepared and reviewed between January and June 2013 with approval scheduled for July 2013.

Environmental Consultation

- Continue to consult with the federal, state and local agencies responsible for natural resources, airport operations, freight movements, environmental protection, conservation and historic preservation in the District of Columbia, Maryland and Virginia.
- Building on these on-going consultation efforts, explore what products and outcomes would be the most useful to facilitate the further integration of natural resource, land use, historic and cultural resource considerations into the long-range transportation planning process. Work activities will include continued development of regional natural and historic resource mapping, including areas for potential restoration that can be used to guide advanced mitigation efforts.

Climate Change Adaption

- Continue to monitor local, state and national practices for potential applicability to the region.

Oversight: Technical Committee

Products: draft 2013 plan and documentation

Schedule: July 2013

D. FINANCIAL PLAN (\$64,000)

- Review the results of the financial analysis for the 2010 CLRP for the use in preparing the draft 2013 CLRP.
- Update financial plan for FY2013-2018 TIP amendments.
- In Spring 2013, initiate new financial analysis for 2014 CLRP update. The analysis will be conducted by a consultant with funding in FY 2013 and 2014 UPWPs.

Oversight: Technical Committee

Products: Financial inputs for draft 2013 CLRP and FY2013-2018 TIP amendments

Schedule: June 2013

E. PUBLIC PARTICIPATION (\$421,900)

The Participation Plan which was adopted in December 2008 will guide all public involvement activities to support the development of the TIP, the CLRP, the Regional Transportation Priorities Plan, and all other TPB planning activities.

Work activities include:

- Support implementation of the TPB Participation Plan.
- Provide public outreach support for the development of the new Regional Transportation Priorities Plan. Through a variety of public outreach activities, citizens will discuss the benefits, desirability and feasibility of potential projects and plan components.
- Develop and conduct workshops or events, as needed, to engage the public and community leaders on key regional transportation issues, including challenges reflected in the CLRP and TIP.
- Ensure that the TPB's website, publications and official documents are timely, thorough and user-friendly.
- Develop new written materials, tools and visualization techniques to better explain to the public how the planning process works at the local, regional and state levels.
- Conduct at least one session of the Community Leadership Institute, a two-day workshop designed to help community activists learn how to get more actively involved in transportation decision making in the Washington region.
- Effectively use technology, including social media and other web-based tools, to spread information about regional transportation planning and engage the public in planning discussions and activities.
- Provide staff support for the TPB Citizens Advisory Committee (CAC), including organizing monthly meetings and outreach sessions, and drafting written materials for the committee.
- Provide staff support for the TPB Access for All Advisory (AFA) Committee that includes leaders of low-income, minority and disabled community groups.
- Prepare AFA Committee memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to community groups, such as providing better transit information for limited English speaking populations, improved transit services for people with disabilities, pedestrian and bike access and safety, and potential impacts of transit-oriented development and gentrification.
- Conduct regular public involvement procedures, including public comment sessions at

the beginning of each TPB meeting and official public comment periods prior to the adoption of key TPB documents.

Oversight: Transportation Planning Board

Products: TPB Participation Plan with a proactive public involvement process; CAC and AFA Committee Reports.

Schedule: Ongoing, with forums and meetings linked to preparation of the TIP and CLRP

F. PRIVATE ENTERPRISE PARTICIPATION (\$18,300)

The Private Providers Task Force will be supported, and private provider involvement will be documented in the TIP. Quarterly meetings, as requested by the Chair of the TPB Regional Taxicab Regulators Task Force, will also be supported.

Oversight: Transportation Planning Board

Products: Documentation on Private Provider Involvement

Schedule: Annual Public Transit Forum: May 2013
Draft in TIP for Public Comment: June 2013

G. ANNUAL REPORT (\$80,100)

- This issue will describe the main activities completed in 2012.
- Produce the monthly newsletter *TPB News*.
- Write and distribute the *TPB Weekly Report*, a new web-based newsletter featuring a short article every week on a single topic of interest in regional transportation.

Oversight: Transportation Planning Board

Product: *Region* magazine, TPB News and TPB Weekly Report

Schedule: June 2013

H. TRANSPORTATION/LAND USE CONNECTION (TLC) PROGRAM (\$395,000)

This work activity strengthens the coordination between land use and transportation planning. Begun as a pilot in November 2006, the program established a clearinghouse to document national best practices as well as local and state experiences with land use and transportation

coordination, and offers short-term technical assistance through consultant teams to local jurisdictions to advance their coordination activities.

The following activities are proposed for FY 2013:

- Maintain and update the TLC Regional Clearinghouse and website
- Fund at least six technical assistance planning projects at a level between \$20,000 and \$60,000 each.
- Develop tools and activities to facilitate regional learning about TLC issues among TPB member jurisdictions through the Regional Peer Exchange Network. Organize at least one regional meeting to facilitate an exchange of information about lessons learned from past TLC projects.
- Identify recommended implementation action steps in each planning project report, such as further study needs, more stakeholder collaboration, suggested land use or local policy changes, and transportation investment opportunities and priorities.
- Provide staff support for TLC Technical Assistance Projects to be conducted as part of the MDOT Technical Assistance Program and for other projects where additional funding is provided by state or local agencies.

Oversight: TPB Technical Committee

Products: Updated web-based clearinghouse, technical assistance provided by consultant teams to six localities, and implementation toolkit.

Schedule: Technical assistance: September 2012-June 2013

I. DTP MANAGEMENT (\$452,100)

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

Oversight: Transportation Planning Board

Products: Materials for the meetings of the TPB, the Steering Committee, the Technical Committee, and the State Technical Working Group; responses to information requests from elected officials, federal agencies and media; and participation in external meetings related to TPB work program

Schedule: Ongoing throughout the year

2. COORDINATION and PROGRAMS

A. CONGESTION MANAGEMENT PROCESS (CMP) (\$205,000)

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process.
- Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.).
- Identify and assess strategies that address congestion, in coordination with MOITS, the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), and the regional Commuter Connections Program (see www.commuterconnections.org).
- Analyze transportation systems condition data archives from private sector sources, especially the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project.
- Compile information and undertake analysis for development on four major aspects of the regional CMP:
 - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
 - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP; and
 - National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Products: Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; summaries, outreach materials, and white paper(s) on technical issues as needed; supporting data sets

Schedule: Monthly

B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING (\$340,300)

- Regional transportation systems management and operations are vital considerations for metropolitan transportation planning. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:
 - ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
 - Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.I.); follow up on MOITS-related recommendations of the COG Incident Management and Response Action Plan developed in response to the disruptive January 26, 2011 snow storm
 - Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
 - Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
 - Traveler Information: Real-time traveler information made available to the public
 - Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
 - Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes
 - Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations
 - Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities
 - Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Review the COG Regional Climate Adaption Plan to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider

- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

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

Schedule: Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING (\$75,400)

Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee. Major topics to be addressed include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.

- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:
 - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes
 - Emergency communications, technical interoperability, and capabilities
 - Public outreach for emergency preparedness
 - Coordination with regional critical infrastructure protection and related security planning
 - Emergency preparedness training and exercises
 - Conformance with U.S. Department of Homeland Security (DHS) directives and requirements
 - Applications for and management of UASI and other federal Homeland Security funding.

Oversight: Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

Products: Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements

Schedule: Monthly

D. TRANSPORTATION SAFETY PLANNING (\$125,000)

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the

District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian and bicycle safety outreach campaign. Major topics to be addressed in the Transportation Safety Planning task include the following:

- Support of the Transportation Safety Subcommittee
- Safety data compilation and analysis; follow up on recommendations from the regional transportation safety data analysis tool scoping study completed in FY2011
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders
- Coordination with other TPB committees on the integration of safety considerations
- Maintenance of the safety element of region's long-range transportation plan.

Oversight: Transportation Safety Subcommittee

Products: Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed.

Schedule: Quarterly

E. BICYCLE AND PEDESTRIAN PLANNING (\$108,700)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access.
- Provide the TPB an annual report on progress on implementing projects from the Regional Bicycle and Pedestrian Plan. Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).
- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.

- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

Oversight: Regional Bicycle and Pedestrian Subcommittee

Products: Compilation of bicycle and pedestrian facilities for the TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary

Schedule: Bimonthly

F. REGIONAL BUS PLANNING (\$100,000)

This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.

The major topics to be addressed in FY 2013 include the following:

- Continued development of a priority list of regional projects to improve bus transit services.
- Development and publication of useful operations, customer, and financial data on regional bus services for TPB and public utilization.
- Coordination and evaluation of CLRP and TIP proposals and amendments with regard to bus transit service plan implementation.
- Provide technical advice and input regarding regional transportation and land use coordination, including the development of transit assumptions for TPB planning

studies.

- Facilitation of technology transfer and information sharing as it relates to regional, state and local bus transit services, including for Bus Rapid Transit (BRT) projects, customer information, and other common issues.
- Coordination with other regional committees regarding bus transit participation in planning and training activities, including but not limited to the Regional Emergency Support Function (RESF) #1 at COG, and the associated regional transit operators group (RTOG).
- Coordination with the TPB Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee regarding integrated planning for bus services and street operations.
- Coordination with the TPB Access for All (AFA) Committee to enhance regional mobility for all populations.

Oversight: Regional Bus Subcommittee

Products: Data compilation, reports on technical issues, and outreach materials

Schedule: Monthly

G. HUMAN SERVICE TRANSPORTATION COORDINATION (\$114,800)

In 2009 the TPB adopted an Update to the Coordinated Human Service Transportation Plan for the National Capital Region ("Coordinated Plan"). A Coordinated Plan is required under the final USDOT planning regulations to guide funding decisions for the following three Federal Transit Administration (FTA) programs: 1) Formula Program for Elderly Persons and Persons with Disabilities (Section 5310); 2) Job Access and Reverse Commute for Low Income Individuals (JARC, Section 5316); and 3) New Freedom Program for Persons with Disabilities (Section 5317). The Coordinated Plan describes existing transportation services, unmet transportation needs, strategies to address those needs and priorities for implementation to better serve persons with disabilities, those with limited incomes and older adults. The Coordinated Plan also establishes selection criteria for the competitive selection of JARC and New Freedom projects. The final regulations also require that the CLRP and TIP shall consider the design and delivery of non-emergency transportation services. The TPB became the designated recipient of the FTA's JARC and New Freedom programs in 2006 for the Washington DC-VA-MD Urbanized Area; each program provides approximately \$1 million in Federal funds annually to the Washington region. The goals of these programs are to improve transportation services for low-income individuals and people with disabilities.

The TPB established the Human Service Transportation Coordination Task Force ("Task Force") to develop and help implement the Coordinated Plan which must guide annual JARC

and New Freedom project selections. The Task Force is comprised of human service and transportation agency representatives from each TPB jurisdiction as well as consumers and private providers. Each year, the Task Force establishes priorities for the annual solicitations and assists with outreach.

Proposed work activities include:

Support the activities of the TPB Human Service Transportation Coordination Task Force which will oversee the following work activities;

- Review and implement the recommendations from the report “Assessment of Job Access Reverse Commute (JARC) and New Freedom Programs in the National Capital Region”, conducted by Nelson/Nygaard Consulting Associations, Inc., January 2012;
- Develop priority projects in preparation for the 2014 solicitation for JARC and New Freedom grants and identify potential project sponsors;
- Coordinate special meetings on issues such as Medicaid transportation, low-income transportation needs or MetroAccess as requested; and
- Coordinate the activities of the coordination task force with the TPB Access For All Advisory Committee and the Private Providers Task Force.

Oversight: Transportation Planning Board

Products: Project Priorities in preparation for the 2014 JARC and New Freedom Solicitation

Schedule: June 2013

H. FREIGHT PLANNING (\$150,000)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the Regional Freight Subcommittee.
- Maintain the Regional Freight Plan and supporting information on the TPB Web site for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:

- Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
- Continue following up on recommendations from the Regional Freight Forum held in FY2011.
- Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
- Coordinate with federal, state, and local freight planning activities.
- Analyze available freight movement data for the region.
- Coordinate with TPB travel monitoring and forecasting activities on freight considerations.
- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.
- Publish a periodic e-newsletter on regional freight planning issues.

Oversight: TPB Freight Subcommittee

Products: Data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results

Schedule: Bimonthly

I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING (\$120,000)

Under this work task, TPB will provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area

Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles, formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities. Planning activities under this task include:

- **Committee Support:** Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- **TPB Reports:** Provide regular briefings to the TPB on MATOC Program progress.
- **TPB Staff Participation:** Provide input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- **Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee**
- **Outreach:** Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.
- **Implementation Planning:** Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- **Financial and Legal Analysis:** Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- **Performance Measurement:** Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- **Risk Management:** Identify and monitor major risks to progress and identify actions to be taken in order to avoid incurring risks or mitigating their consequences.
- **Supporting Materials:** Develop supporting or informational materials for the above activities as necessary.

Oversight: MATOC Steering Committee; MOITS Technical Subcommittee

Products: Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Policy Task Force and Technical Subcommittee.

Schedule: Monthly

3. FORECASTING APPLICATIONS

A. AIR QUALITY CONFORMITY (\$563,200)

The FY2013 work program will include the following tasks:

- Completion of conformity analysis of the 2012 CLRP and FY2013-2018 TIP, including addressing any emissions, mitigation needs, preparation of a final report to document procedures and results and to address comments and testimony received, and documenting and organizing all data files for use in subsequent regional and corridor/subarea planning studies.
- Preparation and execution of a work program for analysis of the 2013 CLRP using the most up-to-date project inputs, planning assumptions, travel demand model, software and emissions factor model (MOVES); preparation of a draft report on the conformity assessment.
- Execution of TPB interagency and public consultation procedures; this includes funding for review and coordination work on the part of COG/DEP staff to reflect involvement by the Metropolitan Washington Air Quality Committee (MWAQC) in the public and interagency consultation process.
- Coordination of project solicitation, documentation, and emissions reduction analysis associated with CMAQ projects. Perform incidental air quality conformity reviews (non-systems level), as required throughout the year.
- Keeping abreast of federal requirements – as they are updated throughout the year – on air quality conformity regulations and as guidance is issued; revision of work program elements as necessary.

Oversight: Technical Committee in consultation with MWAQC committee

Products: Final report on 2012 CLRP and FY 2013-2018 TIP Air Quality Conformity Assessment; Work Program for 2013 CLRP and FY2014 – 2019 TIP Conformity Assessment

Schedule: June 2013

B. MOBILE EMISSIONS ANALYSIS (\$640,100)

The FY2013 work program will include the following tasks:

- Refinement, preparation and formatting of input data for MOVES emission model runs as part of the 2013 CLRP Air Quality Conformity Assessment. MOVES emission model runs will also be used for assessing regional GHG emissions inventories. This work program will also include analyses of strategic planning scenarios as part of the TPB's Scenario Task Force activities and the COG Board's Climate, Energy, and Environment Policy Committee (CEEPC).
- Development of emissions rates using MOVES for the evaluation of existing and future TERMS.
- Provision of technical support to Commuter Connections staff in developing implementation plans and performing evaluations of current and future TERMS.
- Provision of funding to COG's Department of Environmental Programs (DEP) for the following activities: (1) provision of data from air agencies (2) updating the TPB and its committees on federally-mandated issues related to mobile emissions; and (3) interdepartmental consultation in the development of emissions factors used for various applications.
- Response to data requests for emissions rates, inventories, data documentation or technical assistance requested by governmental and private sector entities in support of technical studies or regional planning. This will also include evaluation of TERMS.
- Participation in state, MWAQC and CEEPC technical and policy discussions, public forums and hearings.

Oversight: Technical Committee and Travel Management Subcommittee, in consultation with MWAQC committees

Products: Reports on TERM evaluation and on greenhouse gas emissions reduction strategies; Updated mobile source emissions inventories / reports as required addressing ozone and PM_{2.5} standards and climate change requirements

Schedule: June 2013

C. REGIONAL STUDIES (\$516,300)

Regional Transportation Priorities Plan

In July 2011, the TPB approved a work scope and process for developing the TPB Regional

Transportation Priorities Plan (RTPP). The plan will be developed over a two-year period, beginning in July 1, 2011 in FY 2012 with completion by July 1, 2013, the beginning of FY 2014. Public involvement will be sought at each stage of the two-year process.

The priority planning process will use a set of performance measures to quantify progress toward regional goals and to identify the near and long term challenges and potential actions or strategies needed to address them. A comprehensive benefit-cost analysis will be used to identify the high payoff strategies and projects for inclusion in the CLRP. The process includes three tasks:

Task 1: Reaffirm Regional Goals and Agree Upon Performance Measures

This task will review the TPB Vision goals, the goals in COG's Region Forward Planning Guide, and the relationship between them. It will identify a set of performance measures that quantify near and long term progress toward these regional goals

Task 2: Determine Regional Challenges and Strategies to Address Them

This task will use the performance measures to identify challenges and actions the region needs to take in order to meet regional goals. It will identify potential near and long term regional strategies to address the challenges.

Task 3: Develop Regional Priorities, Both Funded and Unfunded

This task will identify those strategies with the greatest potential to address the regional challenges as demonstrated through benefit-cost analysis. Candidate priorities will be obtained from the various planning studies that have been conducted at the state, regional, sub-regional, and local levels, and the CLRP Aspirations Scenario. Several TPB Technical Subcommittees have also developed priorities for their areas of responsibility, including bicycle and pedestrian, regional bus, airport access, freight, and management, operations and intelligent transportation systems (MOITS). Candidate priorities may be suggested from comments and ideas generated through the public involvement activities to be conducted throughout the process.

Recognizing that improving regional performance will require combining transportation and land use strategies in a synergistic manner, candidate long term priorities will be incorporated into variations on the TPB Aspirations Scenario alternative land use / transportation scenario for comparison to the adopted CLRP baseline with respect to individual regional performance measures as well as in terms of a comprehensive assessment of regional benefits and costs. The TPB Version 2.3 travel demand model and the EPA Motor Vehicle Emissions Model (MOVES) will be used to quantify the performance of these variations on the TPB Aspirations Scenarios.

By the end of FY 2012, draft and final interim reports will be prepared on tasks 1 and 2. The

task 1 report will reaffirm regional goals, and present an initial set of performance measures, challenges, and strategies for addressing regional challenges. The task 2 report will contain revised performance measures, challenges and strategies based upon public feedback. It will also present the public outreach process for FY 2013, which will be designed to invite input into the strategy prioritization process.

During FY 2013, near-term and longer term regional priorities will be identified under task 3. The public outreach component of the strategy prioritization process and public involvement in plan development are described under work activity 1.E Public Participation. The final report incorporating the three interim reports on the regional transportation priorities plan will be produced in early FY 2014.

Other FY 2013 activities include:

- Provision of staff support involving transportation for COG's FY 2013 Region Forward regional planning efforts.
- Responses to promising opportunities for preparing project grant applications for US DOT grant funding programs, as approved by the TPB.

Oversight: TPB

Products: Interim report on Task 3 on regional priorities

Project grant applications for USDOT grant funding programs as approved by TPB

Schedule: Draft interim report on Task 3 – June 2013

D. COORDINATION OF COOPERATIVE FORECASTING AND TRANSPORTATION PLANNING PROCESSES (\$806,800)

- Support the Planning Directors Technical Advisory Committee (PDTAC) in the coordination of local, state and federal planning activities and the integration of land use and transportation planning in the region.
- Work with the Planning Directors Technical Advisory Committee (PDTAC) to update and refine the map of Regional Activity Centers and develop complete community investment typologies.
- Work with members of the Cooperative Forecasting Subcommittee to enhance and improve the quality of small area (TAZ-level) employment data. This effort will involve the tabulation and analysis of state ES-202 employment data files for DC, MD and VA and collaboration with the National Capital Planning Commission (NCPC) and the General Services Administration (GSA) to obtain

site specific employment totals for federal employment sites in the region.

- Work with members of the Cooperative Forecasting Subcommittee to analyze changes in regional economic, demographic and housing trends drawing on the results from the Census American Communities Survey (ACS) and from other available federal, state, local data sources.
- Work with the members of the Cooperative Forecasting Subcommittee, the region's Planning Directors, the Baltimore Metropolitan Council, the Tri-County Council for Southern Maryland, the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County-VA and Jefferson County-WV to develop updates to the Round 8.1 Cooperative Forecasts by jurisdiction and reconcile these updated local jurisdiction forecasts with the regional econometric benchmark projections.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to develop updated Round 8.2 Transportation Analysis Zone (TAZ)-level growth forecasts.
- Update and maintain Cooperative Forecasting land activity databases that are used as input into TPB travel demand-forecasting model. Prepare updated Round 8.2 TAZ-level population, household, and employment forecasts for both COG member and non-member jurisdictions in the TPB Modeled Area.
- Work with the Cooperative Forecasting Subcommittee and the region's Planning Directors to assess the effects of significant transportation system changes on the Cooperative Forecasting land activity forecasts. Document key land use and transportation assumptions used in making updates to the Cooperative Forecasting land activity forecasts
- Respond to public comments on updated Round 8.2 forecasts and the Cooperative Forecasting process.
- Develop and publish useful economic, demographic and housing-related information products including the monthly Regional Economic Monitoring Reports (REMS) reports, the annual "Commercial Development Indicators" and economic and demographic data tables to be included in the Region Forward Baseline analysis.

Oversight: Technical Committee

Products: Coordination of Land Use and Transportation Planning in the Region, Update of Regional Planning Databases, Mapping of Updated Regional Activity Centers, Development and Distribution of technical

reports and information products.

Schedule: June 2013

4. DEVELOPMENT OF NETWORKS AND MODELS

A. NETWORK DEVELOPMENT (\$769,700)

The role of the TPB's network development program is to develop and maintain a series of transportation networks that are key inputs to the regional travel demand model. These transportation networks, which are representations of the regional highway and transit system, are normally developed for an existing/base year and multiple forecast years, subject to air quality planning requirements. The network files are reviewed each year to ensure that they 1) incorporate the most recent operational changes to the transportation system, especially those updates planned or implemented by local transit operators; and 2) are consistent with the latest CLRP and six-year Transportation Improvement Program. During FY-2013, TPB staff will develop transportation networks that are compliant with the recently adopted Version 2.3 travel demand model, which operates on a 3,722-zone system. Regional transportation networks are currently developed and managed using an ArcGIS-compliant database and editing system. Refinements to the geodatabase management system will be ongoing during FY-2013. The essential activities will serve to:

- Update the TPB's base-year (2012) transit network to the most current operating conditions, in cooperation with the local transit providers in the Metropolitan Washington Region.
- Prepare base- and forecast-year highway and transit networks in accordance with the latest TIP and CLRP elements and in accordance with Version 2.3 model requirements. The future year networks will be developed over the updated base year network
- Support the development of networks for special regional planning studies
- Further refine the TPB's existing GIS system which is used to facilitate network coding and network file management. The refinements will consist of: 1) documenting the existing database and network coding procedures that are currently being used, 2) implementing improvements to the database software, where feasible, on an "as needed" basis, and 3) investigating opportunities to merge data from other geographically referenced data onto the regional highway links (for example, bus routing data from local transit providers or INRIX highway speed data) in order to improve network accuracy or to aid in ongoing model validation activities.

Oversight:	Travel Forecasting Subcommittee
Products:	A series of highway and transit networks reflecting the latest TIP and Plan and compliant with the Version 2.3 travel model, with documentation. Technical documentation describing the TPB's existing GIS-based network coding practices and procedures.
Schedule:	June 2013

B. GIS TECHNICAL SUPPORT (\$548,800)

- Provide data and technical support to staff using the COG/TPB GIS for development and distribution of data and information developed by the TPB planning activities, including Regional Studies, the CLRP, the TIP, Congestion Monitoring and Analysis, Cooperative Forecasting, Regional Transportation Data Clearinghouse, Network and Models Development, and Bicycle Planning.
- Provide ongoing maintenance and support of enhanced GIS-based transportation network management and editing tools and TPBMAN geodatabase.
- Enhance GIS-based transportation network management and editing tools based on user experience.
- Enhance the COG/TPB GIS Spatial Data Library with updated transportation and non-transportation features as these data become available.
- Add additional transportation attribute data, land use features and imagery data to the COG/TPB GIS Spatial Data Library.
- Update GIS Spatial Data Library documentation, GIS User Guides and technical documentation of various GIS software applications as required.
- Maintain and update an intranet-based GIS Project Information Center that lists and describes DTP GIS databases and applications currently being developed, as well as those that are currently available.
- Train staff on use of GIS databases for transportation planning.
- Continue to coordinate the regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS Committee and subcommittees.

- Maintain and update COG/TPB's GIS-related hardware and software.
- Respond to request for COG/TPB GIS metadata, databases, and applications.

Oversight: Technical Committee

Products: Updated GIS software, databases, User documentation, Training materials, Support and enhancement of GIS procedures to develop and manage transportation networks.

Schedule: June 2013

C. MODELS DEVELOPMENT (\$1,071,200)

The role of the TPB's models development program is to maintain and advance the TPB's travel forecasting methods and practice. The program is formulated around the general areas of data collection, short and long term models development, research, and maintenance activities. During FY 2012, the Version 2.3 Travel Model transitioned from development to practice and is currently the adopted regional travel model for the Metropolitan Washington Region. The model was applied by TPB staff for air quality planning work in FY 2012 and is now being used by local planning agencies for project planning studies. During FY 2013, staff will continue to support the application of the Version 2.3 model and will also investigate refinements to the Version 2.3 model, as recommended by previous consultant reviews of the TPB's travel forecasting practice. The models development program will include ongoing services of a consultant for conducting focused research on modeling practices across the U.S., and for providing advice on specific modeling methods. Staff plans to keep abreast of research in the travel demand forecasting field, including the most recent experiences of activity-based model (ABM) deployments in other cities in the U.S. The Models Development activities will serve to:

- Support the application of the Version 2.3 travel model for air quality planning work and other planning studies conducted by TPB staff. This will include the update of travel modeling inputs as necessary, investigating technical problems that might arise during the course of application, and documenting refinements to the model. Staff will also support local project planning work on an "as needed" basis
- Continue the investigation of refinements to the Version 2.3 model, drawing from recommendations compiled from past expert reviews of the regional travel model. These refinements will likely focus on improvements to the existing traffic assignment process, the mode choice model (possibly including new transit path-building procedures), and time of day modeling.

- Continue with sensitivity testing with the Version 2.3 model, in consultation with the Travel Forecasting Subcommittee (TFS).
- Supporting the integration of the travel demand model with the new EPA MOVES model for estimating mobile emissions.
- Analyze the geographically focused household travel survey data that TPB staff recently collected during FY 2012.
- Keep abreast of new developments in travel demand forecasting, both short-term developments (such as for trip-based, four-step models) and long-term developments (such as ABMs and airport choice and ground access mode choice models). To aid in this effort, TPB staff will continue the consultant contract to perform a scan of best modeling practice. Staff will also continue participation in the AMPO Travel Modeling Work Group, other organizations and activities, such as the Transportation Research Board (TRB), the Travel Modeling Improvement Program (TMIP), the Federal Transit Administration (FTA) guidelines on modeling for New Starts, the Institute of Transportation Engineers (ITE).
- Staff will continue support to the TFS as a forum to discuss issues relating to travel forecasting needs and to promote guidance of the regional travel demand model application.
- Staff will keep abreast of hardware and software needs and opportunities, including the potential use of “cloud computing” and the use of versioning software as an efficient way of tracking model code as it evolves with model refinements over time.

Oversight:	Travel Forecasting Subcommittee
Products:	Updated travel models; documentation of models development activities; and recommendations for continued updating of the travel demand modeling process.
Schedule:	June 2013

D. SOFTWARE SUPPORT (\$178,900)

The FY2013 work program will include the following tasks:

- Continued support on executing CUBE / TP+ runs and migration to CUBE / Voyager in running TPB travel demand forecasting applications.
- Continued support on MOVES emissions model runs and supporting software applications.

- Training of DTP staff in various applications of CUBE/ TP+, CUBE / Voyager and MOVES.
- Monitoring of the performance of DTP desktop and laptop microcomputer hardware and software and make upgrades as appropriate.
- Coordination with the COG Office of Technology Programs and Services (OTPS) staff in this task and in applications under the Microsoft Windows operating system.
- Maintenance of the data storage systems for the back-up, archiving and retrieval of primary regional and project planning data files.
- Support development and execution of applications of micro simulation software as appropriate.

Oversight: Technical Committee.

Products: Operational travel demand forecasting process plus operational MOVES2010 Models; File transfer, storage and retrieval processes; DTP staff training in CUBE/ TP+, CUBE / Voyager, and MOVES2010 systems; and Microcomputer hardware to support CUBE/ TP+, CUBE / Voyager, MOVES2010, and other operations.

Schedule: June 2013

5. TRAVEL MONITORING

A. CORDON COUNTS (\$250,800)

- In the spring of 2013 staff will conduct the Central Employment Area Cordon Count.

Oversight: Travel Forecasting Subcommittee

Products: Data Files from the spring 2013 Central Employment Area Cordon Count for processing to produce a report in FY 2014

Schedule: June 2013 (Data Files; Report in FY 2014)

B. CONGESTION MONITORING AND ANALYSIS (\$350,000)

Congestion Monitoring supplies data for the Congestion Management Process (Item 2A) and Models Development (Item 4C). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. In FY2012, an analysis of data collection methods was undertaken in light of evolving technologies and needs. The combination of data collection and analysis to be undertaken in FY2013 will be in accordance with the results of the FY2012 methods study.

Oversight: MOITS Technical Subcommittee

Products: Transportation systems monitoring data sets and analysis reports

Schedule: June 2013

C. TRAVEL SURVEYS AND ANALYSIS

Household Travel Survey (\$706,300)

- Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011 Geographically-Focused Household Travel Surveys. Update user documentation as required.
- Continue to process and mine data collected in the 2007/2008 Regional Household Travel Survey and 2011 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.
- Collect household travel survey data for 2,400 households in six focused geographic subareas of the region for more intensive analysis of specific growth and transportation issues. Examples of focused geographic subarea could include Metrorail station areas of a specific type, highway corridors with recent or planned major improvements, proposed light rail study area, or regional activity centers of with specific characteristics. *Proposed focused geographic subareas for FY 2013 include: (1) Federal Center/Southwest/Navy Yard in DC (2) Friendship Heights in DC and Montgomery County (3) Silver Spring in Montgomery County (4) US 1/Green Line in Prince George's County (6) City of Fairfax and (6) City of Manassas. The proposed geographic subareas will be reviewed and subject to refinement by the TPB Technical Committee and local jurisdiction planning staff.*

Oversight: Travel Forecasting Subcommittee

Product: Household Travel Survey Data Collection and Processing, Household Travel Survey Analyses, Information Reports and Technical Memorandum, Maintenance of Travel Survey Data and Documentation.

Schedule: June 2013

D. REGIONAL TRANSPORTATION DATA CLEARINGHOUSE (\$317,900)

- Update Clearinghouse data files with FY11-12 highway and transit network data.
- Update Clearinghouse traffic volume data with AADT and AAWDT volume estimates, hourly directional traffic volume counts and vehicle classification counts received from state DOTs and participating local jurisdiction agencies.
- Update Clearinghouse transit ridership data with data received from WMATA, PRTC, VRE, MTA and local transit agencies including the Ride-On, The Bus, ART, DASH and the Fairfax Connector.
- Add newly collected and processed freeway and arterial road speed and level of service (LOS) data to the Regional Transportation Data Clearinghouse network.
- Add updated Cooperative Forecasting data to the Clearinghouse by TAZ.
- Update Regional Clearinghouse user manuals and documentation.
- Display Clearinghouse volume, speed and LOS data on a web-based application that utilizes satellite/aerial photography imagery with zooming user interface.
- Implement an ArcGIS server-based application to distribute Regional Transportation Clearinghouse Data to TPB participating agencies via a lightweight web browser application.

Oversight: Technical Committee

Product: Updated Clearinghouse Database and Documentation; Web Interface to Access Clearinghouse Data

Schedule: June 2013

6. TECHNICAL ASSISTANCE (\$1,699,000)

The funding level allocated to technical assistance is 15.3 percent of the total new FY 2013 funding in the basic work program. The funding level for each state is 13.5 percent of the total new FTA and FHWA MPO planning funding provided by each state. The funding level for WMATA is 8 percent of the total new FTA funding. The specific activities and levels of effort are developed through consultation between each state and WMATA representatives and DTP staff.