

FY 2013

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB)
WORK PROGRAM PROGRESS REPORT
JUNE 2013**

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

The final progress report was prepared on the work activities in the FY 2013 UPWP. Activities under the FY 2014 UPWP began on July 1, 2014.

Staff prepared the draft 2013 TPB Statement of Certification on the Urban Transportation Planning Process for the National Capital Region for review and signatures by the DOTs. This statement will be presented to the TPB on July 17 for its endorsement.

B. Transportation Improvement Program (TIP)

On June 7, the TPB Steering Committee approved two amendments to the FY 2013-2018 TIP. The first amendment, requested by MDOT added funding for the intersection improvements on MD 355 and the Job Access Reverse Commute and New Freedom transit programs. The second amendment, requested by VDOT added funding for two interchanges and an acceleration/ deceleration lane on I-66, widening of US 50, and bicycle/pedestrian facilities associated with the I-495 HOT lanes. TPB staff processed two administrative modifications to the FY 2013-2018 TIP requested by MDOT and worked with DDOT staff on a set of minor modifications and technical corrections to the District portion of the TIP.

At the TPB meeting on June 19, the Board approved an amendment to the TIP to include the sub-recipients of CY 2013 JARC and New Freedom funds in the descriptions of those project listings. The TPB was also provided with notice of two TIP amendment requests from MDOT and VDOT to update project and funding information in their respective portions of the TIP.

In fiscal year 2013, staff produced the following projects related to the TIP:

- The Final FY 2013-2018 TIP, including a financial summary
- A Summary Guide to the FY 2013-2018 TIP with a condensed project listing

C. Constrained Long-Range Plan (CLRP)

On June 13, 2013 the TPB released the draft 2013 CLRP and the related air quality conformity assessment for public comment. The TPB was briefed on the major new and significantly changed projects to be included in the CLRP at their meeting on June 19, 2013.

In fiscal year 2013, staff produced the following products related to documentation of the plan:

- Documentation of the 2012 CLRP in a 40-page brochure format, including content on ongoing planning activities by the TPB, programs and projects in the Plan, the financial plan, and the expected performance of the Plan through 2040.
- Staff documented the 2012 CLRP on the plan's web page (www.mwcog.org/clrp). This content included the plan performance and how the TPB is meeting federal requirements related to MAP-21.
- The "Call for Projects" for the 2013 CLRP and FY 2013-2018 TIP was prepared and finalized.

Materials describing the significant changes proposed for the 2013 CLRP were created, including user-friendly description.

D. Financial Plan

A working paper was prepared that describes an approach to the development of an update of the financial analysis for the 2010 CLRP to support the 2014 CLRP. It addresses how to incorporate the new revenue forecasts for Northern Virginia and Maryland as well as the federal revenues in MAP-21 in the update of the 2010 revenue forecasts for the CLRP in 2014.

The financial summaries in the FY 2013-2018 TIP are reviewed and updated as administrative modifications and amendments are approved.

E. Public Participation

A variety of tasks were accomplished in FY2013 to support implementation of the TPB Participation Plan.

Ongoing tasks include:

- Support for the Citizens Advisory Committee (CAC) which meets monthly;
- Provision of public information through the TPB website and printed publications;
- Provision of opportunities for the public to comment on the CLRP and TIP;
- Periodic presentations on regional transportation issues to citizen groups and other interested parties throughout the region; and
- Enhanced use of social media and webinars.

FY2013 End-of-year recap:

A number of tasks outlined in the UPWP merit special attention:

- The Regional Transportation Priorities Plan (RTPP) was a major focus of public involvement activities in FY2013. Staff worked with the firm Envision Sustainability Tools to develop a web-based public involvement tool using MetroQuest software. Beginning in April and lasting in June, the tool was used to conduct a survey of more than 600 randomly selected individuals to learn their opinions and preferences regarding the region's transportation challenges and potential strategies to address them. In June, staff began analyzing responses from the survey and drafted a report on the RTPP for presentation to the TPB in July 2013.
- Staff conducted two sessions of the TPB's Community Leadership Institute (CLI), an interactive workshop that aims to encourage community leaders to get involved in transportation-related decision-making. The sessions, which were the 9th and 10th times that the CLI has been conducted, were held in November 2012 and April of 2013. For the April session, the CLI was expanded from a two-day session to three days conducted on two evenings and one Saturday. In addition to conducting new CLI sessions, staff organized the CLI Alumni Network, comprising past participants in the TPB's Community Leadership Institute (now more than 200 individuals). This alumni network will continue the work of the CLI by encouraging community leaders to communicate with activists in other jurisdictions, and be more effective in their own local work through a better understanding of the regional context for transportation planning.
- Staff neared completion on the development of the TPB's new web-based clearinghouse called the Information Hub on Transportation Planning Activities. This site will serve as a one-stop-shop for activities conducted by the TPB's member jurisdictions throughout the region. It will include information on the planning processes of the TPB's members, high-profile projects, and links to documents and resources.
- During the fiscal year, staff supported the Access for All Advisory (AFA) Committee which met four times. The AFA discussed and commented on projects, programs, services and issues that are important to persons with disabilities, those with low-incomes, minorities and people with limited English skills. These concerns included increased Metrorail, Metrobus and MetroAccess fares, emergency preparedness and safety on Metrorail and MetroAccess, the new business model for the MetroAccess contract and potential impacts on consumers, the availability of wheelchair accessible taxis, and how these and other concerns of traditionally disadvantaged groups should be considered in long-range plans, such as WMATA's Momentum plan, the District Department of Transportation's (DDOT's) MoveDC effort, and the TPB's Regional Transportation Priorities Plan.

- The AFA reviewed the significant changes proposed for the Draft 2013 CLRP and developed comments which were presented to the TPB on February 20, 2013 by AFA and 2nd Vice Chair Patrick Wojahn. A memo from Patrick Wojahn with the comments was also distributed to the TPB.
- The AFA recommended that the TPB's Regional Taxicab Regulators Task Force examine the possibility of regional taxicab reciprocity agreement for wheelchair accessible taxis. As a result of that recommendation, the Regional Taxicab Regulators examined a draft of such a reciprocity agreement and is working towards possible implementation in the region.

F. Private Enterprise Participation

No events were held during this period. Staff completed minutes for the TPB Annual Transit Forum meeting in May and distributed the document to participants.

The TPB Annual Transit Forum was held in May 2013 and was attended by approximately 40 public and private representatives. The keynote presentation was on the new WMATA MetroAccess Contract. Additional presentations included a review of Alternative Fuel Infrastructure in the Washington region, and a briefing on the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington region. The forum then featured a roundtable session during which representatives of the jurisdictions each provided briefings on recent and upcoming events in their public transit and paratransit services, including mention of any opportunities for private providers to bid for contracts.

G. TPB Annual Report and TPB News

The *TPB Weekly Report*, an online newsletter, was produced on a weekly basis. The *TPB News*, a paper newsletter, was published on a monthly basis. Content for the annual report, *The Region*, was written, but because of competing demands on staff time, the edited content, pictures, layout and printing of the magazine will not be completed until September.

H. Transportation / Land Use Connection Program (TLC)

By the end of the fiscal year, all TLC technical assistance projects funded for FY2013 were completed. Staff also conducted two peer-exchange webinars on TLC projects in FY2013.

A solicitation for FY2014 TLC projects was issued in March 2013 with a deadline of May 15. The selection panel for the FY2014 round of projects met on June 11 and selected a package of project recommendations for funding. These recommendations were scheduled for approval by the TPB in July 2013.

Throughout FY2013, staff conducted work under this PE number related to the new 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 large urbanized areas are required to play a lead role in project selection for a portion of funding sub-allocated to their regions.

In the fall of 2012, TPB staff worked with MDOT, VDOT and DDOT to determine how the Transportation Alternatives Program will be established in our region. Each state presented a variety of challenges and circumstances that need to be addressed. At the TPB meeting on February 23, the Board approved a process for TAP project solicitation and selection. The staff proposal would include the region’s TAP program as a component of the TLC Program; the TPB approved use of funding under the TLC Program (6340.00.008) for administrative activities to support the TAP.

The call for TAP projects was issued on March 1, 2013. On March 22, staff conducted a workshop on the TAP process. The deadline for TAP proposals was May 15. The TPB received as many applications as it had funding for each state’s suballocation. Therefore, a formal selection panel was not convened. TPB staff consulted with staff at each of the state DOTs, who reviewed their respective applications for eligibility and readiness. TPB staff further determined that all of the applications met some or all of the regional selection criteria and that no project should be removed from consideration based on the regional selection criteria alone. A slate of projects was scheduled to be submitted to the TPB for approval in July.

I. DTP Management

In addition to the provision of staff support for meetings of the TPB, the TPB Steering Committee, and the TPB Technical Committee, the following activities were undertaken in June:

- The DTP Director gave a presentation to the WMATA Strategic Planning Committee supporting WMATA’s new strategic plan.
- The DTP Director met with representatives of the Urban Land Institute (ULI) to discuss a joint effort between COG and ULI to employ ULI’s Technical Assistance Panel (TAP) program in support of activity center development plans.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

Staff undertook training and exercise activities regarding the downloading and analysis of Vehicle Probe Project/INRIX data, in preparation of transfer of these

activities to other/new staff persons. These activities were coordinated with the use of INRIX data for arterial congestion monitoring activities (see also 5.B.).

FY2013 End-of-year recap:

Programmed activities under this task have been completed or will be continued into FY2014. Highlights of progress included:

- Staff completed and finalized the 2012 CMP Technical Report, which was accepted as final by the TPB Technical Committee in November 2012. The CMP Technical Report continues to be a major resource for the region on the topic of congestion data and the management strategies pursued in the region to address that congestion.
- Staff undertook technical work and systems design to accommodate the expansion of the I-95 Corridor Coalition Vehicle Probe Project data from a subset of the region's roads to all roadways available from the INRIX company, involving the handling of unprecedentedly large databases, but providing a greater wealth of congestion data for the region.
- Staff enhanced the design and functionality of the prototype on-line Regional CMP Congestion Dashboard.
- In conjunction with Technical Assistance work or other UPWP tasks, staff provided probe data analysis in support of a number of studies, including the Bus On Shoulders Task Force, the Virginia Travel Monitoring Survey, the Intercounty Connector before-and-after study, and for travel forecasting models improvement purposes.
- Staff participated in and contributed significantly to the CMP-related activities of the I-95 Corridor Coalition, ITS America, and the Transportation Research Board.

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

- Staff continued analysis of the results of the regional survey of traffic signals agencies on agencies' current signal timing/optimization activities, following up on input from the May 14 Traffic Signals Subcommittee and MOITS Technical Subcommittee meetings. The committees requested further research, clarification, and reformatting of the draft results, for re-review by the committees at a future date to be determined. No MOITS committee meeting was held in June.
- Staff participated in the Mid-Year Meeting of the Transportation Research Board's Regional Transportation Systems Management and Operations Committee, June 10-11, in Washington, D.C.

- Staff continued coordinating MOITS activities with the Regional Emergency Support Function #1 – Emergency Transportation Committee (see also Item 2.C), and the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Item 2.I.).
- Staff continued review and analysis of the impacts of the new MAP-21 legislation on MOITS-related program areas, including examining how the legislation will impact the MOITS-related areas of the UPWP.

FY2013 End-of-year recap:

Programmed activities under this task have been completed or will be continued into FY2014. 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 new MAP-21 legislation on MOITS-related program areas, and helped prepare input on this topic for the Association of Metropolitan Planning Organizations (AMPO).
- Staff helped prepare for and participated in the Baltimore-Washington Regional Traffic Signals Forum, held on November 7, 2012 in Linthicum Heights, Maryland.
- Liaison activities with regional transportation emergency preparedness planning were accomplished throughout the year, including input was provided to the COG Incident Management and Response (IMR) Steering Committee addressing issues from the January 26, 2011 storm and August 23, 2011 earthquake, 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.
- Also throughout the year, staff was extensively involved in continuation and enhancement of the Metropolitan Area Transportation Operations (MATOC) Program for coordinating regional transportation operations and information sharing. Staff also participated in MATOC discussions of the impacts of the October 29-31 Super Storm Sandy on the region's transportation systems, as well as of preparations for the 2013 Presidential Inauguration. (See also 2.I.)
- Staff supported discussions by MOITS of the potential impacts of Climate Change on transportation operations and incident management in the future, starting long-term consideration of this topic by MOITS.
- Coordination was maintained regarding MOITS aspects of the *TPB Bus On Shoulders Task Force and Study*, especially MOITS traffic management stakeholders, over the course of the year (see also Item 2.F.).

- Staff participated in a two-day "FHWA Workshop on Intelligent Transportation Systems (ITS) Architecture Use and Maintenance", hosted by the Virginia Department of Transportation in Alexandria March 14-15, and coordinated between the Northern Virginia Regional ITS Architecture and the National Capital Region ITS Architecture, which staff maintained throughout the year.
- TPB hosted the Executive Board/Steering Committee meeting of the I-95 Corridor Coalition in May 2013.

TPB staff undertook extensive coordination with external stakeholders to the MOITS program, including participation in the following activities/events:

- Meetings of the Operations Work Group of the Association of Metropolitan Planning Organizations in New York City in July 2012, and in Seattle, Washington in April 2013.
- A workshop on the Transportation Operations Performance System – Benefit Cost (TOPS-BC) software program being developed under the direction of the Federal Highway Administration, in October 2012 at U.S. Department of Transportation.
- A Traffic Incident Management (TIM) workshop sponsored by the Federal Highway Administration and hosted by the District Department of Transportation, on May 2 at Howard University in Washington.
- A "Highway Capacity and Operations Analysis of Active Transportation and Demand Management" workshop, on May 2 at the Baltimore Metropolitan Council.
- The Intelligent Transportation Society of Virginia (ITS Virginia) annual meeting and conference, May 16-17, in Richmond.

C. Transportation Emergency Preparedness Planning

- Staff planned and supported the June 20, 2013 Meeting of the Regional Emergency Support Function-1 (RESF-1) Emergency Transportation Committee. The Meeting focused on the acceptance of proposals for FY2013 Urban Area Security Initiative (UASI) funding.
- Staff initiated status review of projects funded under FY2010 and FY2011 grants. Due date for completion of FY2010 projects was end of May 2012; trying to obtain the final status briefs on a few projects. The two projects funded under FY2011 grants been completed.

FY2013 End- of-year recap:

- Staff coordinated with the Co-Chairs of the Regional Emergency Support Function-1 (RESF-1) Emergency Transportation Committee and arranged for their in person or conference call meetings. Staff coordinated RESF-1 co-chair participation in the emergency preparedness council meetings and other security related activities.
- Staff facilitated development and committee review of Urban Area Security Initiative (UASI) projects for funding under the FY 2013 grants and successfully moved forward two Regional Integrated Transportation Information System (RITIS) projects for funding.
- Staff coordinated development of Training and Exercise Planning (TEP) concepts for funding consideration.
- Staff provided support for the ongoing participation of RESF-1 representatives in the Urban Area Security Initiative (UASI) process and ongoing emergency transportation planning/RESF-1 efforts.
- Staff participated and provided feedback during the preparation of transportation evacuation plans for DC region prepared by the District of Columbia, Maryland, and Virginia and other similar activities such as the Presidential inauguration Rehearsal of Concept (ROC) drill.

D. Transportation Safety Planning

- Staff continued to compile and analyze regional safety data obtained from the Departments of Transportation. The Departments of Transportation compile information on traffic deaths, injuries and crashes from the police crash reports. The 2012 data will be used to update the Safety Element of the regional transportation plan, and to inform the TPB's other planning efforts. Regional summary data derived from preliminary fatality information will be revised once the final numbers are made available.
- For Virginia data staff used the TREDIS on-line crash database of the Virginia Highway Safety Office, where queries performed on each jurisdiction for 2012 yielded bicycle and pedestrian related crashes, fatalities, and injuries by month and year for each jurisdiction in the Northern Virginia District, which includes all the Virginia TPB member jurisdictions.
- The Maryland Highway Safety Office has not yet released 2012 crash data. MHSO is in the middle of a re-organization.
- Requested 2012 crash data from DDOT for the emphasis areas in the Safety Element. DDOT has not released the 2012 data.
- Staff attended a meeting of the Transportation Safety Subcommittee at the Baltimore Metropolitan Council on June 20th. Heard presentations on the

Maryland Strategic Highway Safety Plan update and the Baltimore area's Street Smart Pedestrian and Bicycle Safety Campaign, discussed coordination with the Washington region Street Smart campaign.

- Staff reviewed and provided comments on the bicycle, pedestrian, and traffic laws sections of the Regional Transportation Priorities Plan (RTPP), which all include recommendations for measures to improve traffic safety.

FY 2013 End-of-year recap:

- Programmed activities under this task have been completed or will be continued into FY2014.
- The Transportation Safety Subcommittee last met just prior to the beginning of FY2013. Another meeting has been deferred pending (1) release and analysis of 2012 safety data from Maryland and the District of Columbia. Staff, however, continued planning and support work in this program, as noted below. Reconvening the Subcommittee on a regular schedule is anticipated for FY2014.
- 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.
- Staff participated in State and local transportation safety planning in Maryland and Virginia.
- 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 transportation safety planning efforts with the regional Complete Streets and Green Streets discussions throughout the year.
- Staff participated in the first-ever National Capital Region National Park Service Transportation Safety Summit in May 2013, highlighting the important topic of safety on the region's numerous transportation facilities within National Park lands.

E. Bicycle and Pedestrian Planning

- In response to comments from the TPB Technical Committee, staff worked with COG Department of Environmental Programs (DEP) staff to develop a

table of Green Streets policies and practices in the Washington region, which is to be presented to the TPB Technical Committee. A DEP intern was tasked with obtaining missing information on Green Streets policies and practices in the Washington region, to be completed over the next few months.

- Staff actively coordinated with relevant agency staff with regards to the Bicycle/Pedestrian Project Database update. Commitments were obtained to update the database from several large agencies and counties, including MDOT, VDOT, WMATA, Prince George's County, Loudoun County, Frederick County, Arlington, and Alexandria. Clarifications and instructions were provided with regards to entering project data, explained the role of the database in the regional Bicycle and Pedestrian Plan update planned for 2014.
- Staff reviewed the 2010 Bicycle and Pedestrian Plan for the National Capital Region, highlighted sections that will require modifications for the 2014 update.
- Staff also reviewed and provided comments for the bicycle, pedestrian, and legal strategies sections of the Regional Transportation Priorities Plan.
- Staff held a meeting on June 25th on bicycle and pedestrian counting in Arlington County, discussed COG/TPB's potential role in disseminating and/or hosting bicycle and pedestrian count data.
- Staff prepared materials for the upcoming July bicycle and pedestrian subcommittee meeting.
- Staff attended a public meeting for the Maryland Bicycle and Pedestrian Plan on June 11th in Rockville.

FY2013 End-of-year recap:

- Programmed activities under this task have been completed or will be continued into FY 2014.
- As a follow-on action to the adoption of the regional Complete Streets policy adopted in May 2012, staff carried out a survey of Complete Streets policies in the Washington region in December, 2012. The survey showed that all three States and most major jurisdictions in the region had Complete Streets policies for a total of ten adopted policies. Montgomery County, Prince George's County, Maryland State Highway Administration adopted Complete Streets policies in 2012. The TPB Technical Committee was briefed on the results.

- In another follow-on action to the regional Complete Streets policy, staff organized a Complete Streets implementation workshop, which took place on January 29th, 2013. Speakers from DDOT, MDSHA, VDOT, Arlington County, and Prince George's County discussed the evolution and implantation of their respective Complete Streets policies. Over sixty people attended, the majority of them TPB member agency staff.
- In response to a December 18th, 2012 letter to TPB on from Anacostia Watershed Restoration Partnership which suggested that the TPB adopt a regional Green Streets policy, the TPB Technical Committee asked that staff organize a stakeholders workshop to determine what gaps, if any, a regional policy could help fill, as well as potential obstacles. Accordingly, TPB staff and COG's Department of Environmental Programs (DEP) staff organized a regional Green Streets workshop, held April 8th, 2013. 90 people attended, including planners, DOT Public Works staff, Environmental Staff, consultants and members of the public. Speakers from the EPA, the Philadelphia Water Depart, DDOT, MDOT, VDOT, Fairfax County, Arlington County, and Prince George's County, discussed their respective agencies Green Streets laws, policies and practices.
- The TPB Technical Committee and TPB were briefed in May 2013 on the Green Streets workshop findings. The TPB Technical Committee requested further information on existing stormwater and green streets practices in the Washington region, which was anticipated to be presented at the September 2013 TPB Technical Committee meeting.
- The Bicycle and Pedestrian Project Database Update has been continued into FY 2014, but TPB members committed to providing the necessary data by the end of August, 2013. The database is a necessary part of a major update of the bicycle and pedestrian plan for the national capital region.
- The Bicycle and Pedestrian Subcommittee endorsed a list of top priority unfunded bicycle and pedestrian projects in September 2012.
- The Bicycle and Pedestrian Subcommittee met every two months during FY 2013, providing a forum for information exchange among participants, and providing advice on these topic areas to the TPB and the TPB Technical Committee.
- Staff coordinated Bicycle and Pedestrian planning activities with the regional Street Smart pedestrian and bicyclist safety outreach campaign (funded externally to the UPWP, but supportive of UPWP goals).
- Staff served on the advisory committee for the Maryland State Bicycle and Pedestrian Plan.
- Pedestrian and Bicycle Safety data were compiled and analyzed in support of the Street Smart campaign and the overall metropolitan planning process.

- Staff met with TPB member jurisdiction staff in Arlington on June 25th, 2013 to discuss Arlington's counting program, and means of sharing information on automated pedestrian and bicycle counts, including the possibility of hosting the data at COG. Further discussions were deferred to the July 2013 bicycle and pedestrian subcommittee meeting.
- Staff worked with Commuter Connections to update the Bike to Work Guide for Employers and Employees.

F. Regional Bus Planning

TPB staff worked on the draft of a final report for the TPB Bus On Shoulders (BOS) Task Force and discussed a potential meeting of the BOS Task Force in September with the two co-chairs.

The TPB Regional Bus Subcommittee met on June 25. FTA Acting Associate Administrator Linda Ford and staff came to the meeting and discussed new FTA Title VI requirements. The other item on the agenda was an update on the Potomac Yard – Crystal City Transitway and planned operations for the first Bus Rapid Transit (BRT) system in the metropolitan region.

FY2013 End-of-year Recap:

- TPB staff developed a work plan and proposed membership for TPB Bus On Shoulders (BOS) Task Force, which was approved by TPB at its September meeting. In addition, TPB staff also assisted VDOT in the corresponding development of that agency's pilot program initiative for BOS on I-66 inside the Capital Beltway.
- TPB staff facilitated three meetings of the BOS Task Force, in October 2012, January 2013, and April 2013.
- TPB staff completed three technical memoranda for the BOS Task Force, summarizing local and national experience of BOS operations, selecting three corridors for more detailed study, and conducting a benefit-cost analysis for planning-level evaluation of the feasibility of BOS on potential corridors.
- TPB Staff briefed the TPB, the Charles County Commissioners, the TPB Technical Committee, and the TPB Citizens Advisory Committee on the activities and findings of the BOS Task Force.
- TPB staff briefed the Traffic Signals Subcommittee on the efforts taking place in the region on Transit Signal Priority (TSP) technology.

- TPB staff validated and updated the bus transit network for an updated version of the CLRP Streamlined Aspirations scenario. Capital and operating costs for the transit network were developed for use in a financial analysis of the scenario.
- TPB staff assisted with the development of bus transit challenges and strategies for the Regional Transportation Priorities Plan.
- TPS staff participated in WMATA's Regional Transit Systems Plan development and in WMATA's Streetcar / Light Rail Interoperability Study. TPB staff also attended meetings of the WMATA Jurisdictional Coordinating Committee.
- TPB staff participated in Northern Virginia Transportation Commission's Transit Alternatives Analysis study for VA-7 (Leesburg Pike).
- TPB staff participated in DRPT's SuperNoVa study and Statewide Transit/TDM plan, including supplying information and publicizing events.
- TPB staff attended AASHTO and APTA workshops and webinars on the development of performance measures for MAP-21.

G. Human Service Transportation Coordination

In June, staff supported the selection process for the 2013 JARC and New Freedom project solicitation to ensure projects were consistent with the coordinated plan. Staff presented to the June 7 Technical Committee on the solicitation process and presented the 2013 funding recommendations to the Transportation Planning Board on June 19, 2013.

Over the past 12 months, a variety of tasks were accomplished to support Human Service Transportation Coordination Planning. The TPB's Coordinated Human Service Transportation Plan, adopted in 2009, provides overall guidance for this work activity. The Coordinated Plan was developed by the Human Service Transportation Coordination Task Force, and outlines strategies, priorities and the selection process for TPB's Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC) and New Freedom programs in the Washington DC-VA-MD Urbanized Area.

Staff supported the Human Service Transportation Task Force during the Fiscal Year, and worked with the Task Force to prepare priorities for the 2013 solicitation of JARC and New Freedom grant applications. The statement of priorities was released for a 30-day public comment period in December 2012.

Staff supported the Review and implemented 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. in January 2012. Staff also supported the ongoing regional coordination of key projects, including the Regional Transportation Information Clearinghouse, Reach-A-Ride, and the D.C. Wheelchair Accessible Taxicab Pilot Project – rollDC. Additionally, staff supported a human service transportation study in collaboration with WMATA and Maryland Transit Administration to identify gaps and alternative service delivery models.

Staff initiated the process to identify a Designated Recipient for Section 5310, Enhanced Mobility Funds under the Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill. Staff collaborated with the District Department of Transportation, Virginia Department of Rail & Public Transportation and Maryland Transit Administration to discuss options for the regional Designated Recipient, worked with Federal Transit Administration representatives to obtain answers on outstanding questions and developed and presented to the Transportation Planning Board to approve the TPB becoming the Designated Recipient of the Section 5310 Enhanced Mobility Funds.

The TPB’S Coordinated Plan also establishes guidance for FTA’S Section 5310 Elderly and Disabled Program in the Washington region. Applicants in the metropolitan region apply for these grants with the D.C. Department of Transportation, the Maryland Transit Administration (MTA) and the Virginia Department of Rail and Public Transportation (DRPT). Staff evaluated Section 5310 applications for grants in this region by reviewing the applications for consistency with the Coordinated Plan. Staff provided support to the JARC and New Freedom selection committee to ensure projects were consistent with the coordinated plan.

H. Freight Planning

- Staff continued jurisdiction-level data collection activities for the Freight Around the Region project. Staff met with representatives from Prince William County, City of Manassas, and Manassas Park.
- TPB Freight Subcommittee tour of the UPS sort facility and training center, June 13, 2013.
- Staff received submissions/updates from TPB Freight Subcommittee members for the 2013 Top 10 Freight Project List. The 2013 Top 10 Freight Project Memo was drafted and discussed at the June 13th TPB Freight Subcommittee tour/meeting.
- Freight Community Engagement: June 7-8 staff attended the Council of Supply Chain Management Professionals Leadership Forum in Chicago as

a leadership representative from the National Capital Area Roundtable. Staff also attended the presentation of the State of Logistics Report at the National Press Club, June 19th.

- The June 2013 *Focus on Freight* e-newsletter was prepared and distributed.

FY2013 End of-year recap:

- Programmed activities under this task have been completed or will be continued into FY2014.
- Staff developed programs for four Freight Subcommittee meetings.
- As a recognized leader in the Council of Supply Chain Management Professionals National Capital Area Roundtable, staff was invited to participate in the June Leadership Forum in Chicago.
- Staff attended/spoke at several MPOs and freight conferences.
- Staff provided ongoing support to Ron Kirby on MAP-21 freight requirements and related legislation topics.

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 June 2013, staff participated in the June 14 MATOC Steering Committee conference call (the MATOC subcommittees did not meet in June). Staff undertook extensive preparatory and follow-up activities for this meeting, in coordination with the MATOC staff from the University of Maryland Center for Advanced Transportation Technology. Also during this month, the MATOC Program initiated a move of office facilities from subleased space in Greenbelt, Maryland to leased space on the campus of the University of Maryland in College Park; with the move consuming so much of MATOC staff time, COG/TPB staff provided additional coordination of MATOC committee activities during this period.

FY2013 End-of-year recap:

Programmed activities under this task have been completed or will be continued into FY2014.

Staff prepared for and participated in meetings of the MATOC Steering Committee and its Information Systems Subcommittee, Operations Subcommittee, Transit Task Force, and Severe Weather Working Group throughout the year. The TPB was briefed as needed on the status of the MATOC Program. Staff also provided advice and coordination for the initiation of the move of MATOC offices from Greenbelt to College Park, Maryland. Overall, the MATOC Program was successful in FY2013 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. FORECASTING APPLICATIONS

A. Air Quality Conformity

2013 CLRP & FY2013-18 TIP

The draft summary report of the air quality conformity determination was prepared and posted online for the start of the public comment period on June 13th. The results of the air quality conformity analyses were also presented to the TPB Technical Committee (June 7th), MWAQC TAC (June 11th) and the Conformity Subcommittee (June 17th), and the TPB (June 19th). Consistent with interagency consultation procedures, staff informed the consultation agencies and public advisory committees about air quality conformity items on the monthly TPB agenda.

FY2013 End- of-year recap:

Programmed activities under this task have been completed on schedule with the 2013 CLRP & FY2013-18 Air Quality Conformity determination reflecting the most recent planning assumptions. The Air Quality Conformity determination is on schedule for approval by the TPB on July 17, 2013.

B. Mobile Emissions Analysis

Staff continued the analyses on emissions reductions from TERMS and summarized the key findings in a PowerPoint presentation for the July meeting of the TPB Technical Committee, which took place on June 28th. Staff also worked on preparing batch setups for creating MOVES data and executing MOVES runs; staff improved the process of summarizing MOVES outputs in an effort to increase MOVES model run efficiencies in subsequent conformity cycles. Staff attended a one-day dynamic assignment workshop offered by MDOT in cooperation with FHWA.

FY2013 End- of-year recap:

- Programmed activities under this task have been completed on schedule. They include completed MOVES runs for the 2013 CLRP & FY2013-18 Air

Quality Conformity Determination for years 2015, 2017, 2025, 2030 and 2040.

- Staff conducted literature research and sensitivity tests assessing the potential impact of CAFÉ standards and Tier 3 on criteria pollutant emissions inventories since MOVES2010 cannot quantify yet these reductions; it is anticipated that MOVES2013 will be able to do so.
- Staff completed a complete overhaul of the Transportation Emissions Reductions (TERMs) under the oversight of a technical workgroup comprising of representatives of jurisdictions in the non-attainment area; the overhaul modified how projects are tracked, inventoried, grouped together and how the resulting mobile emissions reductions are calculated; this was necessitated by concurrent changes in the regional travel demand (i.e., TPB model v.2.3.52) and mobile emissions estimating model (i.e., MOVES as opposed to Mobile6.2).

C. Regional Transportation Priorities Plan (RTPP)

Work continued on the development of RTPP throughout FY2013. TPB staff worked to identify the biggest transportation challenges facing our region and strategies to address them, and developed content to be incorporated into an online survey to gauge public opinion. In May 2013 the refined content of the plan was presented to the TPB for discussion, and in June 2013 a draft outline of the RTPP final report was presented to the TPB. Throughout the months of May, June, and July a full text version of the RTPP was developed by TPB staff. Resource experts with previous work experience in each of the program areas addressed by the strategies helped compile information necessary to describe the strategies in qualitative and technical terms. After the July TPB meeting a 30-day public comment period began. When the public comment period ends in late August, the draft RTPP will be reviewed and approved in early FY 2014.

Support for COG's Region Forward

TPB staff facilitated focus groups related to the development of the activity centers strategic implementation plan. Staff regularly attended region forward coalition meetings.

Prepare Grant Applications for USDOT Grant Funding Programs

No work activity during FY 2013.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff completed and mapped the draft final Transportation Analysis Zone (TAZ) boundaries and Census Tract and Block Group Analysis Geography for the 139

newly identified COG Regional Activity Centers. Staff reviewed the TAZ boundaries and Census Analysis Geography with the Planning Directors Technical Advisory (PDTAC) at their June meeting. Staff will seek final approval of these boundaries and analysis geography in July. The new draft final TAZ boundaries for the Regional Activity Centers map directly to existing 3722 TPB TAZs.

Prince William County's representatives to the Cooperative Forecasting Subcommittee discussed and reviewed with the other member of the Subcommittee the technical methodology used by Prince William County to generate their jurisdictional and TAZ-level forecasts.

Montgomery County's representative to the Cooperative Forecasting Subcommittee discussed and reviewed with the other member of the Subcommittee the technical methodology used by the Montgomery County to generate their jurisdictional and TAZ-level forecasts.

Staff briefed the members of the Cooperative Forecasting and Data Subcommittee on the schedule for the development of the Round 8.3 Cooperative Forecasts. Initial jurisdictional level Round 8.3 updates are to be submitted in October, 2013, reviewed by the Cooperative Forecasting Subcommittee and Planning Directors in November and December, 2013, and acted on by the Planning Directors in January, 2014. Jurisdictions updating their forecasts then must formally submit their Round 8.3 TAZ-level forecasts for the FY 2014 TPB Constrained Long Range Plan (CLRP) update by the beginning of February, 2014. Staff also provided the members of the Cooperative Forecasting and Data Subcommittee with a draft jurisdictional transmittal letter template for the formal submittal of Round 8.3 forecasts.

Staff procured updated national and metropolitan economic forecast data from Woods & Poole, IHS Global Insight and Regional Economic Models, Inc (REMI) to examine different economic model forecasts of projected long term national and regional economic trends and see how these model forecasts compare to current assumptions regarding future growth in the TPB modeled area.

Staff continued the tabulation and analysis of data on new commercial construction in the metropolitan Washington region for the Commercial Construction Indicators report.

Continuously throughout the fiscal year, staff met with the Region's Planning Directors and the Cooperative Forecasting and Data Subcommittee to coordinate land use and transportation planning activities. In July the COG Board formally adopted the Round 8.1 Cooperative Forecasts and the TPB approved the FY 2012 CLRP and 2013-2018 TIP. In September, 2012 TPB staff briefed members of the Cooperative Forecasting and Data Subcommittee on the results and performance of the approved FY 2012 CLRP. In January, 2013 the PDTAC reviewed the draft Round 8.2 Cooperative Forecast updates and recommended that the COG Board approve these forecasts for use in the

FY 2013 update of the TPB's Constrained Long Range Plan (CLRP) and Air Quality Conformity Analysis.

Local jurisdictions submitted their Round 8.2 TAZ-level forecasts in February, 2014 and staff reviewed these forecasts for completeness and any potential data errors. Staff also prepared Round 8.2 jurisdictional and TAZ-level forecast updates for Fauquier and Clarke Counties in Virginia and for Jefferson County, West Virginia. Staff then produced the draft Round 8.2 TAZ level land activity forecast database for the entire TPB modeled area in mid-February, documented the development of this database in March, and responded to questions on these updated land activity forecasts in March, April, May and June.

In March, staff also provided the TPB with a detailed presentation on the Cooperative Forecasting process, the history of the Cooperative Forecasting program, the technical methodology and process used to develop short-term and long-term forecasts, and the coordination of the forecasts with assumptions regarding major transportation facilities under consideration for addition to the TPB Constrained Long Range Plan. Staff then gave this presentation to the TPB Technical Committee, the TPB and the TPB Travel Forecasting Subcommittee.

Throughout the fiscal staff provided members of the Cooperative Forecasting and Data Subcommittee with technical guidance on the tabulation and analysis of state ES-202 employment files for DC, MD and VA and use of Info USA private sector employment data to cross-check the ES-202 employment files for any errors or omissions. Staff also provided members of the Cooperative Forecasting and Data Subcommittee with analysis of Quarterly Census of Employment and Wages (QCEW) and Census Bureau Current Population Estimates for jurisdictions in the TPB modeled area to assist the preparation of Cooperative Forecasting updates.

Staff also produced and published monthly Regional Economic Monitoring System (REMS) report throughout the fiscal year.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

Staff completed the creation of special base-year transit network files to support AECOM's developmental work on the use of a new transit network program named Public Transport (or PT). The files essentially reflect logical direct connections between zone centroids and rail stations. The files were needed to accommodate new network coding requirements of the PT package. Developmental work on the migration towards PT use will continue in FY 2014.

Network coding for project planning work for the Virginia DOT (Regional Studies) was completed during June. Staff completed special highway network

coding to enable facility-specific statistics to be summarized from the regional highway networks that are output from the regional travel model. Network development staff also created special files that enable transit volumes to be summarized at the screenline level of analysis. The technical summaries were documented in a draft technical report.

Network development staff also started work on the technical documentation describing the 2013 CLRP networks that were used to support recent air quality conformity work. The report will be completed by September.

B. GIS Technical Support

Staff continued to monitor and manage the operational performance of the ArcGIS server.

Staff prepared and submitted the purchase order for the FY14 ESRI software maintenance agreement.

Staff prepared and submitted the purchase order for the FY14 NAVTEQ NAVStreets Premium edition data use and maintenance agreement.

Staff completed work on a GIS task relating to the update of spatial and tabular data for the 2013 Constrained Long Range Plan (CLRP). Staff reconciled project source data, verified project descriptions, updated tabular attribute data and created an updated CLRP geodatabase.

Staff completed development of a test web mapping application to visualize county worker flows based on Census data.

Staff completed work on the extraction, creation and organization of NAVTEQ data received from our vendor for Q1 2013.

Staff provided detailed instructions and training on how to incorporate photographs into standard ArcGIS geodatabases.

Staff participated in a meeting to determine the best methods to be used in creating GIS maps for display on for TPB's new Transportation Planning Information Hub website.

Staff planned and participated in the June 18th GIS Committee meeting during which the Maryland Dashboard system and the Next-generation Incident Command System (NICS) were demonstrated.

Staff attended the Chief Information Officers (CIO) Committee meeting on June 29th and updated the CIOs on the activities of the GIS Committee.

Throughout the fiscal year, staff maintained and updated the department's GIS software, databases, user documentation and training materials, as required.

Staff also supported the network modeling team's effort to enhance procedures to develop and manage transportation networks in a GIS environment.

Also, in FY 2013, staff updated attributes for the Metrorail GIS layer, added GIS data layers on HOV facilities and managed lanes, newly designated Metropolitan, Micropolitan, and Combined Metropolitan Statistical Areas, and the proposed Red Line light rail line in Baltimore City and County to the COG/TPB GIS Spatial Library. The NAVTEQ NAVStreets geodatabase in the GIS Spatial Library was also updated on a quarterly basis.

Also, in FY 2013, staff continued to coordinate regional GIS activities with state and local governments and WMATA through COG's GIS Committee. Staff continued to support the sharing of GIS data between and among the region's state and local governments, WMATA and COG/TPB through the National Capital Region Geospatial Data Exchange (NCR GDX) and facilitated further development of a governance structure and strategic plan for the future of the NCR GDX. The NCR GDX was used by local jurisdictions and regional agencies in the planning for 2013 Presidential Inauguration and related events.

C. Models Development

Staff completed documentation on the 2010 validation the Version 2.3 travel model. The documentation is in the form of a technical memorandum that will be combined with the air quality report of the 2013 CLRP. This work activity occurred between the fall of 2012 and spring of 2013 and was a primary work activity in this year's models development program.

Staff has continued to update the travel model user's guide to reflect major changes that were implement to the travel model as part of the 2010 model validation. This work is ongoing.

A technical memorandum was completed in response to a special request from WMATA for TPB staff to assess the performance of its historical transit

forecasts. Staff responded to the request, building off of work that was previously presented to the TPB, in which the accuracy of past land activity forecasts were assessed.

The consultant-assisted project to facilitate the TPB's models development program was active during June. The consultant, AECOM, furthered its work on traffic assignment improvements and mode choice modeling improvements.

AECOM submitted a partial draft report on all of the task orders they have been asked to perform for FY 2013. TPB staff is reviewing the final report. The final draft report will be shared with the TFS at the July meeting. Staff also amended

the contract with AECOM, extending its period of performance into a third year (FY 2014). Staff also authorized the consultant to continue work on the task order pertaining to attending meetings and responding to ad-hoc requests.

A member of the models development unit attended a TMIP webinar on June 6 about a new activity-based model that is being used at the Metropolitan Transportation Commission (MTC) in San Francisco.

Two members of the models development unit attended a one-day workshop on June 21 about dynamic traffic assignment, which was hosted by MD SHA.

TPB staff responded to five data requests during June, including a request from VDOT for Round 8.2 land activity data and model inputs for the years 2013 and 2020 in support of the VDOT Route 7 feasibility study.

D. Software Support

Staff coordinated work efforts with the Information, Technology and Facilities Management (ITFM) team in order to improve the performance of travel demand servers. Additional work has been performed to consolidate and free up additional storage on the servers.

5. TRAVEL MONITORING

A. Cordon Counts

Staff completed field data collection of AM peak period vehicle and transit volumes and vehicle occupancies at cordon counting stations. Data were collected at 13 cordon count locations in June.

For FY 13, staff prepared a data collection and staffing plan for an expanded cordon line prior to beginning data collection. Cordon count data collection was completed at all 80 highway stations and 55 bus stations; morning volumes and occupancies were collected.

B. Congestion Monitoring and Analysis

Staff assembled the traffic message channel (TMC) codes for the arterial routes monitored in 2009, 2010 as part of the arterial highway congestion monitoring program. Using the 2012 INRIX speed data for arterial roads and the TMC codes performed analysis and obtained the system performance of these routes.

FY 2013 End-of- year recap:

- Staff underwent training in the use of INRIX probe data, and successfully executed programs to obtain arterial highway system performance for the routes studied in 2009, 2010, and 2011.
- Staff underwent training in the use of the Vehicle Probe Project (VPP) suite tool of Regional Integrated Transportation Information System (RITIS).
- Staff developed a good understanding of the congestion monitoring program requirements under MAP21.

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

Staff continued work on the preparation of the RFP for the FY 2014 Geographically-Focused Household Travel Surveys (HTS).

Staff identified and prepared an initial mapping of the of study area boundaries for the St Elizabeth's/Anacostia , Fort Totten, Greenbelt, Kentlands, Tysons and Leesburg Geographically-Focused HTS areas to be surveyed in FY 2014.

Staff procured the lists of mailing addresses for the St Elizabeth's/Anacostia, Fort Totten, Greenbelt, Kentlands, Tysons and Leesburg Geographically-Focused HTS areas, refined the study area boundaries for these areas and prepared the sampling frame for the sample selection.

Staff tabulated and analyzed household travel data from the 1994 and 2007/2008 TPB household travel surveys to examine changes in person-level vehicle miles of travel (VMT) for various age groups between these two surveys. This was done to research some of the demographic factors and changes in travel behavior for various age cohorts (eg. "Millennials" and "Baby Boomers") that may help explain some of the decline in regional VMT per capita between 2005 and 2011.

Staff tabulated and analyzed data from the 2006 and 2011 Census American Communities Survey (ACS) on commuting modal shares by various age groups and compared this data to similar data from the 2007/2008 TPB Household Travel Survey.

Staff provided technical guidance and instruction on the weighting of the survey responses to the TPB Regional Transportation Priorities Plan (RTPP) public opinion survey.

From July 2012 through March 2013, staff reviewed, processed, and tabulated the results of the Spring 2012 Geographically-Focused Household Travel Surveys. In March 2013, staff presented the results of these surveys to the TPB Technical Committee, the TPB and the TPB Travel Forecasting Subcommittee.

In addition to the analysis of the TPB household travel survey data, staff also prepared an analysis of changes in regional commuting patterns and shifts in single occupant vehicle (SOV), carpool, transit and biking commuting modal shares between 2000 and 2011 using data from the 2000 Census and the 2007 and 2011 Census American Community Surveys. Staff presented this analysis to the TPB Technical Committee, the TPB, the TPB Travel Forecasting Subcommittee, and the Metropolitan Washington Air Quality Committee (MWAQC).

Data collection in the six Geographically-Focused Household Travel Survey study areas scheduled for the Fall 2012 was deferred because the incumbent contractor retained to conduct these surveys requested a 30% increase in the existing project budget. In response to this request, staff conducted a detailed review of the spring 2012 recruitment and retrieval survey interviewing costs and concluded that the existing current project budget was adequate to collect the survey data in these areas. Staff and the contractor discussed various options to reduce projected survey costs, but none of these options proved acceptable to either party. Thus, it was decided to re-bid the survey contract for this data collection. In March 2013, funding to conduct data collection in the six identified Geographically-Focused Household Travel Survey study areas was carried over to FY 2014.

Throughout the fiscal year, staff also maintained the survey data and documentation for the TPB 2007/2008 TPB Household Travel Survey (HTS) and the Fall 2011 Geographically-Focused, Household Travel Surveys. Staff also responded to numerous data requests for these survey data and for additional information about these surveys.

D. Regional Transportation Data Clearinghouse (RTDC)

Staff completed the upgrade of the RTDC application to version 3.3 of the ArcGIS Viewer for Flex.

Staff added the ability to see historical annualized traffic volumes in chart form to the RTDC application upgrade.

Staff identified and corrected an anomaly in the RTDC software that was causing hourly count data to be reported with an incorrect time value in the RTDC application.

Staff began work on incorporating the regional HPMS geospatial database into the RTDC.

Staff continued work on calculating average INRIX speeds on the COG/TPB highway network using the updated Traffic Message Channel (TMC) to COG Highway Network Link lookup table.

Staff provided an explanation of historical changes in reported AADT on Key Bridge and Canal Road for an employee of the Georgetown BID.

Staff attended a webinar hosted by AASHTO concerning the Census Transportation Planning Products (CTPP) program.

Staff provided historical Vehicle Miles Traveled (VMT) reports for the District of Columbia to a staff member from the District Department of the Environment (DDOE) and to a consultant from PeopleCount.

In FY 2013, staff completed the update of the Clearinghouse highway and networks with FY 2011-2012 changes in September, the update of transit ridership data in October, the update of annualized and hourly traffic volume data and the update of Clearinghouse TAZ Cooperative Forecasting data in November. Matching of newly available, INRIX TMC travel time and speed data for freeways and arterials in the TPB modeled area to the FY 2011-2012 Clearinghouse highway network was initially completed in January and further improved and refined from February through June 2013.

The web-based application to display Clearinghouse traffic volume, transit ridership and Cooperative Forecasting land use data was migrated to an ArcGIS Flex Viewer environment in July and significant enhancements, including background imagery data, a zooming user interface and the ability to download Clearinghouse data in a spreadsheet format, were made to this application in August, September, October and November. The updated and improved web-based Clearinghouse application was presented to the Travel Forecasting Committee in November, the TPB Technical Committee in January the subject of a TPB Weekly Report news item in March. Clearinghouse documentation and user manuals were also updated to include the descriptions of the data newly added to the Clearinghouse and provide users with step-by-step instructions on how to use the ArcGIS Flex Viewer application.

The updated Clearinghouse data was made available and distributed to TPB participating agencies via the enhanced Clearinghouse web-based Flex Viewer browser application. Through the end of June 2013, ten TPB participating agencies and/or their consultants had requested and received login credentials for the Clearinghouse web-based Flex Viewer application. An upgrade of the Flex Viewer application to the latest version of the software was also completed in June.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

Staff responded to a data request to develop a work scope for a June update of the DDOT Outdoor sign Inventory.

2. Traffic Counts and HPMS Support

Staff prepared the draft agenda for the June HPMS Coordinating Committee meeting.

Staff completed preparation of the final AADT and other traffic data items needed for DDOT's June 2013 HPMS submittal.

Staff processed the Traffic.com continuous traffic counts collected from May 1, 2013 through May 30, 2013.

FY2013 End-of-year recap:

The traffic count contractor completed 253 three-day traffic volume counts, 33 seven-day classification counts and 18 two-day ramp counts.

Staff participated in DDOT's monthly HPMS Coordination Committee meetings, developed recommendations for DDOT's multi-year HPMS traffic counting programs, amended the annual contract for the traffic counter contractor, reviewed and provided quality assurance of 3-day volume and 7-day vehicle classification counts performed by the contractor, processed continuous traffic count data collected at traffic.com automated traffic recorder (ATR) stations located in the District of Columbia, processed ramp counts collected at HPMS grade-separated interchanges, developed seasonal adjustment and annual growth factors, developed AADT volume estimates for 925 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 2013 HPMS submittal and provided on-call technical assistance, as requested.

Staff completed preparation of the final AADT and all other traffic data items needed for DDOT's 2013 HPMS submittal in May and early June.

3. Bicycle Counts

Bicycle counts at 25 monitoring stations were completed and processed in June. A memorandum transmitting these bicycle counts to DDOT was also prepared.

FY2013 End-of-year recap:

Bike counts were completed at 25 of the 49 regularly monitored locations as part of the work program, as requested by DDOT. The reduced number of bike counts at the 49 regularly monitored locations was because of a reduction in the overall level of federal PL and FTA UPWP funding available to the District in FY 2013.

4. Weigh In Motion (WIM) Station Analysis

No work activity during the reporting period.

FY2013 End-of-year recap:

Initial work plans were prepared and meetings were held for the WIM station analysis (including research on WIM calibration sample size and a meeting with a representative of the Metropolitan Police Department), but DDOT elected not to continue this project and to instead shift the remaining funds from this project to the bike count and the outdoor sign inventory update projects.

5. Peak Period Street Restrictions Inventory

No work activity during the reporting period.

FY2013 End-of-year recap:

Initial work plans were prepared and meetings were held concerning the peak period sign restrictions inventory, but DDOT elected not to continue this project and instead to shift the remaining funds from this project to the bike count and the outdoor sign inventory update projects.

6. Other Sign Inventory Update

Staff completed field data collection (geo-referenced photographs and sign and site attributes) for 78 outdoor signs on the enhanced NHS. The data were processed and reviewed and a GIS database, spreadsheet, and technical report were completed and transmitted to DDOT.

B. MARYLAND

1. Program Development /Management

Staff continued monitoring the line item budgets of the MD Technical Assistance program as the end of the fiscal year approaches. At the same time an inventory of work commitments made to MD SHA was taken and a progress assessment was made.

2. Project Planning Studies

No work activity during the reporting period.

3. Feasibility/Special Studies

In response to a request from MD SHA, staff continued working on the Veirs Mill Road and Georgia Avenue multimodal studies. Staff updated

travel demand forecasts for a test 2040 Georgia Avenue Build scenario, documented the results and transmitted the appropriate files and summaries to MD SHA.

4. Transportation Performance Measures

Staff has re-submitted the final draft report of the before/after ICC study to MD SHA upon their request.

5. Training/Miscellaneous Technical Support

No work activity during the reporting period.

6. Statewide Transportation Model Support

No work activity during the reporting period.

7. Transportation / Land Use Connections Program (TLC)

As part of the Transportation/Land-Use Connections Program (1.H. above), four technical assistance projects in Maryland are being fully or partially funded under this PE number. See 1.H. above for further details about the TLC Program. By the end of June, which was the end of the fiscal year, all TLC technical assistance projects funded for FY2013 were completed.

The selection panel for the FY2014 round of projects met on June 11 and selected a package of project recommendations for funding, including three projects under this PE number. These recommendations were scheduled for approval by the TPB in July.

8. Human Services Transportation Study

During the month of June, staff worked with WMATA, MDOT and MTA to provide guidance and input to the study consultant, KFH, on the outline for the final report and action plan to complete the study.

FY2013 End-of-year recap:

Staff worked with the project management team and the Human Service Transportation Coordination Task Force to assist the consultant on the following three major tasks under the study: 1) A review of specialized transportation services in the region and assessment of funding for those services, including interviews with selected human service agencies; 2) Research on existing human service agency transportation coordination and alternative service delivery models and assessment of their applicability for Suburban Maryland; and 3) Development of a preferred

alternative service delivery model and action plan for the model as a pilot for alternative service in Suburban Maryland.

A draft final report and action plan were developed and reviewed by the project management team. KFH has incorporated comments from the project management team.

9. Other Tasks yet to be Defined

No work activity during the reporting period.

C. VIRGINIA

1. Data/Documentation Processing

No work activity during the reporting period.

2. Travel Monitoring and Survey

Staff completed bicycle and pedestrian counts using Miovision units at locations specified by VDOT. Staff finalized the annual HOV monitoring report.

3. Travel Demand Modeling

Staff responded to forecasting data request.

4. Regional and Sub-Regional Studies

Staff continued work on the HB 599 project ranking baseline congestion analysis. Staff completed work on the tests of the Dulles Access alternatives as part of the conformity analysis.

5. Other Tasks Yet to be Defined

No work activity during the reporting period.

6. Virginia Technical Assistance

FY2013 End-of-year recap:

Staff responded to numerous data requests from consultants and other parties. Staff completed 24 hour bike and pedestrian counts using Miovision units at 13 stations. Staff completed the first annual travel monitoring report that provides narrative, data tables, charts and analysis of AM and PM volume and occupancy counts at 13 stations, rather than simply transmittal of count files. The report also includes analysis of Inrix

data for 2010, 2011, and 2012 for 12 freeway and major arterial corridors in Northern Virginia, and the results of separate travel time data collection for the HOV facilities on I-66, I-95 / I-395, and VA 267 inside the Beltway. The annual report is the execution of the first year of a three-year monitoring program, such that the data collection corridors for FY14 have already been identified.

Under regional and sub-regional studies, staff developed the scope for the I-66 Bus on Shoulder Pilot Planning Study and then successfully executed and completed the study during the fiscal year. Staff prepared all materials and presented them to the study working group and held periodic meetings with the VDOT project manager throughout the course of the study. In addition to the study report, staff conducted and packaged field video monitoring of the bus test run in the BOS pilot locations during the spring. VDOT is advancing the pilot study into preliminary engineering and design. Staff has also made significant progress on the data gathering and analysis for the HB 599 baseline congestion analysis, but work has not been completed on the report. Staff also successfully completed the final design, proof, and print run for the TransAction 2040 plan.

D. **WMATA**

1. Program Development

The program manager reviewed the status of the projects in the technical assistance program.

2. Miscellaneous Services

No work activity during the reporting period.

3. Bus Passenger Counts in Support of Cordon Count

Field crews completed the collection of bus passenger data for the 2013 Cordon Count. Bus passenger counts were conducted at eight monitoring stations in June.

FY2013 End-of-year recap:

Staff completed all field transit data collection for the 2013 Cordon Count. Transit data were collected at 55 monitoring stations throughout the region.

4. Geocode and Tabulate 2012 Rail Passenger Survey

No work activity during the reporting period. This project was completed in April 2013.

5. Human Services Transportation Study

During the month of June, staff worked with WMATA, MDOT and MTA to provide guidance and input to the study consultant, KFH, on the outline for the final report and action plan to complete the study.

FY2013 End-of-year recap:

Staff worked with the project management team and the Human Service Transportation Coordination Task Force to assist the consultant on the following three major tasks under the study: 1) A review of specialized transportation services in the region and assessment of funding for those services, including interviews with selected human service agencies; 2) Research on existing human service agency transportation coordination and alternative service delivery models and assessment of their applicability for Suburban Maryland; and 3) Development of a preferred alternative service delivery model and action plan for the model as a pilot for alternative service in Suburban Maryland.

A draft final report and action plan were developed and reviewed by the project management team. KFH has incorporated comments from the project management team.

7. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 26

1. Ground Access Element Update (Phase 1)

No work activity during the reporting period. This project has been completed and will be removed from subsequent progress reports.

2. Process 2011 Air Passenger Survey (Phase 1)

No work activity during the reporting period. This project has been completed and will be removed from subsequent progress reports.

3. Update Ground Access Forecast (Phase 2)

No work activity during the reporting period. This project has been completed and will be removed from subsequent progress reports.

B. CASP 27

1. Ground Access Element Update (Phase 2)

No work activity during the reporting period.

2. Process 2011 Air Passenger Survey (Phase 2)

No work activity during the reporting period.

3. Update Ground Access Forecasts (Phase 1)

Staff finalized the origin-destination forecasts based on feedback from the Aviation Technical Subcommittee.

FY2013 End-of-year recap :

Staff completed the 2011 Regional Air Passenger Survey General Findings Report and Geographic Findings Report and presented a summary of survey results to the Travel Forecasting Subcommittee, TPB Technical Committee, and the TPB. Staff also presented an overview of CASP work program activities and a summary of survey results to the Technical Committee of the Baltimore Regional Transportation Board.

Staff completed the Ground Access Forecasts resulting from the 2009 air passenger survey, and the first phase (transportation supply report) of the Ground Access Element Update. Staff also completed and submitted the CASP 28 grant application to FAA.

The Aviation Technical Subcommittee met four times during FY13 (the July 2012 and September 2012 meetings were not held). Staff prepared all meeting materials and meeting highlights for the subcommittee.

8. **SERVICES/SPECIAL PROJECTS**

**FY 2013 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY**

June 30, 2013

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	70,700.00	60,373.42	85%
B. Transportation Improvement Program (TIP)	240,600.00	220,746.61	92%
C. Constrained Long-Range Plan	588,400.00	508,401.82	86%
D. Financial Plan	64,000.00	50,980.22	80%
E. Public Participation	421,900.00	423,543.53	100%
F. Private Enterprise Participation	18,300.00	12,215.59	67%
G. Annual Report	80,100.00	72,281.50	90%
H. Transportation / Land Use Connection Program	395,000.00	418,528.51	106%
I. DTP Management	450,659.00	382,013.18	85%
SUBTOTAL	2,329,659.00	2,149,084.37	92%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	205,000.00	173,355.32	85%
B. Management, Operations & ITS Planning	340,300.00	295,189.56	87%
C. Emergency Preparedness Planning	75,400.00	63,763.71	85%
D. Transportation Safety Planning	125,000.00	110,469.34	88%
E. Bicycle and Pedestrian Program	108,700.00	98,621.54	91%
F. Regional Bus Planning	100,000.00	100,169.89	100%
G. Human Service Transportation Coordination Planning	114,800.00	113,638.07	99%
H. Freight Planning	150,000.00	134,853.78	90%
I. MATOC Program Planning & Support	120,000.00	94,233.34	79%
SUBTOTAL	1,339,200.00	1,184,294.54	88%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	563,200.00	510,067.66	91%
B. Mobile Emissions Analysis	640,100.00	578,799.99	90%
C. Regional Studies	516,300.00	423,001.36	82%
D. Coord. Cooperative Forecasting & Trans Planning	806,800.00	733,990.66	91%
SUBTOTAL	2,526,400.00	2,245,859.67	89%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Networks Development	769,700.00	725,755.78	94%
B. GIS Technical Support	448,800.00	414,709.70	92%
C. Models Development	1,071,200.00	971,623.30	91%
D. Software Support	178,900.00	150,009.65	84%
SUBTOTAL	2,468,600.00	2,262,098.43	92%
5. TRAVEL MONITORING			
A. Cordon Counts	250,800.00	233,478.40	93%
B. Congestion Monitoring and Analysis	260,000.00	253,489.09	97%
C. Travel Survey and Analysis			
Household Travel Survey	276,300.00	232,144.50	84%
D. Regional Transportation Clearinghouse	317,900.00	290,969.02	92%
SUBTOTAL	1,105,000.00	1,010,081.01	91%
SUBTOTAL CORE PROGRAM ITEMS 1-5	9,768,859.00	8,851,418.02	91%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	302,618.00	273,685.21	90%
B. Maryland	678,000.00	619,052.09	91%
C. Virginia	635,192.00	461,854.62	73%
D. WMATA	201,182.00	169,866.75	84%
SUBTOTAL	1,816,992.00	1,524,458.68	84%
TPB GRAND TOTAL	11,585,851.00	10,375,876.68	90%

**FY 2013 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

June 30, 2013
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. Program Development, Data Requests & Misc. Services	10,000	7,840.57	1,327	1,040	8,673	6,800.16
2. Traffic Counts & Highway Performance Mgmt System	235,000	224,877.52	31,183	29,840	203,817	195,037.38
3. Bicycle Counts	28,318	25,231.17	3,758	3,348	24,560	21,883.12
4. Weight In Motion Station Counts	4,500	4,350.88	597	577	3,903	3,773.54
5. Peak Period Street Restrictions Study	4,800	4,685.58	637	622	4,163	4,063.83
6. Outdoor Sign Inventory Update	20,000	6,699.49	2,654	889	17,346	5,810.50
7. NOT IN USE	0	0.00	0	0	0	0.00
SUBTOTAL	302,618	273,685.21	40,156	36,317	262,462	237,368.53
B. Maryland						
1. Program Development/Management	25,000	17,316.51	3,317	2,298	21,683	15,018.69
2. Project Planning Studies	110,000	95,756.53	14,596	12,706	95,404	83,050.11
3. Feasibility/Specials Studies	160,000	154,270.66	21,231	20,471	138,769	133,799.71
4. Transportation Performance Measures	173,000	164,856.98	22,956	21,876	150,044	142,981.28
5. Training/Technical Support	20,000	9,677.70	2,654	1,284	17,346	8,393.51
6. Statewide Transportation Model Support	0	0.00	0	0	0	0.00
7. Transportation/Land Use Connections Program	160,000	146,970.87	21,231	19,502	138,769	127,468.56
8. Human Services Transportation Study	30,000	30,202.84	3,981	4,008	26,019	26,195.07
9. Other Tasks to be defined	0	0.00	0	0	0	0.00
SUBTOTAL	678,000	619,052.09	89,967	82,145	588,033	536,906.94
C. Virginia						
1. Data/Documentation processing	13,000	7,474.96	1,725	992	11,275	6,483.07
2. Travel Monitoring Survey	255,354	227,944.74	33,884	30,247	221,470	197,697.60
3. Travel Demand Modeling	10,694	9,833.96	1,419	1,305	9,275	8,529.04
4. Regional and Sub-Regional Studies	356,144	216,600.96	47,259	28,742	308,885	187,859.08
5. Other Tasks to be Defined	0	0.00	0	0	0	0.00
6. NOT IN USE	0	0.00	0	0	0	0.00
7. NOT IN USE	0	0.00	0	0	0	0.00
8. NOT IN USE	0	0.00	0	0	0	0.00
SUBTOTAL	635,192	461,854.62	84,287	61,286	550,905	400,568.79
D. WMATA						
1. Program Development	5,200	815.90	5,200	816	0	0.00
2. Miscellaneous Services	10,982	2,544.91	10,982	2,545	0	0.00
3. Bus Pass Counts 2013 Central Area	50,000	35,985.54	50,000	35,986	0	0.00
4. Geo-code 2012 Rail Passenger Survey	75,000	71,382.19	75,000	71,382	0	0.00
5. Human Services Transportation Study	60,000	59,138.20	60,000	59,138	0	0.00
SUBTOTAL	201,182	169,866.75	201,182	169,867	0.00	0.00
GRAND TOTAL	1,816,994	1,524,458.66	415,592	349,614	1,401,400	1,174,844.26