

FY 2015

**National Capital Region
Transportation Planning Board (TPB)**

**Work Program Progress Report
JUNE • 2015**

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

The final progress report was prepared on the work activities in the FY 2015 UPWP. Activities under the FY 2016 UPWP began on July 1, 2015.

Received approval of FY 2016 UPWP from federal transportation staff and disseminated internally and externally. Proposals for technical assistance projects in FY 2016 were evaluated by TPB staff.

B. Transportation Improvement Program (TIP)

At its meeting on June 5th, the TPB Steering Committee approved five amendments to the FY 2015-2020 TIP. The first amendment was include funding for the MD 140 Flat Run Bridge Replacement Project in Frederick County, as requested by MDOT. The second was to include funding for the Construction: Federal Lands Highway Project Grouping, as requested by VDOT. The third amendment updated project information for FY 2016 in order to match the updated WMATA FY 2016 Capital Budget. The fourth amendment was to include funding for Section 5310 Capital and Operating Assistance, as requested by MDOT. The final amendment was to include funding for preliminary engineering for the I-66 Outside the Beltway Project, as requested by VDOT.

End of year recap:

In fiscal year 2015, staff produced the following projects related to the TIP:

- The Final FY 2015-2020 TIP, including financial summary
- Updated TIP page on CLRP website with graphic charts of financial summary.

C. Constrained Long-Range Plan (CLRP)

A CLRP team was established to allow staff who work on different aspects of the CLRP to better communicate and coordinate throughout the course of the development and approval cycle. This team began bi-weekly meetings that will continue throughout the year. Staff began finalizing the content for the brochure documentation of the 2014 Update to the CLRP.

End of year recap:

In fiscal year 2015, staff produced the following products related to documentation on the CLRP:

- Documentation of the 2014 CLRP on the plan's web page (www.mwcog.org/clrp). This content included ongoing planning activities by the TPB, programs and projects in the plan, the financial plan, the plan performance and how the TPB is meeting federal requirements related to MAP-21.
- The "Call for Projects" document and accompanying brochure for the 2015 Amendment to the CLRP was prepared and finalized.
- Materials describing the significant changes proposed for the 2015 CLRP were created, including public-friendly descriptions and maps of the projects.

D. Financial Plan

The financial summaries in the FY 2015-2020 TIP were reviewed and updated as administrative modifications and TIP amendments were approved. The financial summary was reviewed in comparison to information from the development of an unfunded projects list to compare operating expenditures and funds available for capital expansion.

E. Public Participation

Access for All Advisory Committee (AFA)

During the month of June, staff worked with the director to rethink the work program for the AFA, the structure of the committee, and the process of selection of committee members. This rethinking is happening in tandem with conversations about the future of the Human Services Transportation Coordination (HSTC) Task Force, and there have been discussions about merging the two groups into one. The meeting originally planned for July 30, 2015 was cancelled to further develop ideas for the future of the AFA. The AFA will meet again to discuss this reorganization in the Fall.

End of year recap:

Throughout fiscal year 2015 staff supported the Access for All (AFA) Advisory Committee which met four times in July 2014, October 2014, January 2015, and April 2015. At each of these meetings the AFA committee discussed issues that relate to transportation disadvantaged populations including minority communities, persons with disabilities, those with low-incomes, and people with limited English ability. This included discussion with federal representatives on the TPB's federal certification review, a review of COG's accommodations policy, regular updates on the TPB's Enhanced Mobility grant solicitation, a status report on WMATA's long term sustainability study of MetroAccess, and a

briefing on the TPB's TCSP grant. The committee also participated in discussions about Metro's bus stop accessibility efforts, CLRP performance, TPB's public involvement activities, and future AFA committee work, and participated in a listening session on regional transportation priorities.

The AFA reviewed significant changes proposed for the 2015 update to the CLRP and developed comments that were presented to the TPB prior to approval of the 2015 project inputs. A memo from the Chairman of the Committee, Tim Lovain, was transmitted and distributed to the board.

F. Private Enterprise Participation

The Annual Transit Forum was held on June 9. TPB staff provided meeting logistics and support for key-note speakers. TPB staff briefed the forum on the 5310 Enhanced Mobility grant program and solicitation, the Downtown Commuter Bus staging and layover study, and MAP-21 and the reconstitution of the Regional Public Transportation Subcommittee. A meeting summary was prepared, circulated for comments, and finalized. Reviewed attendees and updated contact list in preparation for next year's forum.

During the month of June, staff prepared and held a meeting of the Regional Taxicab Regulators Tasks Force on June 24, 2015. The meeting included member jurisdiction updates and three presentations from three presentations from three taxi cab companies on their online booking applications. The presentations were followed by a discussion of the online booking applications.

End of year recap:

Throughout the fiscal year, staff supported the Regional Taxicab Regulators Task Force which met three times in October 2014, March 2015, and June 2015 to encourage cooperation and information sharing between the municipal and county taxicab regulators.

G. TPB Annual Report and TPB News

Five editions (every Tuesday) of the TPB Weekly Report were produced and emailed during the reporting period.

The TPB News was produced and distributed.

Staff wrote text for the new Region magazine.

End of year recap:

The TPB Weekly Report, and online newsletter, was produced on a weekly basis. The TPB News, a paper newsletter, was published on a monthly basis. Content for the TPB's annual magazine, The Region, was written.

H. Transportation / Land Use Connection Program (TLC)

In June, staff worked to ensure completion of all nine TLC projects funded for FY2015. A solicitation for FY2016 TLC projects was issued in April 2015 with a deadline of June 3, 2015. Fifteen applications were received a selection panel was scheduled to convene in early July. FY16 projects were scheduled for approval by the TPB at its July meeting.

Also in June, staff prepared for the process to select projects in Maryland using suballocated funding from the federal Transportation Alternatives Program (TAP). Seven applications were received. Approximately \$3.2 million was suballocated from Maryland's TAP money for projects to be chosen through the TPB process. A selection panel was scheduled to convene in July. FY16 projects were scheduled for approval by the TPB at its July meeting.

End of year recap:

By the end of the fiscal year, all nine TLC technical assistance projects funded for FY 2015 were completed.

Throughout FY 2015, staff conducted work under this PE number related to the federal Transportation Alternatives Program (TAP), which provides capital funding for non-motorized and "alternative" transportation projects. According to the 2012 federal transportation reauthorization legislation (MAP-21), MPOs in Transportation Management Areas (TMAs) are required to play a lead role in project selection for a portion of funding sub-allocated to their regions.

I. DTP Management

During the month of June staff support was provided for the meetings of the TPB, the TPB Steering Committee, the State Technical Working Group and the TPB Technical Committee.

The DTP Director participated in MWAQC and Multi-Sector Working Group meetings.

The DTP Director participated in the monthly Tri-State Oversight Committee conference call.

End of year recap:

In FY 2015, staff supported the preparation for all TPB, the TPB Steering Committee, the State Technical Working Group and the TPB Technical Committee meetings, monitored and supervised all day-to-day activities related to DTP management and responded to TPB member requests for information and other activities throughout the fiscal year.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

Staff continued follow-up work from the May 14, 2015 joint Vehicle Probe Data Users Group/MOITS Technical Subcommittee meeting.

Staff participated in the Transportation Research Board 5th International Transportation Systems Performance Measurement and Data Conference, held June 1 – 2, 2015 in Denver, Colorado. This covered the state of practice in transportation performance management and using data to support decision making, and informed potential future MPO work in the CMP and related areas.

Staff participated in the 2015 Transportation Datapalooza, June 17 at U.S. Department of Transportation headquarters in Washington, examining a number of data analysis and visualization activities available to transportation and planning agencies.

End of year recap:

- FY2015 programmed activities under this task have been completed or will be continued into FY2016.
- Staff undertook follow-up activities to the June 2014 CMP Technical Report, and began preparations for the 2016 CMP Technical Report.
- Staff developed National Capital Region Congestion Reports for the second, third, and fourth quarters of calendar year 2014 and the first quarter of calendar year 2015, and posted the reports on the regional Congestion Dashboard at: www.mwcog.org/congestion. Numerous data analysis technical enhancements were undertaken over the course of the year in support of these reports.
- A new Vehicle Probe Data Users Group (VPDUG – www.tinyurl.com/vpdug) was successfully conceptualized and initiated as a major activity under the regional CMP. The mission of the VPDUG is to enhance regional coordination, consistency, and capabilities in the use of vehicle probe-based traffic data toward performance-based transportation planning and programming. Unprecedentedly detailed probe data such as those supplied the I-95 Corridor Coalition Vehicle Probe Project (VPP) and the Federal Highway Administration's National Performance Management Research Data Set (NPMRDS) provide both new opportunities and challenges. Goals of the VPDUG include: (1) provide a regional platform for probe data information exchange, user experience sharing, and professional skills development; (2) provide user feedback to vehicle probe data vendors and analytical tools developers; (3) develop recommended technical guidelines for probe data processing and performance measure calculation and improve the guidelines over time; and (4) address probe data-related other

data and system performance issues to support performance-based transportation planning and programming. The VPDUG held its kickoff meeting on October 9, 2014, as well as subsequent quarterly meetings in February and May; all meetings were well-attended and generated significant discussions and follow-up actions among stakeholders.

- The CMP was successfully changed over from its utilization of the I-95 Corridor Coalition's original single-data-source VPP to the Coalition's new multi-vendor VPP; the changeover required a number of technical modifications, but will provide enhanced data and analysis tools for the CMP.
- In coordination with the Regional Bus Subcommittee (later redesignated as the Regional Public Transportation Subcommittee), a "Regional Transit-Significant Roadway Network" was developed for current and future CMP analysis. This network enables congestion delay trends on the subset of the region's roads most important for buses, allowing comparison to trends on the region's overall roadway system. Initial analysis results were reported to the Regional Public Transportation Subcommittee in April. A similar "Regional Freight-Significant Roadway Network" was developed in coordination with the TPB Freight Subcommittee during FY2015 (see also Task 2.H.), and will be analyzed starting in FY2016.
- CMP documentation forms were collected and CMP components updated for the Constrained Long-Range Plan (CLRP).
- Congestion and reliability analyses were conducted for the 2014 Thanksgiving and 2015 Memorial Day holiday periods, and compared to several previous years; results were published in editions of the *TPB Weekly Report* electronic newsletter.

B. Management, Operations, and Intelligent Transportation Systems (MOITS) Planning

Staff continued coordinating with participating agencies in the regional traffic signals power backup Urban Area Security Initiative (UASI) grant in an effort to meet grant requirements, as well as providing technical advice to the Regional Emergency Support Function 1 (RESF-1) Emergency Transportation Committee for RESF-1's development of a strategic plan for the installation of traffic signal power backup at locations in the region critical for emergency management (see also Task 2.C.).

Staff participated in monthly coordination meeting for the regional TIGER grant.

Staff participated in the June 2, 2015 meeting of the Northern Virginia signal managers meeting to discuss issues of coordination along Route 28 in the City of Manassas Park; selection of generators and batteries for traffic signal power

backups; and a demonstration of a “virtual suitcase” for remote access to traffic signal operations.

The June 23 joint meeting of the Public Transportation, MOITS Technical Subcommittee, and Traffic Signals Technical Subcommittee was organized and conducted. The committees discussed the recent signal timing improvements across the Downtown DC area; the regional transit signal priority project currently being developed; improvements related to Alexandria’s Metroway BRT project; and the activities of the RESF-1 and projects being funded under the UASI program.

The June 23 Regional ITS Architecture Work Session was organized and conducted, enabling stakeholders to advise staff on potential updates to the Regional ITS Architecture.

End of year recap:

- FY2015 programmed activities under this task have been completed or will be continued into FY2016. Staff supported the MOITS Technical Subcommittee and the Traffic Signals Subcommittee on their variety of activities throughout the year.
- Staff reviewed and analyzed the impacts of the federal notice of proposed rulemaking following from the MAP-21 legislation on MOITS-related program areas.
- Liaison activities with regional transportation emergency preparedness planning were accomplished throughout the year, particularly regarding regional information sharing on transportation incidents and on power back-up systems for traffic signals. Advice on the Urban Area Security Initiative (UASI) Program was also provided.
- Throughout the year, staff was extensively involved in MOITS Technical Subcommittee's role to provide long-range planning advice for the Metropolitan Area Transportation Operations (MATOC) Program. A major accomplishment this fiscal year was the first-ever National Capital Region Construction Coordination Workshop, hosted at COG on March 31, focusing on interagency coordination of construction schedules and work zones. Initiation of the MATOC Construction Coordination effort fulfills one of the ten strategic actions identified in the 2010 MOITS Strategic Plan.
- Staff supported MOITS-related discussions of the potential impacts of Climate Change on transportation operations and incident management in the future, including providing input to the COG/TPB Greenhouse Gas Multi-Sector Working Group formed during the year.

- Staff monitored regional activities regarding the Regional Intelligent Transportation Systems (ITS) Architecture, including conducting a stakeholder work session on June 23. Major updates of the Regional ITS Architecture were not necessitated in FY2015, but are anticipated to take place in FY2016.
- Staff maintained liaison with supra-regional and national related activities including the Association of Metropolitan Planning Organizations (AMPO) Operations Work Group, and the I-95 Corridor Coalition. This included participating in the Coalition's first-ever Significant Events Conference in May, as well as hosting at COG/TPB the Annual Meeting of the I-95 Corridor Coalition Executive Board on May 28.

C. Transportation Emergency / Security Planning

The June 18, 2015 meeting of the Regional Emergency Support Function (RESF-1/Emergency Transportation Committee) was successfully organized and conducted, including the hosting of the meeting as a site visit to Amtrak offices at Union Station in Washington. The committee was briefed by the Amtrak emergency management office on Amtrak Northeast Corridor plans and NCR-specific activities. Maryland Emergency Management Agency (MEMA) staff presented an analysis of Regional Integrated Transportation Information System (RITIS) data for traffic crashes. Preparations began for the July 16 RESF-1 Committee meeting.

Resource requirements were reviewed for the World Police and Fire Games being held in the region in late June and early July.

Staff worked with the District of Columbia Homeland Security and Emergency Management Agency (DCHSEMA) and arranged training for the traffic signals power backup project sub-grantees on their grant management system. Staff also worked with RESF-1 in identifying gaps in support of the transportation components of the regional Emergency Preparedness Council strategic plan.

End of year recap:

A major Regional Evacuation Exercise, funded by the Urban Area Security Initiative (UASI), was organized and conducted under the auspices of the RESF-1 Committee. Over 130 stakeholders participated in this August 21, 2014 tabletop exercise. An after-action report with recommendations was prepared by the team of support consultants.

A Transit Threat and Hazard Identification and Risk Assessment Report (THIRA) was completed on behalf of RESF-1.

The RESF-1 Committee received important briefings during the year including being briefed by FHWA staff on Traffic Incident Management Training;

by the All-Hazards Consortium on emergency preparedness, as well as discussions of communications infrastructure requirements for transportation and passenger rail emergency response.

Staff worked with the newly-created Project Management Office in support of on-time implementation of programmed UASI projects.

D. Transportation Safety Planning

Staff began coordination with state agencies to compile crash data for calendar year 2014.

Staff coordinated with representatives from WMATA in their crash data compilation efforts to identify high crash locations for pedestrians and cyclists near Metro stations.

End of year recap:

- Programmed activities under this task have been completed or will be continued into FY2016.
- The Transportation Safety Subcommittee has held regular meetings every other month.
- Staff gathered and analyzed transportation safety data for the Washington region for various transportation safety emphasis areas, especially pedestrian and bicyclist safety data which is needed for the Street Smart Pedestrian and Bicycle Safety Program and heavy truck data to support the Freight Plan.
- Staff participated in the development of the Fall 2014 and Spring 2015 Street Smart pedestrian and bicycle safety campaign press events.
- Staff participated in state and local transportation safety planning in Maryland and Virginia.
- Staff participated in emphasis area teams to develop Maryland's new Strategic Highway Safety Plan.
- Transportation Safety data has been made available to other TPB committees to enable the integration of safety considerations into other planning areas.
- Staff ensured that the Safety Element of the Constrained Long-Range Plan (CLRP) was correct and up-to-date.

- Staff coordinated with Transportation Safety Subcommittee member jurisdictions on the possibility of displaying crash data geospatially. Staff developed geospatial displays of fatality crashes based on Fatality Analysis Reporting System (FARS) data.
- Staff coordinated transportation safety planning efforts with the regional Complete Streets and Green Streets discussions throughout the year.
- Staff participated in the biannual meetings of the Baltimore Metropolitan Council Transportation Safety Subcommittee to coordinate and share information and best practices.
- Staff reviewed and analyzed the impacts of the new MAP-21 legislation on safety-related program areas. Staff developed preliminary action plans for the implementation for performance measurement and presented this information to the Transportation Safety Subcommittee.

E. Bicycle and Pedestrian Planning

At the request of Subcommittee members, staff provided additional information and clarifications on the discussions that occurred at the US Government Accountability Office Feedback session in May. Staff also prepared a draft agenda and supporting materials for the July meeting.

Edits and additions were completed on the Top Priority Unfunded Bicycle and Pedestrian Project list. The updated list was distributed to the Bicycle and Pedestrian Subcommittee, with a request to re-confirm the accuracy of the information on the projects. The list was made ready for adoption at the July Subcommittee meeting.

Work continued on the regional Bicycle Beltway Vision. Staff used an on-line shared mapping tool to work with Subcommittee members and the Washington Area Bicyclist Association (WABA) to add additional proposed loops and associated project information to the proposed inner loop bicycle beltway. VDOT and Prince George's County expressed support for an outer loop and pledged to develop routes in Northern Virginia and Prince George's County respectively. A proposed outer loop is needed before it can be approved and presented to the TPB.

Staff provided expertise on pedestrian and bicycle safety and access while reviewing and ranking TLC (Transportation-Land Use Connection) project proposals in preparation for a July meeting of the selection panel.

End of year recap:

Bicycle and Pedestrian Plan Adopted

The *2015 Bicycle and Pedestrian Plan for the National Capital Region* was completed, and approved for publication by the TPB at its January 21, 2015 meeting, concluding the major quadrennial update for this plan. An amendment that the TPB made to the plan at the January 21 meeting, setting a goal for the identification of a circumferential bicycle route or routes around the Washington region, was incorporated in to the plan. The TPB was briefed on progress on implementing bicycle and pedestrian projects from the previous plan.

The plan was made available on the TPB website, and the bicycle and pedestrian planning section was revised to reflect information in the newly adopted plan. An on-line, interactive Visualization was made available on the TPB web site.

The USDOT Federal Certification Review of the TPB's planning efforts in FY 2015 commended the *2015 Bicycle and Pedestrian Plan for the National Capital Region*.

Projects from the plan have been incorporated into the regional unfunded transportation projects list. Project information from than ongoing data gathering effort is also being used to update the bicycle and pedestrian project list.

Bicycle Beltway Vision

An on-line, interactive mapping tool was developed to assist the bicycle and pedestrian subcommittee in identifying a circumferential bicycle and pedestrian route around the national capital region. This tool allows information on each segment to be added to the map. An inner circumferential route, and several short cut loops were identified by the Subcommittee, and information on the status of each loop was entered into the map. Work on identifying an outer loop route was ongoing into FY2016.

Top Priority Unfunded Bicycle and Pedestrian Projects List

The Subcommittee maintained the list of Top Priority Unfunded Bicycle and Pedestrian projects. As the Transportation Improvement Program has become a rolling document, the Top Priority Unfunded Bicycle and Pedestrian Project List has also evolved into a rolling document, with an opportunity to add or subtract projects every two months.

"Creating Pedestrian Spaces" Workshop April 28th, 2015

As part of the technical training and outreach component of the Bicycle and Pedestrian Planning program, staff organized the "Creating Pedestrian Spaces"

workshop, which took place on April 28th. This half day workshop included a keynote speaker from New York City DOT's Pedestrian Projects group, as well as local speakers from all three states. The workshop was distinguished from previous workshops organized under the auspices of the bicycle and pedestrian subcommittee by the participation of the private sector, notably the Georgetown Business Improvement District and Federal Realty, who were able to explain the business case for walkable places. Over 65 people attended.

Safe Routes to School Regional Meeting October 28, 2014

The Bicycle and Pedestrian Subcommittee also co-sponsored and hosted a regional Safe Routes to School meeting with the Washington Regional Safe Routes to School Partnership on October 28th, 2014. This workshop was attended by more than seventy school officials, consultants and activists, who

learned from national and regional speakers on best practices in promoting walking and bicycling to school.

Green Streets Implementation Workshop July 28, 2014

As a follow up to the regional Green Streets policy adopted by the TPB in February 2014, DTP staff worked with DEP staff to plan and hold a regional Green Streets Workshop on July 28th. The workshop focused on the implementation of Green Streets policies. Nearly 80 people attended, including many TPB member agency staff responsible for implementing Green Streets, as well as planners, consultants, and citizens. Presentations were posted on the web site.

Complete and Green Streets Monitoring

COG member governments reported on their adoption of Complete Streets and Green Streets policies in the 2014 Climate and Energy survey. All three states, and all but three counties reported having Complete Streets policies. The survey showed fewer jurisdictions with a fully developed Green Streets policy.

The District of Columbia, Prince George's County, and Fairfax County reported having implemented Green Streets policies, and Green Streets practices are growing in a number of other jurisdictions, including many that lack formal policies. Green Streets practices are a way of meeting federal stormwater runoff requirements.

Feedback Sessions with the US Government Accountability Office

At the request of the Director of Transportation Planning, staff met with representatives of the US Government Accountability Office to discuss an upcoming USGAO study on pedestrian and bicycle safety, and identify actions that the USDOT could take to improve pedestrian and bicycle safety. Staff

briefed the GAO representatives on the TPB's pedestrian and bicycle safety activities, and answered questions on the TPB's planning process.

At the request of several members of the Bicycle and Pedestrian Subcommittee, the USGAO representatives met with the Bicycle and Pedestrian Subcommittee as part of its regularly scheduled meeting on May 19th. Subcommittee members were able to brief the USGAO representatives in greater detail on their own pedestrian and bicycle safety initiatives, and make suggestions on actions that the USDOT could take.

Bicycle and Pedestrian Subcommittee

The Bicycle and Pedestrian Subcommittee met every two months, serving as a forum not only for developing the regional Bicycle and Pedestrian Plan, the top priority unfunded list, and the bicycle beltway vision, but also for coordinating TCSP and WMATA station area planning efforts and the National Park Service's regional trails plan. The Subcommittee enabled information exchange on a range of best practice in bicycle and pedestrian planning between TPB's member jurisdictions, including data collection, safe routes to school, pedestrian safety, and bike sharing. Staff supported those efforts, creating agendas, and preparing materials, and providing technical support to the meetings. Meeting materials were made available on the Subcommittee web site.

Street Smart

Staff briefed the TPB, TPB Technical Committee, Police Chiefs Committee, Public Transit Subcommittee, Transportation Safety Subcommittee and others as needed on the regional Street Smart pedestrian and bicycle safety campaign, a program funded outside the UPWP.

To help inform member agency enforcement efforts, staff organized a workshop on Best Practices in Pedestrian and Bicyclist Enforcement, which was held on August 28th, 2014. Over 35 people attended, including law enforcement officers, planners, and citizen advocates.

Transportation Alternatives Program/Transportation Land Use Connections Programs

Bicycle and pedestrian planning staff provided expertise relevant to evaluating applications to the TPB's Transportation Alternatives Program and Transportation Land Use Connections Programs, which typically are awarded to projects that improve pedestrian network planning, and pedestrian and bicycle access and safety. Bicycle and planning staff participation in these programs helps ensure that the funds will go to technically sound proposals that serve the goals of the regional *Bicycle and Pedestrian Plan*. Additionally, the Bicycle and Pedestrian Subcommittee was briefed on the programs and members were encouraged to develop funding proposals.

F. Regional Bus Planning

The Regional Public Transportation Subcommittee met on June 23 in a joint meeting with the MOITS Technical Subcommittee, and the MOITS Traffic Signals Subcommittee. Agenda items included: an update on Transit Signal Priority of the TIGER grant, an update on DDOT's Traffic Signal Optimization, and a briefing on Traffic Signal Improvements for the Potomac Yard Busway.

TPB staff also provided briefings on RESF-1 activities and development of the State of Public Transportation report, for which inputs were collected from the agencies.

Other transit bus planning activities included TPB staff participation in meetings of WMATA's Jurisdictional Coordination Council.

End of year recap:

- TPB staff supported discussion on the federal guidance for transit agency representation on MPO policy boards, and how the TPB can better represent the interests and needs of public transportation agencies, especially once MAP-21 performance rules are issued. As approved at the September 17, 2014 TPB meeting, the Regional Bus Subcommittee was reconstituted as the Regional Public Transportation Subcommittee, with broadened membership and areas of effort to include commuter rail, Metrorail, planned streetcar/light rail, and other representatives. The Public Transportation Subcommittee hereafter serves as a source of information and as a venue for communicating public transportation provider interests to the members of the TPB.
- TPB staff supported the 2014 quadrennial federal certification review of the metropolitan planning process. Staff responded to questions from the Federal certifying officials about the work of the Bus On Shoulders (BOS) task force, interagency cooperation among regional public transportation providers, and transit planning for emergency preparedness.
- Review of MAP-21 rulemaking by federal agencies continued. TPB staff developed a framework for coordinating discussion with State DOTs and providers of public transportation on the forthcoming MAP-21 rulemaking on performance provisions for transit state of good repair and safety.
- TPB staff collected information in support of the COG 2015 State of Infrastructure Report on transit and specifically WMATA's projected needs and forecast funding.

- Other supporting efforts included facilitating regional bus operator participation in the Fall of 2014 and Spring 2015 Street Smart campaigns. TPB staff participated in the further development of WMATA's Connect Greater Washington plan. Staff also supported the WMATA's Bus Service Guidelines Study and Night Bus Service Study, and attended meetings of the WMATA Jurisdictional Coordinating Committee.

G. Human Service Transportation Coordination

During the month of June, planning continued for the next solicitation for Enhanced Mobility grant applications. The solicitation is scheduled to begin in August with a deadline in October. Staff began to revise the grant application including clarification of the selection criteria and refinements to better capture project need, reach and coordination efforts. Development of a second grant application for organizations applying for vehicle acquisition began. The Human Service Transportation Coordination Task Force was asked to comment on clarifications on the selection criteria and the priority projects for Enhanced Mobility funding established in the Coordinated Human Service Transportation Plan.

Staff presented an overview of the 2015 Enhanced Mobility solicitation at the TPB's Annual Public Transit Forum on June 9 sponsored by the TPB's Private Providers Task Force.

Staff explored the possibility of restructuring the Access for All Advisory Committee and the Human Service Transportation Coordination Task Force given overlapping membership and focus areas.

End of the Year Recap:

During FY2015, the following accomplishments were made under the Human Service Transportation Coordination planning activity:

- An Update to the Coordinated Human Service Transportation Plan in preparation for implementation of the Enhanced Mobility program was adopted by the TPB in November.
- Priority projects for the first solicitation of Enhanced Mobility grants were developed in with the Human Service Transportation Coordination Task Force.
- The first solicitation for Enhanced Mobility grants was held from August to October 2014.
- A lifecycle grants management online system was established and an online grant application developed using Foundant software for the Enhanced Mobility programs.

- Staff conducted four pre-application conferences (two in D.C., one in Northern Virginia and one in Suburban Maryland). The pre-application conferences were required for any organization applying for an Enhanced Mobility grant.
- Staff convened a selection committee chaired by a TPB member to score and discuss the applications submitted, and develop funding recommendations for TPB approval.
- The funding recommendations from the Selection Committee were approved by the TPB in January 2015.
- Staff coordinated with FTA, DRPT and MTA on vehicle procurement options for non-profit organizations in Northern Virginia and Suburban Maryland. An arrangement was made allowing COG to purchase vehicles for subrecipients approved for an Enhanced Mobility grant from the DRPT state contract with Sonny Merryman.
- Staff coordinated with WMATA staff on opportunities for regional discussions about human service transportation coordination, furthering pilot efforts that provide alternatives to MetroAccess, and bus stop accessibility for people with disabilities.
- Staff participated in the DDOT Selection Committee recommending funding for vehicle acquisition under the former FTA Section 5310 program.

H. Freight Planning

Completed initial draft of the National Capital Region Freight Plan.

Began developing National Capital Region Freight Plan materials for presentations to the Committee and the TPB Freight Subcommittee scheduled for early July.

Speakers were secured and the agenda was finalized for the upcoming construction themed Freight Subcommittee meeting scheduled for early July.

Participated in the Virginia Department of Rail and Public Transit's public information meeting on the DC2RVA high speed rail EIS project held in Alexandria, VA.

Attended the summer meeting of the TRB Urban Freight Subcommittee.

End of year recap:

FY2015 programmed activities under this task have been completed or will be continued into FY2016. The most significant continuations of FY2015 programmed activity into FY 2015 is the development of the Freight around the Region materials and the Regional Freight Forum. This continuation was necessary due to extenuating circumstances.

In FY 2015, Freight Planning program staff accomplished the following:

Prepared for, hosted, and documented the following TPB Freight Subcommittee meetings:

- August 2014 (theme: food distribution)
- October 2014 (theme: freight technology)
- December 2014 (theme: air freight)
- March 2015 (theme: e-commerce)

- May 2015 (theme: truck safety) note: this was a joint meeting with the Transportation Safety Subcommittee

Completed initial draft of the National Capital Region Freight Plan.

Developed the first ever regional freight-significant network identifying the regional roadways that are particularly important for goods movement. The primary purpose of the regional freight-significant network is to facilitate performance measurement.

Prepared for and participated in the Washington Region Transportation Planning Process Federal Certification Review. Staff developed written responses to questions asked by the federal review team in the area of freight planning and answered questions regarding freight planning at the on-site review meeting.

Analyzed and summarized regional freight flow patterns using FHWA's Freight Analysis Framework (FAF) dataset.

Facilitated discussions among Maryland State Highway Administration and District Department of Transportation personnel to coordinate how their respective truck route networks interface at the DC-MD border.

Participated in the FHWA's Urban Freight Movement and Context Sensitive Solutions project to identify noteworthy practices and prioritize further research on how to effectively plan for trucks in complete streets environments.

Participated in various other meetings, webinars, and conferences for the purposes of increasing freight staff knowledge, coordinating with member

jurisdictions and partner agencies, and exchanging knowledge and best practices with other MPOs.

I. Metropolitan Area Transportation Operations Coordination Program Planning (MATOC)

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 planning support provided by TPB staff.

In the June 2015 period, staff prepared for and participated in the MATOC Operations Subcommittee conference call on June 25. Staff also followed up on action items identified at previous meetings, and began preparations for July committee meetings. Activities were in coordination with the MATOC staff from the University of Maryland Center for Advanced Transportation Technology.

End of year recap:

FY2015 programmed activities under this task have been completed or will be continued into FY2016. The TPB was briefed as needed on the status of the MATOC Program. Staff prepared for and participated in meetings of the MATOC Steering Committee and its Information Systems Subcommittee, Operations Subcommittee, Transit Task Force, Severe Weather Working Group, and Construction Coordination Working Group throughout the year. The MATOC Construction Coordination Working Group, which had been initiated in FY2014, held its first region-wide workshop on March 31, 2015, fulfilling a vision that had been identified in the 2010 MOITS Strategic Plan (see also Item 2.B.). Overall, the MATOC Program was successful in FY2015 in its regional transportation incident management and weather response activities, supported in part by the long-range planning and administrative activities provided by this task.

3. **FORCASTING APPLICATIONS**

A. Air Quality Conformity

2015 CLRP & FY2015-20 TIP

Technical modeling supporting the air quality analysis of the 2015 CLRP & FY2015-2020 TIP has continued during June. Staff completed travel demand modeling for the analysis year 2020 and three 2025 scenarios. Staff completed MOVES emissions modeling for 2015, 2017, and one of the three planned 2025 scenarios. The emissions modeling has proceeded in coordination with COG's Department of Environmental Programs (DEP). The modeling and analysis is ongoing.

Staff attended a US 1 (VA) project meeting on June 19 that is being conducted jointly by Fairfax County and VDOT. Staff apprised the group on project status

and assumptions used in the currently approved 2014 CLRP conformity analysis and the ongoing 2015 CLRP conformity analysis.

End of year recap:

The air quality assessment of the 2015 CLRP & FY2015-2020 TIP was conducted in accordance with the Transportation Conformity Regulations (April 2012). The analyses included alternatives in Virginia jurisdictions for milestone years 2025, 2030 and 2040. The work progressed on schedule for approval by the TPB scheduled for October 2015.

B. Mobile Emissions Analysis

Staff completed MOVES emission modeling work supporting the Multi-Sector Working Group for the years 2012, 2020 and 2040. This work included the estimation of carbon dioxide pollution in addition to the standard pollutants

calculated within the conformity process. The results were analyzed and transmitted to the consultant supporting the MSWG study. Staff coordinated with DEP staff on this activity.

Staff transmitted Arlington County emissions model inputs (in MOVES2010a format) to a project consultant working on study led by the Metropolitan Washington Airports Authority focused on Reagan National Airport.

End of year recap:

In the aftermath of the release of MOVES2014 in June 2014 and the issuance of an update in October 2014, extensive work was undertaken by DTP staff in a concerted effort to address several technical and logistical challenges associated with the launching of this software and to prepare the ground for using it for air conformity analysis. After a series of tests, consultations with EPA and other user groups, it was decided that the new software could be used for conformity and other air quality assessments such as supporting the multisector working group. This body of work paved the way for an early adoption of MOVES2014 thus improving the computational capabilities of TPB to capture emission reductions from CAFÉ and Tier 3 federal standards.

C. Regional Studies

Staff briefed the TPB Technical Committee on the activities of the COG Multi-Sector Working Group (MSWG) to Examine Greenhouse Gas Reductions.

Staff worked with and reviewed presentations prepared by the MSWG consultant on GHG reduction goals and targets in other metropolitan regions and areas. Staff also participated in the June 18th MSWG meeting.

Staff provided travel demand forecasting and greenhouse gas emission data to the MSWG consultant and responded to questions from the consultant about this data.

Staff briefed the TPB Technical Committee, the TPB Steering Committee and the Board on the development of the regional list of unfunded transportation projects and prepared a memorandum for the Board that suggested some possible uses of this list in regional planning activities.

End of year recap:

Staff developed the Priorities Plan Assessment of the 2014 CLRP, which was presented to the TPB on September 17. This document, which was requested by the TPB in February, provides information on whether and how the 2014 CLRP-- including the plan's projects, funding and overall system— help the region to meet the priorities identified in the RTPP. An initial version of this assessment was presented to the TPB in April, 2014. The latest version was presented in September in conjunction with the release of the draft 2014 CLRP for public comment.

In July and August, staff conducted ten listening sessions around the region to discuss implementation activities related to the Regional Transportation Priorities Plan (RTPP). Three similar sessions were conducted in June 2014, which was part of the previous fiscal year. Participants included the staff of the TPB's member jurisdictions and key stakeholder groups. The listening sessions were designed to: 1) gather information on whether and how key stakeholders and jurisdiction staff believe we are achieving regional goals, and 2) solicit support and buy-in from our member governments and key constituencies for the RTPP. The sessions also sought to integrate discussion of the RTPP with COG's Place + Opportunity report. In October, staff presented a report to the TPB synthesizing the findings from these sessions.

Prepare Grant Applications for USDOT Grant Funding Programs

No staff work activity during the reporting period.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff continued to research current commercial real estate trends, office vacancy rates, employee per square foot density assumptions and NAICS industry to land use type conversion factors using the Co-Star database.

Staff procured updated the IHS Global Insight population, household, and employment projections for the TPB Planning Region and compared these updated projections to previous HIS projections for the 2015 to 2040 time period.

Staff prepared the monthly Regional Economic Monitoring Report and posted

this report on the COG website.

Staff procured and began to process InfoGroup establishment level employment data that will be used by local jurisdictions in preparing TAZ level baseline employment estimates for the Round 9.0 Cooperative Forecasts.

Staff began work on developing an industry-occupation matrix that will be used in developing industry-occupational group projections as part of the development of the Round 9.0 Cooperative Forecasts.

Staff surveyed local jurisdictions on their needs for establishment level employment data that will be required in the preparation of Round 9.0 TAZ level forecasts.

Staff began work on the annual “Commercial Development Indicators” report.

Staff began work on updating the economic and demographic data tables for the Region Forward Progress Report.

End of year recap:

In FY 2015, staff provided members of the Cooperative Forecasting Subcommittee with analyses of IHS Global Insight economic forecasts, self-employment data from the Census American Communities Survey and BEA military employment data and worked with the Subcommittee to review national and region economic growth assumptions by major industry groups for the development regional econometric benchmark projections for Round 9.0 Cooperative Forecasts.

Staff briefed the Cooperative Forecasting Subcommittee and the region’s Planning Directors on the major transportation assumptions in the CLRP and assisted local planning staff with the development of the Round 8.4 Cooperative Forecasts. Staff also worked with the Baltimore Metropolitan Council the George Washington Regional Planning Commission and the Planning Directors of Fauquier County- VA, Clarke County-VA and Jefferson County-WV to obtain updated forecasts as well. Draft Round 8.4 TAZ-level Cooperative Forecasts were reviewed and a land activity database was prepared. This Round 8.4 TAZ-level database was transmitted to the Models Development and Applications team in March for use in this year’s Air Quality Conformity Analysis of the TIP and CLRP. Staff also briefed the TPB on the Round 8.4 Cooperative Forecasts of future growth and highlighted the significant changes compared to the Round 8.3 Cooperative Forecasts. Staff also analyzed and mapped the Round 8.4 Cooperative Forecasts by COG Activity Centers.

Staff researched current commercial and real estate trends, office vacancy rates, employment per square foot density assumptions and NAICS industry to land use type conversion factors to assist local jurisdictions in refining the small area TAZ-level employment estimates and forecasts. Staff also provide also

procured updated IHS Global Insight economic projects and establishment level employment data to assist local jurisdictions in preparing their Round 9.0 TAZ level Cooperative Forecasts. Staff also provided local jurisdiction staff with the monthly Regional Economic Monitoring Reports (REMS) and economic and demographic data tables for the Region Forward Progress Report.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

The preparation of network inputs supporting the analysis of the 2015 CLRP & FY2015-2020 TIP continued during June. Staff finalized highway and transit network inputs for the VDOT I-66 Alternatives A and B for 2025, and the No-Build and VDOT I-66 Alternative A for 2030. This activity will continue on into July.

Staff began developing summary tables reflecting the 2015 CLRP of Metrorail, commuter rail, and light rail, which will be used in upcoming network documentation.

Testing and refinement of the ArcGIS 10.2-based network editing tool, COGTOOLS has continued during June. It is expected that the new version will be used during the next air quality conformity analysis.

End of year recap:

The Network Development unit completed its documentation of the regional transportation networks supporting the air quality conformity analysis of the 2014 CLRP, as planned. The report was presented to the Travel Forecasting Subcommittee.

The regional base year transit network database was also updated, as planned, to reflect calendar-year 2014 schedules. The base year network lays the foundation for the next round of forecast year networks to be developed for the next air quality conformity cycle.

Staff has completed its evaluation and testing of the updated transit network editing tool (COGTOOLS) which was developed during FY 2014. The application is now compliant with ArcGIS 10.2. The updated version is now deemed ready for production use during FY 2016.

B. GIS Technical Support

Staff continued to monitor and manage the operational performance of the ArcGIS server and the GIS web server, and performed ArcGIS software installations and upgrades on DTP user workstations.

Staff continued gathering spatial data for TPB's unfunded project list request and working with jurisdiction and agency staff to resolve data issues. Staff received updates from Montgomery County, Prince William County, and WMATA. Staff worked with the Program Coordination team to prepare presentation materials for the unfunded project list for the Technical Committee and TPB.

Staff continued participation with the CLRP project group. Activities this month included discussions on the CLRP products (on the 2014 and 2015 CLRPs) as well as a status report on the various areas of responsibility regarding the CLRP. Staff began reviewing a draft 2040 TPBMAN (travel demand model network) highway network and draft conformity table for the CLRP products.

Staff assisted TPB's freight planner with spatial data to be included in the draft NCR freight plan.

Staff responded to data requests from Prince Georges County (trails), WMATA (regional parks), and BMC (sidewalks).

Staff planned and participated in the June 10th meeting of the NCR GDG Governance Working Group, which covered collaboration with FEMA's OpenData initiative, better marketing to end-users, and the completion of the move of the system to the new hosting center.

Staff researched and compiled an initial list of minimum essential data set layers for the GIS Committee to consider for regional collaboration.

Staff updated the documentation for the quarterly update of HERE (formerly NAVTEQ). Staff consolidated and corrected information, created a new detailed workflow document, archived legacy reports, and moved all relevant content into a central location.

Staff secured Esri software support and HERE quarterly data updates for the next fiscal year (FY16).

End of year recap:

Throughout FY 2015, staff continuously monitored, maintained and updated the COG/TPB GIS-related hardware and software, provided user support, and updated GIS databases and user guides. Staff leveraged innovations in GIS technology to improve the way COG/TPB uses GIS to support our work. The GIS team created an ArcGIS Online for Organizations customized home page and began creation of several online web mapping products. Completed projects include ArcGIS Online web maps depicting projects contained in the 2014 CLRP and a sketch planning tool for Bicycle and Pedestrian Subcommittee members to identify facilities to denote as inner and outer 'bicycle beltways.' Staff also continued to coordinate regional GIS activities with state DOTs, WMATA, and the local governments through COG's GIS

Committee and the National Capitol Region Geospatial Data Exchange (NCR GDX) Governance Working Group throughout the year. Staff also fulfilled requests for data from TPB participating agencies.

C. Models Development

During June, staff began its review of several draft deliverables submitted by the consultant (Cambridge Systematics) assisting with the project to develop and apply the regional travel demand model:

- Task Order 15.1 (Attend meetings and respond to ad-hoc requests): Staff reviewed the draft report entitled “Review of Consultant Recommendations from FY 2012-2014 of the COG/TPB Travel Demand Modeling Consultant-Assistance Project.” The consultant will finalize the report in the next few days based on staff comments.
- Task Order 15.2 (Development of a strategic plan for models development): The consultant met with TPB senior staff on June 11 to discuss the proposed framework of the strategic plan. The plan is being documented in three separate reports. Staff has reviewed three draft reports, which will be finalized in the next few days:
 1. Identifying Potential Opportunities for Model Improvement
 2. Status of ABM and DTA at Peer MPOs
 3. Strategic Plan for Development of the COG/TPB Travel Demand Forecasting Procedures
- Task Order 15.3, (Review of transit modeling with respect to FTA guidance): The consultant delivered a draft report to COG staff report for this task, which is now complete.
- Task Order 15.4 (Modeling with Public Transport): COG staff is awaiting a draft report from the sub-contractor, Gallop Corporation. The documentation will be completed in July.

All of the above completed reports will be submitted to the Travel Forecasting Subcommittee for review and comment in July.

Staff prepared a contract amendment extending the period of performance of the contract into a second fiscal year (FY 2016). The contract was signed on 6/23/15.

TPB staff responded to seven technical data requests during June, including a request from Maryland State Highway Administration.

TPB staff met with the staff of the Baltimore Metropolitan Council (BMC) on June 30 to learn about their ongoing effort to develop an activity-based travel model (ABM) for the Baltimore region. BMC is now at the end of the second year of the planned three-year effort.

One TPB staff member attended a Travel Model Improvement (TMIP) webinar on June 24 entitled “Transportation Data Collection Program for a Large MPO - General Practice and Some Innovative Study Examples.”

End of year recap:

During FY 2015, the Models Development unit documented the currently adopted travel demand model (Version 2.3.57) and has made the model available to the TPB’s stakeholders.

Staff implemented minor revisions to the travel demand model during FY 2015 (resulting in Version 2.3.57a), which will be used in the air quality assessment of the 2015 CLRP. Staff also successfully refreshed inputs to the travel model, including land use inputs based on the Round 8.4 Cooperative Forecasts and other travel modeling parameters.

Considerable effort has been put into High-Occupancy Vehicle (HOV) and High Occupancy Toll (HOT) lane modeling methods that were developed by AECOM during the last fiscal year. Staff has determined that the method is not yet ready for use into the regional travel model.

Staff has also continued its travel model improvement activities with the assistance of a consultant (Cambridge Systematics). Much of the effort during FY 2015 has been dedicated to the development of a seven-year travel model improvement plan that will guide the refinement of TPB’s future travel forecasting methods and practice. The plan was supported by a formal evaluation of stakeholder perspectives and a survey of peer MPOs practices across the U.S. The plan is currently in draft and under review by the Travel Forecasting Subcommittee, and will be finalized in early FY 2016.

The consultant also provided recommendations to staff on a number of technical areas of interest. The areas included:

- A summary of FTA guidance on transit modeling practices;
- Transit network modeling recommendations regarding the use of new software (Public Transport); and
- The status of next-generation modeling use (i.e., Dynamic Traffic Assignment modeling and Activity-Based Models) at other MPOs.

Staff has continued its analysis of cellular-based origin-destination data as a possible data source for improving the treatment of non-resident travel markets in the travel model. The findings of this effort were presented at the TRB Transportation Planning Applications Conference in Atlantic City, NJ. This

information source holds promise for improving the TPB’s forecasting process for the Washington Region.

During FY-2015, staff responded to 94 technical data requests relating to the TPB's travel demand forecasting process. Most of the requests (49) were from consultants working on local transportation studies for state and local agencies. Other requests were directly from State and local transportation agencies and from universities.

D. Software Support

Staff coordinated with COG's Information, Technology and Facilities Management (ITFM) team to improve the performance of travel demand computers (servers) and to discuss options for purchasing new computers. Staff has arranged to purchase a new server to support planned models development work. Staff performed data "house-cleaning" operations to clear disk space on the travel modeling servers.

End of year recap:

The work associated with this task is on-going and reflects software/hardware issues that arise in the course of the fiscal year.

5. TRAVEL MONITORING

A. Cordon Counts

Staff presented the findings of the Regional HOV Report to the Technical Committee on June 5th, and began finalizing the report document by responding to comments on the draft document.

End of year recap:

During FY15, staff collected and analyzed volume and occupancy data and travel time data on the regional HOV network and prepared the draft study report, in addition to presenting the findings to the Travel Forecasting Subcommittee and Technical Committee.

B. Congestion Monitoring and Analysis

Staff continued working with the consultant on finalizing the one-second Time Lapse Aerial Photo (TLAP) pilot study. Staff reviewed the VA 28 congestion report performed as a technical assistance project and forwarded the report to VDOT and their consultants. Staff began exploring with the consultant on a potential project to develop transit bus travel times on the 16th Street corridor, based on the TLAP study, in response to a request from DDOT planning staff.

End of year recap:

The 2014 Freeway Congestion Monitoring Technical Report was completed, and presentations to the TPB Technical Committee, MOITS Technical Subcommittee and Travel Forecasting Subcommittee. The consultant also delivered a Google Earth application with still photographs of all the aerial survey flights. Finalization of the report was anticipated in FY2016 to provide an opportunity for the freeway monitoring results to be bundled with other congestion monitoring results still under analysis, including the TLAP study and a review of overall regional travel trends.

Staff worked with SKYCOMP in designing and completing the one-second Time Lapse Aerial Photo (TLAP) pilot study on 9 selected corridors in the region using a stationary helicopter and identifying potential applications in the region for this technique. The consultant has delivered a photo-board of one-second pictures which can be amalgamated and viewed as a movie.

A number of ideas and technical enhancements were reviewed over the year and incorporated into the regional congestion monitoring and analysis task, including from the I-95 Corridor Coalition Vehicle Probe Project (VPP) and VPP suite; and the updated Regional Integrated Transportation Information System (RITIS), as well as from federal workshops on Transportation System Management and Operations (TSM&O) and MAP-21 Performance Measure Goal-Setting.

C. Travel Surveys and Analysis Household Travel Survey (HTS)

Staff continued work on analyzing Census Transportation Planning Product (CTPP) Transportation Analysis Districts (TADs) in relation to aggregations of TPB Transportation Analysis Zones (TAZs) to determine the feasibility of using the CTPP TADs for model validation purposes.

Staff completed work on the identification of Inter-City Bus and Rail service providers that provide service that crosses the TPB external cordon line boundary.

Staff continued work on the RFP for the 2015 Geographically-Focused Household Travel Survey data collection and discussed this RFP with the COG's Contracts and Procurement Office.

End of year recap:

Throughout FY 2015, staff provided data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and the Geographically-Focused Household Surveys conducted in 2011-2012. Staff also produced special tabulations and created GIS maps of demographic and travel behavior data from the 2006-2010 CTPP commuting travel data for the

TPB modeled area and began an examination of the feasibility of using (CTPP) Transportation Analysis Districts (TAD) for TPB model validation purposes.

Because of the leadership transition to departmental Director of Transportation Planning data collection for additional Geographically-Focused Household Surveys was deferred, but staff develop a draft RFP for the 2015 Geographically- Focused Household Travel Survey data collection. Staff also began the planning and identification of funding for large sample activity-based region-wide household survey to begin in FY 2016-FY2017.

D. Regional Transportation Data Clearinghouse (RTDC)

Staff continued to update the CY2013 highway traffic data in the RTDC highway network for inclusion into the RTDC.

Staff continued the creation and update of ArcGIS Online (AGO) content for current as well as new RTDC datasets. Staff continued to maintain the RTDC project web page on the AGIS Online Open Data model.

Staff updated the National Bridge Inventory Feature Class so that Structurally Deficient (SD) and Functionally Obsolete (FO) categories are treated as mutually exclusive categories, to be consistent with reporting in National Bridge Inventory.

Staff completed a preliminary update of the managed lanes dataset for the RTDC and prepared documentation on the update process.

Staff held a conference call with senior level Esri staff to discuss the solution implemented regarding TPB's traffic count data as well as other data and software issues with Esri's ArcGIS Online and Open Data products. Staff expects to follow up with Esri regularly and receive updates regarding reported issues and functionality enhancement requests.

Staff downloaded and summarized the 2014 Quarterly Census of Employment and Wages (QCEW) Annual Average Employment data for the TPB Modeling Region and Planning Area.

Staff provided recommendations on slides prepared for the MAP-21 Performance Provisions Update, and assisted a graduate student from The University of Utah with obtaining historical hourly traffic counts from the RTDC.

End of year recap:

In FY2015, staff updated the RTDC with the latest available highway traffic volume and transit ridership data and created a consolidated regional HPMS dataset. Staff updated the RTDC web-based map application. Additionally, staff created a RTDC ArcGIS Online Open Data page that now serves as the comprehensive project page for RTDC-related maps and datasets. The RTDC

Open Data project page allows users to more easily discover and use the RTDC datasets. Staff added new content to the RTDC; additions include the 2014 National Bridge Inventory (NBI), the 2013 Regional Air Passenger Survey, and Census Transportation Planning Package (CTPP) datasets as well as a regional map of bicycle facilities based on data feeds (map services) from member agencies. Staff also provided technical support to internal RTDC users and responded to numerous RTDC requests from staff at TPB participating agencies.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

Staff reviewed scopes of work for next year's projects, including locally-funded bicycle and pedestrian counts.

End of year recap:

During FY15, staff reviewed scopes of work for Technical Assistance, amended the UPWP (where necessary) to include those projects, and responded to data requests from public and private entities conducting work to support DDOT and other departments of the District government.

2. Traffic Counts and HPMS Support

Staff prepared the draft agenda for the June HPMS Coordinating Committee meeting, participated in this meeting, and drafted the meeting summary for this meeting. At this meeting, COG/TPB staff reported on the short-term counting program and the forthcoming short-term traffic count request for proposals.

Staff processed the May 2015 continuous traffic counts observed at HERE Stakeholder Application (formerly Traffic.com) stations on DDOT interstate and freeway sections as well as the May continuous traffic counts observed at DDOT owned permanent count stations (PCS) on interstates, freeway, primary arterials, and minor arterial sections. Staff provided Jimmy Nixon (DDOT), who is performing PCS field inspection, with a copy of the May summary and noted missing and unexpected data.

Staff reviewed and approved 64 short-term counts as well as invoices for the short-term counting contractor's services during the months of April and May.

Staff assisted Edward Carpenter (DDOT) with the annual submittal. This included processing some percent peak truck data and providing average annual daily traffic estimates for two sections.

Staff completed formatting and saving the 2014 counts to the DDOT Count Archive.

Staff continued to prepare count locator maps for the second half of 2015. Staff also prepared a handout highlighting sections for the HPMS Committee to review and possibly revise before they are assigned to the Counting Contractor.

Staff finalized and posted the request for proposals for a short-term counting contractor for the second half of calendar year 2015.

In FY 2015, the traffic count contractor completed 241 three-day traffic volume counts, 16 seven-day classification counts and 33 two-day ramp counts.

End of year recap:

In FY 2015, staff participated in DDOT's monthly HPMS Coordination Committee meetings, participated in additional meetings about the Coordination, Operation, and Maintenance of the DDOT PCS/VDS sensors, updated the Traffic Monitoring System report, developed recommendations for DDOT's multi-year HPMS traffic counting programs, assigned and provided quality assurance of 2-day ramp, 3-day volume, and 7-day vehicle classification counts performed by the contractor, processed continuous traffic count data collected at Here (formerly traffic.com) automated traffic recorder (ATR) stations located in the District of Columbia, processed and performed quality assurance and review of continuous traffic count data collected by at DDOT continuous count stations, updated SAS programs for annual submittal to use DDOT continuous count station, developed seasonal adjustment factors (based upon location for the first time), developed vehicle class seasonal adjustment factors, developed annual growth factors, developed AADT volume estimates for 940 HPMS sections, updated Truck AADT volume estimates and percentages, developed HPMS vehicle summaries and traffic metadata, provided quality assurance of the traffic data developed for DDOT's 2014 HPMS submittal and provided on-call technical assistance, as requested.

3. Loading Berth Survey (formerly Bicycle Counts)

Staff and temporary field staff completed GIS, attribute, and imagery field data collection at loading berth locations specified by DDOT, using a tablet and DDOT's ArcGIS mobile application.

End of year recap:

During FY15, staff completed processing of the spring 2014 bike counts (funded both by UPWP funds and DDOT local funds) and the Loading Berth Survey under this work item.

4. Other Tasks to Be Defined

No staff work activity during the reporting period.

B. MARYLAND

1. Program Development /Management

During the last month of FY2015 the overall program was reviewed to assess the progress made and the residual budgets that would enable the completion of the work tasks by the end of this fiscal year.

2. Project Planning Studies

Staff participated in the monthly team meeting of the MTA Southern Maryland Rapid Transit project, designed to evaluate bus rapid transit options along MD 5 in Prince George's and Charles Counties and provided feedback to the team.

3. Feasibility/Special Studies

No staff work activity during the reporting period.

4. Transportation Performance Measures

No staff work activity during the reporting period.

5. Training/Miscellaneous Technical Support

No staff work activity during the reporting period.

6. Statewide Transportation Model Support

No staff work activity during the reporting period.

7. Transportation / Land Use Connections Program (TLC)

In June, staff worked to ensure completion of all nine TLC projects funded for FY2015. A solicitation for FY2016 TLC projects was issued in April 2015 with a deadline of June 3, 2015. Fifteen applications were received a selection panel was scheduled to convene in early July. FY16 projects were scheduled for approval by the TPB at its July meeting.

Also in June, staff prepared for the process to select projects in Maryland using suballocated funding from the federal Transportation Alternatives Program (TAP). Seven applications were received. Approximately \$3.2 million was suballocated from Maryland's TAP money for projects to be chosen through the TPB process. A selection panel was scheduled to convene in July. FY16 projects were scheduled for approval by the TPB at its July meeting.

8. Human Services Transportation Study/ Follow-up and Support

No staff work activity during the reporting period.

9. Other Tasks Yet to Be Defined

No staff work activity during the reporting period.

End of year recap:

The work associated with this task is on-going and reflects the requests for technical assistance by MDOT, MD SHA and modal offices. During FY2015 most of the work undertaken was related to two transit corridors – Veirs Mill Road and Georgia Avenue – while later in the year a third corridor – US29 – was added to the analyses. The scope of work entailed detailed analyses of several operating scenarios and design concepts. In addition, the MD Technical Assistance Program contributed funds to a special study spearheaded by VDOT pertaining Commuter Bus Staging in the District of Columbia. The study has a regional perspective because commuter buses currently operate between origins in both suburban Maryland and Northern Virginia and destinations in the District of Columbia.

C. VIRGINIA

1. Data/Documentation Processing

No staff work activity during the reporting period.

End of year recap:

During FY15, staff reviewed scopes of work for Technical Assistance and responded to data requests from public and private entities conducting work to support VDOT and DRPT.

2. Travel Monitoring and Survey

Staff completed a technical memorandum on the most recently completed set of bicycle and pedestrian counts and prepared the count files for transmittal to VDOT.

End of year recap:

During FY15, staff collected motorized vehicle volume and occupancy data at locations specified by VDOT and transmitted the resulting files. Staff also transmitted bicycle and pedestrian counts to VDOT as described above.

3. Travel Demand Modeling

No staff work activity during the reporting period.

End of year recap:

During FY15, staff responded to VDOT questions related to the travel forecasting activities associated with the Evaluation of Transportation Projects in Northern Virginia (HB 599 Study) and participated in the peer review group for this study. Staff also transmitted the production model and documentation to requesting consultants performing work for VDOT and DRPT. Staff also assisted VDOT and Northern Virginia local jurisdictional and agency staff with developing the travel forecasting aspects of the work scope for the TransAction plan update. Staff also responded to VDOT questions about the regional model.

4. Regional and Sub-Regional Studies

Staff continued air quality conformity testing activities associated with the I-66 outside the Beltway and inside the Beltway study options.

COG/TPB's consultant completed processing the aerial roadway monitoring data for VA 28.

End of year recap:

In addition to the above activities, during FY15 staff and TPB consultants completed the Regional Bus Staging, Parking, and Layover Location Study and presented the study findings to the Regional Public

Transportation Subcommittee, TPB Technical Committee, TPB, NVTA JACC, and NVTA. Staff also completed activities in support of the I-66 Bus on Shoulder pilot, including preparing materials for the study working group, acquiring multi-camera video of the second bus test run for use in bus operator training materials, presenting (with VDOT) information on the pilot to the Regional Public Transportation Subcommittee, and preparing VPP data for the first post-pilot implementation monthly monitoring report. Staff also participated in numerous technical advisory group meetings, including those for the I-66 studies (inside and outside

the Beltway), VTrans, HB 599, HB 2, US 1 AA, Route 7 AA, and activities of NVTA and NVTC.

5. Other Tasks Yet to be Defined

No staff work activity during the reporting period.

D. WMATA

1. Program Development

Staff activities reviewed the work tasks and schedule for FY 2016 Technical Assistance projects and responded to WMATA staff on questions about them.

End of year recap:

During FY15, staff reviewed scopes of work for Technical Assistance, amended the UPWP (where necessary) to include those projects.

2. Miscellaneous Services

Staff assisted WMATA staff in their analysis of the 2014 Metrobus Survey.

End of year recap:

Staff responded to requests for information and data from WMATA staff.

3. 2014 Metrobus Passenger On-Board Survey

No staff work activity during the reporting period.

End of year recap:

Staff managed the consultant contract for the 2014 Metrobus Survey Fall wave data collection, geocoded the home address other address data collected in this survey to Transportation Analysis Zones (TAZs), verified

the jurisdiction of residence coding of survey responses, completed the documentation of the survey data collected and processed and transmitted the final survey data files and documentation to WMATA staff.

7. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 27

1. Air Cargo Element Update

Staff continued work on the supply analysis for the Air Cargo Element. Staff transmitted the final CASP 30 grant application to the FAA on June 19th. Staff finalized the RFP for the 2015 Air Passenger Survey and prepared it for release via the COG website.

End of year recap:

In addition to the above activities, during FY15 staff reviewed background materials on the air cargo infrastructure at each airport and participated in a meeting with MDOT staff to understand their freight plan update and the role of air cargo in the state plan. Staff also updated the demographic and employment information used for the plan update and conducted a literature review for the supply report. Staff provided updates to the Aviation Technical Subcommittee at their regular meetings.

2. Update Ground Access Forecasts/Ground Access Element

Staff finalized the ground access forecasts section and began the ground access element section of this project. Staff began preparing the FAA reauthorization letter and distribution list approved by the COG Board in May.

End of year recap:

During FY 15, staff prepared the ground access forecasts section of this project using materials from the 2013 Air Passenger Survey, observed enplanement data from the airports, and the latest FAA Terminal Area Forecasts. Staff provided updates to the Aviation Technical Subcommittee at their regular meetings. Staff also planned and executed the Regional Airports Forum in September 2014, and prepared speakers and materials for the COG Board item on regional airport infrastructure in October 2014.

3. 2013 Air Passenger Survey

No staff work activity during the reporting period.

End of year recap:

During FY15, staff completed the 2013 Air Passenger Survey Geographic Findings Report and final data file and presented the survey findings to the Travel Forecasting Subcommittee, Technical Committee, and the TPB. Selected findings from the survey were also presented at the September 2014 Regional Airports Forum and to the COG Board in October 2014.

8. **SERVICES/SPECIAL PROJECTS**

No staff work activity during the reporting period.

**FY 2015 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY**

June 30, 2015

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	73,550.00	66,260.51	90%
B. Transp Improvement Program (TIP)	250,300.00	172,431.26	69%
C. Constrained Long-Range Plan	742,500.00	537,720.78	72%
D. Financial Plan	65,550.00	34,144.94	52%
E. Public Participation	441,060.00	397,791.92	90%
F. Private Enterprise Participation	19,000.00	14,925.94	79%
G. Annual Report	83,350.00	67,341.10	81%
H. Transportation/Land Use Connection Progr	434,900.00	409,877.65	94%
I. DTP Management	488,341.00	444,212.45	91%
SUBTOTAL	2,598,551.00	2,144,706.55	83%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	213,150.00	211,812.39	99%
B. Management, Operations& ITS Planning	329,050.00	294,469.98	89%
C. Emergency Preparedness Planning	78,400.00	60,522.92	77%
D. Transportation Safety Planning	130,100.00	133,110.93	102%
E. Bicycle and Pedestrian Planning	126,250.00	117,214.57	93%
F. Regional Bus Planning	161,600.00	144,550.15	89%
G. Human Service Transportation Coordination	142,700.00	127,486.33	89%
H. Freight Planning	196,050.00	196,266.20	100%
I. MATOC Program Planning Support	124,850.00	124,368.68	100%
SUBTOTAL	1,502,150.00	1,409,802.14	94%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	590,500.00	571,962.93	97%
B. Mobile Emissions Analysis	714,500.00	690,785.15	97%
C. Regional Studies	587,200.00	469,070.51	80%
D. Coord Coop Forecasting & Transp Planning	839,400.00	797,156.77	95%
SUBTOTAL	2,731,600.00	2,528,975.35	93%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Network Development	800,800.00	767,700.06	96%
B. GIS Technical Support	571,000.00	499,777.97	88%
C. Models Development	1,164,500.00	1,110,338.47	95%
D. Software Support	186,200.00	179,637.64	96%
SUBTOTAL	2,722,500.00	2,557,454.14	94%
5. TRAVEL MONITORING			
A. Cordon Counts	261,000.00	260,354.56	100%
B. Congestion Monitoring and Analysis	419,100.00	386,654.95	92%
C. Travel Surveys and Analysis Household Travel Survey	609,800.00	163,800.76	27%
D. Regional Trans Data Clearinghouse	330,700.00	309,142.34	93%
SUBTOTAL	1,620,600.00	1,119,952.61	69%
SUBTOTAL CORE PROGRAM ITEMS 1-5	11,175,401.00	9,760,890.80	87%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	315,000.00	273,670.66	87%
B. Maryland	730,000.00	625,648.25	86%
C. Virginia	542,454.00	365,993.97	67%
D. WMATA	200,000.00	193,080.10	97%
SUBTOTAL	1,787,454.00	1,458,393.00	82%
TPB GRAND TOTAL	12,962,855.00	11,219,283.78	87%

**FY 2015 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

June 30, 2015
SUPPLEMENT 1

	TOTAL		FTA/STA/LOC		PL FUNDS/LOC	
	AUTHORIZED BUDGET	TOTAL EXPENDITURES	AUTHORIZED BUDGET	FTA EXPENDITURES	AUTHORIZED BUDGET	FHWA EXPENDITURES
A. District of Columbia						
1. Data Request & Misc SVCS	10,000.00	8,480.31	1,452.48	1,231.75	8,547.52	7,248.57
2. DDOT Traffic Counts	235,000.00	206,052.42	34,133.19	29,928.62	200,866.81	176,123.80
3. Bicycle Counts	70,000.00	59,137.92	10,167.33	8,589.64	59,832.67	50,548.28
4. Other Tasks to be defined	0.00	0.00	0.00	0.00	0.00	0.00
SUBTOTAL	315,000.00	273,670.66	45,753.00	39,750.01	269,247.00	233,920.65
B. Maryland						
1. MD Program Development	25,000.00	22,611.27	3,134.93	2,835.39	21,865.07	19,775.88
2. Projectr Planning Studies	130,000.00	127,656.80	16,301.64	16,007.81	113,698.36	111,648.99
3. Fesibility / Special Studies	150,000.00	155,143.67	18,809.59	19,454.59	131,190.41	135,689.08
4. Transportation Performance Measures	100,000.00	83,090.67	12,539.73	10,419.34	87,460.27	72,671.33
5. Training Misc. Tech Support	145,000.00	57,197.21	18,182.60	7,172.37	126,817.40	50,024.83
6. Statewide Transp/ Model Support	0.00	0.00	0.00	0.00	0.00	0.00
7. Trsnsp. Landuse Connections	160,000.00	159,987.76	20,063.56	20,062.03	139,936.44	139,925.73
8. Human Service Trsnsp. Study	20,000.00	19,960.88	2,507.95	2,503.04	17,492.05	17,457.84
9. Other Tasks to be defined	0.00	0.00	0.00	0.00	0.00	0.00
SUBTOTAL	730,000.00	625,648.25	91,540.00	78,454.58	638,460.00	547,193.68
C. Virginia						
1. VA Data Documentation	5,000.00	1,815.09	456.79	165.82	4,543.21	1,649.27
2. FY15 Travel Monitoring	160,000.00	109,056.77	14,617.42	9,963.31	145,382.58	99,093.46
3. FY15 Travel Demand Modeling	119,167.00	7,208.97	10,886.97	658.60	108,280.03	6,550.37
4. FY15 Regional Sub Region Study	258,287.00	247,913.14	23,596.82	22,649.07	234,690.18	225,264.07
5. Other Tasks to be defined	0.00	0.00	0.00	0.00	0.00	0.00
SUBTOTAL	542,454.00	365,993.97	49,558.00	33,436.81	492,896.00	332,557.17
D. WMATA						
1. WMATA Program Development	5,000.00	2,435.97	5,000.00	2,435.97	0.00	0.00
2. Misc. Services	5,000.00	2,435.97	5,000.00	2,435.97	0.00	0.00
3. 2014 Metrobus Passenger On-Board Survey	190,000.00	188,208.15	190,000.00	188,208.15	0.00	0.00
4. Geocode & Tab Jur Residence	0.00	0.00	0.00	0.00	0.00	0.00
5. Other Tasks to be defined	0.00	0.00	0.00	0.00	0.00	0.00
SUBTOTAL	200,000.00	193,080.10	200,000.00	193,080.10	0.00	0.00
GRAND TOTAL	1,787,456.00	1,458,392.98	386,851.00	344,721.49	1,400,603.00	1,113,671.49