

FY 2013

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

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

The final draft FY 2014 UPWP and the carry over budgets and projects from FY 2013 were prepared and presented the Technical Committee on March 1. The TPB adopted them at its March 20 meeting. In April the FY 2014 UPWP will be submitted to FTA and FHWA for review and approval.

Work continued monitoring the FY 2013 UPWP which began on July 1, 2012.

B. Transportation Improvement Program (TIP)

At their March 1st meeting, the TPB Steering Committee approved three amendments to the FY 2013-2018 TIP. The first amendment was to add funding for two BRAC-related intersection projects near the National Naval Medical Center in Bethesda, as requested by the Maryland Department of Transportation (MDOT). The second amendment was to add funding for five projects: I-66 Vienna Metrorail Accessibility and Capacity Improvements, the Proposed Dulles Air Cargo, Passenger Metro Access Highway, the Jones Branch Drive Connector Road, the widening of VA 28 and the Crystal City-Potomac Yard Transitway as requested by the Virginia Department of Transportation (VDOT). The third amendment added funding for the realignment of Constitution Avenue NW between 23rd St. NW and the Theodore Roosevelt Memorial Bridge, as requested by the District of Columbia Department of Transportation (DDOT).

During the month of March, TPB staff edited the draft Summary Guide for the FY 2013-2018 TIP based on feedback that had been received from the Technical Committee.

C. Constrained Long-Range Plan (CLRP)

Staff began developing content for the documentation of the 2013 Update to the CLRP, including the policy framework, a description of programs and projects with maps, and the performance analysis.

D. Financial Plan

The financial summaries in the FY 2013-2018 TIP are reviewed and updated as administrative modifications and amendments are approved. The Virginia General Assembly approved a package of transportation revenue increases statewide and for Northern Virginia. Staff reviewed a VDOT preliminary six-year

financial plan to begin to understand how to incorporate new revenues in an update of the 2010 revenue and expenditure forecasts for the new financial plan for the next update of the CLRP in 2014.

E. Public Participation

Regional Priorities Plan

Staff continued work on the development of a web-based public involvement tool that will use the MetroQuest software designed by Envision Sustainability Tools. Beginning on April 15 and lasting at least two months, MetroQuest will be used to survey 600 randomly selected individuals to learn their opinions and preferences regarding the region's transportation challenges and potential strategies to address them. In March, staff conducted two beta tests of the tool with groups of "laypeople" and made a number of adjustments to the tool's content and navigation based on participant feedback. In addition, staff completed numerous logistical activities to prepare for the survey administration.

Citizens Advisory Committee

The first official meeting of the 2013 Citizens Advisory Committee was held on March 14. The new group spent most of the meeting getting acquainted and discussing the year ahead. The committee also provided feedback on freight planning issues following a presentation from TPB staff.

Community Leadership Leadership

Staff planned for the next session of the Community Leadership Institute (CLI), which will be conducted in late April and early May. The program will be expanded from two sessions to three sessions conducted on two weeknights and one Saturday. In addition, the CLI will be conducted in three locations throughout the region – in Arlington, Silver Spring and at the COG offices.

Staff prepared for an event scheduled for April 4 for a new group called the CLI Alumni Network, which will comprise 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 worked to finalize content for the clearinghouse website called the Transportation Planning Information Hub for the National Capital Region.

Access for All Advisory Committee (AFA)

No work activity during this reporting period.

F. Private Enterprise Participation

Staff invited speakers for the TPB Annual Transit Forum, which will take place in May. The list of prospective jurisdictional and private provider attendees was also reviewed.

Regional Taxicab Regulators Task Force

During the month of March, staff prepared and supported a meeting of the Regional Taxicab Regulators Task Force. Staff worked with COG's General Counsel to revise the draft regional taxi reciprocity agreement so that it is limited to wheelchair accessible taxicab trips. Staff worked with the Task Force Chair to develop the agenda and structure the discussion about the proposed limited regional reciprocity agreement. Staff also assisted the General Counsel in making the presentation on the proposed agreement to the Task Force.

G. TPB Annual Report and TPB News

The March *TPB News* was produced and distributed.

Four editions of *The TPB Weekly Report* were produced and emailed during the reporting period.

Staff began writing content for the 2013 *Region* magazine.

H. Transportation / Land Use Connection Program (TLC)

All nine of the FY2013 TLC technical assistance projects were underway. The projects will be completed by the end of the fiscal year. The call for FY2014 TLC projects was issued on March 8, 2013. A workshop for potential TLC applicants was conducted on March 15.

Staff finalized preparation with the state DOTs on the process for conducting project selection at the regional level for a portion of funding suballocated to our region under the federal Transportation Alternatives Program (TAP), which will provide capital funding for non-motorized and "alternative" transportation projects. The call for TAP projects was issued on March 1, 2013. On March 22, staff conducted a workshop on the TAP process.

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 March:

- The DTP Director participated in a discussion with MDOT, MDE, and BMC representatives on MDOT's approach to studying carbon neutral corridors.
- The DTP Director gave a presentation to executives and senior staff of Transurban (USA) Inc. on the TPB's regional scenario studies.
- The DTP Director participated in a 2-day meeting of the USDOT's Advisory Committee on Intelligent Transportation Systems.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

National Capital Region Congestion Report (Dashboard) activities:

- Staff downloaded and processed the I-95 Corridor Coalition Vehicle Probe Project/INRIX data for the first two months of 2013 for this region.
- Staff completed labeling the National Highway System (NHS), the Interstate System (IS), freeways, and arterials in a GIS shape-file that the Vehicle Probe Project/INRIX data is based on.

On March 14, staff participated in the Partners Using Archived Operations Data & VPP Suite User Group meeting via teleconferencing.

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

Staff developed regional surveys on traffic signal timing and traffic signal power back-ups, responsive to requests from the Transportation Planning Board and the COG Incident Management and Response Oversight Committee.

During March, staff conducted and compiled results of the power back-up survey, and prepared for the signal timing survey to be conducted in April.

Staff prepared for and conducted the March 5, 2013 meeting of the MOITS Traffic Signals Subcommittee, discussing the signal timing and power back-up surveys. (The main MOITS Technical Subcommittee did not meet in March.)

On March 28, staff provided a briefing on the results of the power back-up survey to the final meeting of the COG Incident Management and Response Oversight Committee.

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, with significant discussion of the Northern Virginia Regional ITS Architecture and its relationship to the National Capital Region ITS Architecture. Many regular MOITS committee participants also participated in this important workshop.

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.

C. Transportation Emergency Preparedness Planning

Staff worked with the Training and Exercise Planning (TEP) Committee to develop new guidelines for training and exercise proposals for fiscal years 2013-2014. The Regional Emergency Support Function (RESF)#1 committee reviewed projects proposals at their March meeting prior to submission to the TEP committee.

Staff attended TEP committee meetings that provided insight into the TEP process for fiscal years 2013-2014.

The RESF#1 committee continued to compile a list of emergency preparedness proposal projects that are priority for the transportation community for the years 2013-2014. These project proposals were briefly discussed during the March meeting and were finalized based on an additional conference call.

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 began preparations for the April 18, 2013 meeting of the RESF#1 Committee meeting.

D. Transportation Safety Planning

Staff reviewed the new five-year Strategic Highway Safety Plans for Maryland and Virginia, as well as the FY 2013 Highway Safety Performance Plan for DDOT. Staff contacted DOT partners in DC, Maryland, and Virginia, and requested 2012 fatality, injury and crash data for all the safety emphasis areas in those plans. 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.

Staff focused on obtaining preliminary data with respect to pedestrian and bicycle collisions since there was an immediate need for those numbers to be used in the press materials being prepared for the Street Smart Pedestrian and Bicycle Safety Campaign. Regional summary data derived from these preliminary numbers will have to be revised once the final numbers are made available, typically in June.

- For Virginia data staff used TRENDS 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 provided us with summary tables showing the number of pedestrian crashes, pedestrians injured, and pedestrians killed for each county in Maryland, and the same data for bicyclists. I added Frederick, Montgomery, Prince George's, and Charles County data to get the totals for each category for the Maryland portion of the TPB region.
- DDOT provided pedestrian and bicycle fatality numbers for 2012.

Staff and the design consultant briefed the Technical Committee on the draft ads for the Spring 2013 "Street Smart" pedestrian and bicycle safety campaign. The TPB Technical Committee approved the creative direction for the Spring campaign.

Staff attended a meeting of the Montgomery County safety task force, a law enforcement group of the Maryland Highway Safety Office, and briefed them on the Spring 2013 Street Smart campaign.

Staff attended a meeting of the Baltimore Metropolitan Council's Safety Subcommittee, and briefed them on the Street Smart pedestrian and bicycle safety campaign. The BMC may use the new ads in their own version of the Street Smart campaign.

E. Bicycle and Pedestrian Planning

DTP staff worked with DEP staff to organize a Green Streets Stakeholders Workshop on April 8th. Staff confirmed speakers, wrote Save the Date flyer and agenda, set up electronic registration and other logistical details, and publicized the event.

At its March 19th meeting, the Bicycle and Pedestrian Subcommittee was briefed on DDOT's buffered bike lanes and other design treatments. Staff briefed the Subcommittee on the Complete and Green Streets policy discussions, the planned Green Streets Stakeholders Workshop, and the new ads for the Spring 2013 Street Smart campaign. DTP staff for the Transportation-Land Use Connections program briefed the Subcommittee on the new regional Transportation Alternatives Program Project Solicitation, which will competitively award to applicants the region's allocation of Federal TAP funding. They also discussed the program's connection to the regional TLC program, which uses small planning grants to identify needed non-motorized transportation projects.

Staff worked with the Bicycle and Pedestrian Subcommittee members to make edits and changes for the latest edition of the Bike to Work Guide, which will be published for the May Bike to Work Day. Checked content and contact information for accuracy and consistency with jurisdictional laws and practices.

Staff attended a meeting of the advisory group for the Maryland State Bicycle Plan in Hanover, MD, and provided comments on the direction for the new plan.

F. Regional Bus Planning

The primary activity for the month was staff support for the TPB Bus on Shoulders (BOS) Task Force. Staff developed a benefit – cost analysis model for planning-level evaluation of the feasibility of BOS on potential corridors. staff also worked with Maryland SHA on the collection and preparation of material to inform the work of the task force.

The Regional Bus Subcommittee did not meet in March. Topics for future meeting were developed and circulated for comment.

G. Human Service Transportation Coordination

Staff briefed the Technical Committee on March 1 on the implementation of MAP21's new Section 5310 Enhanced Mobility Program for the Washington DC-VA-MD Urbanized Area. In February, MDOT, MTA, and VDRPT recommended that the TPB be the designated recipient of the new Enhanced Mobility Program. Staff prepared for and hosted a meeting with representatives from MTA, MDOT, VDRPT, DDOT and WMATA on March 7 to finalize the recommendation that COG, as the administrative agent for the TPB, serve as the Designated Recipient.

On March 20, staff presented to the TPB this recommendation and the draft letter to the Governors of Maryland and Virginia and the Mayor of DC requesting the designation. The TPB approved the resolution and letter and staff transmitted those letters to D.C., Maryland and Virginia requested that COG, as the administrative agent for the TPB, be designated the recipient of the Enhanced Mobility funds for the Washington DC-VA-MD Urbanized Area. At the request of the TPB on March 20, staff developed a draft letter to WMATA inquiring about the process WMATA intends to use to select job access and reverse commute projects with the additional funds that were allocated to the Washington DC-VA-MD Urbanized Area under Section 5307 based on the number of low-income individuals in the region.

Staff continued to support the Human Service Transportation Coordination Study that is jointly sponsored by the TPB, MDOT and WMATA. Activities on the study are described under Maryland and WMATA Technical Assistance.

H. Freight Planning

Staff continued jurisdiction-level data collection activities for the Freight Around the Region project. Staff presented on the project to the Technical Committee and met with representatives from Fairfax County, City of Fairfax, and City of Falls Church. Staff attended US DOT's Freight in America Forum with reports from the Secretary and modal administrators.

Staff also presented to the TPB Citizens Advisory Committee on regional freight topics and the Freight Around the Region Project.

Staff submitted an application to the US DOT Secretary for the National Freight Advisory Committee that is currently being formed. CSX prepared a letter of support for the application.

Staff coordinated speakers and agenda items for the upcoming TPB Freight Subcommittee meeting in April.

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

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.

Staff participated in the following meetings in March 2013: the MATOC Steering Committee on March 8; the MATOC Severe Weather Working Group on March 11; and a meeting of the MATOC Roadway Operations Subcommittee on March 28. Major focuses of this month's discussions included potential enhancements to MATOC's Regional Integrated Transportation Information System (RITIS) platform, as well as back-up communications methods. Staff undertook extensive preparatory and follow-up activities for these meetings, in coordination with the MATOC staff from the University of Maryland Center for Advanced Transportation Technology.

Staff assisted in preparation of a March 28 briefing by MATOC staff to the final meeting of the COG Incident Management and Response Oversight Committee, focusing on MATOC and RITIS enhancements accomplished since the regionally disruptive January 26, 2011 snow and ice storm.

3. FORCASTING APPLICATIONS

A. Air Quality Conformity

2012 CLRP & FY2013-18 TIP Update Amendment

At the end of the 30 day public comment period staff consolidated the comments and presented them with responses to TPB, which approved the update on March 20th. The final conformity report was sent to the appropriate Federal and State agencies while the document was also posted on the TPB web site.

2013 CLRP & FY2013-18 TIP

The development of the highway and transit networks started and continued throughout the month by reviewing base 2012 transit routes, current highway tolls and transit fares, the bus fare matrix and toll links to reflect current changes. Transit fares reflect charges and assumptions associated with WMATA's Tariff #32, which was adopted in July 2012 and prevailing fare structure for other transit providers through February 2013. Toll rates are current through March 2013.

In parallel, staff continued refining the technical approaches which estimate auto access to transit vehicle miles (VMT), and emissions reductions from TERMS projects. Consistent with interagency consultation procedures staff informed the consultation agencies and public advisory committees about air quality conformity items on the monthly TPB agenda. In anticipation of the 2013 air quality conformity cycle staff continued performing sensitivity tests aiming to improve accuracy and speed of travel demand model execution. The findings were presented to the Travel Forecasting Subcommittee at its March meeting.

B. Mobile Emissions Analysis

Since the 2013 CLRP & FY2013-18 TIP air quality conformity determination will be the first to be conducted using MOVES2010a, staff continued coordination with the state agencies about receiving fuel supply/formulation, inspection/maintenance and meteorology input databases for year 2020. Staff presented the VOC and NOx recently found adequate budgets for the 1997 ozone national standard to MWAQC-TAC and MWAQC for years 2008, 2009 and 2010. These budgets will be applicable for conformity determinations for ozone for the milestone years and beyond.

In response to a request from Arlington County, staff calculated and summarized VMT for trips with origins or destinations (or both) in Arlington. In response to a request from the City of Bowie staff calculated VMT for all users

in the city by vehicle category and also provided an aggregate estimate of transit vehicle VMT within the city limits.

C. Regional Studies

Regional Transportation Priorities Plan (RTPP)

Work continued on the development of RTPP content for inclusion in a web-based tool that will be used to survey a wide sample of citizens to determine their attitudes about which strategies they consider to be most beneficial. Content for the survey was finalized and loading into the MetroQuest web-based survey tool. Two beta testing sessions were held with outside participants, and changes were made to the tool and the content based on the feedback we heard from the session. Work also began on creating a parallel Spanish version of the survey. The launch date was set for April 15, 2013 to allow for enough time to make the necessary changes.

Staff successfully completed travel demand model runs for the 2012 CLRP Baseline for year 2040, the transportation component scenario only, the land use component scenario only, and the CLRP Aspirations Scenario. Subsequently, staff estimated criteria pollutant and GHG emissions using MOVES2010a for the baseline and the alternatives.

Support for COG's Region Forward

No work activity during this reporting period.

Prepare Grant Applications for USDOT Grant Funding Programs

No work activity during this reporting period.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff completed the review of the draft Round 8.2 TAZ level forecasts and developed the TAZ level land activity data files for use in the 2013 Constrained Long Range Plan Update and Air Quality Conformity Determination.

Staff documented the development of the draft Round 8.2 TPB Model Area TAZ land activity data files and transmitted these data files to the DTP staff working on the travel demand modeling for the 2013 Constrained Long Range Plan Update and Air Quality Conformity Determination.

Staff developed a presentation on 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.

Staff responded to technical questions on the development of the draft 8.2 Cooperative Forecasts.

Staff continued to work with local jurisdiction planning staff on the delineation of TPB Transportation Analysis Zone (TAZ) boundaries for the proposed 139 newly identified COG Regional Activity Centers.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

Minor refinements have been implemented to the base-year 2012 transit network files as part of network updating and maintenance. Staff has begun supporting the creation of forecast year networks reflecting the FY 2013-18 TIP and 2013 CLRP. Documentation of the forecast year networks are now in progress.

Staff spent considerable time researching traffic counts in the 2010 highway network as an extension to ongoing model validation work. This effort was completed.

B. GIS Technical Support

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

Staff attended the instructor-led training class “ArcGIS for Server: Site Configuration and Administration” offered online through Esri Training Services.

Staff worked with Esri technical support to resolve issues regarding the creation of data stores used in conjunction with ArcGIS for Server 10.1.

Staff prepared a technical memorandum relating to the current GIS server/ArcGIS Server software configuration, and the proposed plan to migrate our environment to ArcGIS for Server 10.1.

Staff completed work on the extraction, creation and organization of NAVTEQ data received from our vendor for Q4 2012.

Staff created HOV facilities and managed lanes GIS datasets for inclusion in the DTP spatial data library:

Staff prepared a technical document describing proposed changes to the structure and content offerings of the internal DTP spatial data library.

Staff assisted in the data gathering, editing, and creation of presentation-quality graphics for the TPB CLRP Aspirations Scenario and Bus on Shoulder (BOS) Task Force presentations to be given at the April TPB Technical Committee meeting.

Staff performed additional ArcGIS 10.1 installations and upgrades on DTP team workstations and laptops.

Staff represented the GIS Committee at the Emergency Managers' Committee meeting on March 13th where the National Capital Region Geospatial Data Exchange (NCR GDX) was discussed.

Staff represented the GIS Committee at the COG Chief Information Officers (CIO) Committee meeting on March 21st.

C. Models Development

TPB staff has completed the bulk of the travel model validation work during March. This activity has been underway since the fall and has involved updates to the network as well as updates to the travel model. After the TFS meeting, staff has detected and corrected some errors in the traffic count data used to assess the travel model output. Staff plans to document the final validation work in April.

Staff has also implemented technical refinements to the 2.3 Travel Model, including improvements to the traffic assignment process (provisions for a more converged solution) and refinements to the storage of model output files. The refined model is now referred to as Version 2.3.52. This is the modeling process that will be used in upcoming air quality conformity work. Staff is currently updating the User's Guide to reflect these updates.

TPB staff has also proceeded with preparing updated inputs to the travel model in preparation for upcoming air quality work. COG's Dept. of Community Planning & Services delivered a draft version of the Round 8.2 Cooperative Forecasts to the COG's Department of Transportation Planning during March. This data was used to prepare standard land activity inputs to the travel model for multiple forecast years. Staff also used this data to prepare exogenous travel inputs to the travel model. TPB also updated the Consumer Price Index (CPI) schedule used in the travel model to deflate existing travel cost in the travel model to constant year dollars. These items will be documented during early April.

The TPB's consultant assistance project for models development has also been active during March. Regarding Task Order 8 (Traffic Assignment), AECOM

transmitted a revised memo, dated 3/6/13, providing a literature review of the use of INRIX data. AECOM also transmitted a memo dated 3/12/13 documenting the status of the work to streamline the HOV and HOT-lane modeling. Regarding Task Order 9 (Mode choice and transit modeling), AECOM transmitted a memo dated 3/12/13 documenting the status of the work to change transit path builder software (moving from Citilabs' TRNBUILD to Citilabs' PT). TPB staff is currently reviewing this information.

The Travel Forecasting Subcommittee (TFS) convened on March 22. TPB staff reported on the progress made in the 2010 validation of the Version 2.3 Travel model as well as updates to the regional travel model. The TPB's consultant assisting staff with modeling improvements, AECOM, also presented on progress made with their assigned task orders, as described below.

TPB staff responded to five technical data requests during March.

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. As a result of this team effort a new server/storage unit has been purchased.

5. **TRAVEL MONITORING**

A. Cordon Counts

Staff began collecting data on vehicle and transit volumes and occupancy at the cordon locations

B. Congestion Monitoring and Analysis

Staff completed assembling the Traffic Message Channel (TMC) codes and other inputs for all the arterial highway routes that were studied in 2010 as part of the arterial highway congestion monitoring program, and would analyze Vehicle Probe Project/INRIX raw speed data for the those routes.

Staff responded to a data request on the 2011 freeway congestion monitoring (SKYCOMP) report and photographs.

Staff continued review and analysis of the impacts of the new MAP-21 legislation on congestion monitoring and analysis, as well as related areas of new performance measurement requirements.

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

Staff presented an initial analysis of the results of spring 2012 Geographically-Focused Household Travel Surveys to the Technical Committee, the TPB and the Travel Forecasting Subcommittee.

Staff responded to questions and requests for additional information on the initial results from the spring 2012 Geographically-Focused Household Travel Surveys.

Staff continued preparation of the RFP for the re-bid FY 2013 Geographically-Focused Household Travel Surveys.

Staff responded to data requests for the fall 2011 Geographically-Focused Household Travel Survey data files from DDOT and consultants for NVRC working on a High Ferry Study.

D. Regional Transportation Data Clearinghouse (RTDC)

The RTDC application was featured in a story in the *TPB Weekly Report* electronic newsletter.

Staff responded to several requests for login credentials to access the RTDC, including requests from Montgomery County, Arlington County Board Office (Chris Zimmerman's staff), and the Washington Examiner newspaper.

Staff completed the evaluation of the quality of the spatial match between the RTDC master network and the INRIX Traffic Message Channel (TMC) locations.

Staff initiated and participated in a DTP inter-team discussion on the INRIX data, the differences between version 3.6 and version 3.9 of the TMC definitions, and the quality of the match between the TMC locations and the RTDC highway network. In addition, staff discussed the utility of purchasing regular updates to the TMC shape file.

Staff used the RTDC highway network, the District of Columbia Highway Performance Management System (HPMS) submission and the Vehicle Information Number (VIN) Database to estimate the diesel portion of Average Annual Daily Traffic (AADT) on roadway sections in District of Columbia that carry truck traffic in response to a data availability question from DDOT.

Staff received spatial referenced HPMS files from Virginia.

Staff extracted traffic volume data from the RTDC to review AADT volume estimates for DC HPMS sections at TPB travel model network screenline locations. This resulted in a recommendation to use an average of the AADT

volume estimates of more than one HPMS section for some of the TPB travel model network screenline locations.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

No work activity during the reporting period.

2. Traffic Counts and HPMS Support

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

Staff prepared 2012 AADT volume estimates for all 926 HPMS sections and compared them to 2009, 2010 and 2011 AADTs.

Staff processed the Traffic.com continuous traffic counts collected from December 1, 2012 through December 31, 2012.

3. Bicycle Counts

No work activity during the reporting period.

4. Weigh In Motion (WIM) Station Analysis

No work activity during the reporting period.

5. Peak Period Street Restrictions Inventory

No work activity during the reporting period.

6. Other tasks yet to be defined

No work activity during the reporting period.

B. MARYLAND

1. Program Development /Management

The FY2013 work program was assessed from the budgetary standpoint and appropriate budget carryovers to FY2014 were implemented. In

parallel, work program modifications requested by MD SHA or MDOT were incorporated into the overall FY2013 work program through a close coordination with the appropriate project managers (i.e., bus on shoulders, Anacostia trail field survey, ICC briefing of MDOT management on the ICC project). By incorporating input from MD SHA, the FY2014 work program was finalized, submitted to both MD SHA and MDOT for final review and it was submitted to TPB for approval as a component of the FY2014 UPWP.

2. Project Planning Studies

Staff has been working towards finalizing the technical report that documents all the findings associated with this study. The current work consists of editorial changes in the narrative sections of the technical report, preparation of maps and overall quality control reviews.

3. Feasibility/Special Studies

Staff continued documenting the modeling results for the alternatives under consideration and working closely with the project team to help interpret the results of the model runs and to establish assumptions for future work activities.

4. Transportation Performance Measures

In response to a request from MD SHA, staff prepared and transmitted draft congestion indicators for the ICC study area in a “before-and-after” build context, using 2010 analysis year to reflect the “before” conditions and 2012 analysis year to reflect “after” conditions. A second draft includes comparisons of congestion indicators in the ICC study area against the same indicators for other parts of the National Capital region.

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 project. See 1.H. above for further details about the TLC Program.

8. Human Services Transportation Study

During the month of March, staff facilitated a project management team status call for the human service transportation study on March 18 with MDOT, MTA, WMATA and the consultant, KFH, Inc. The consultant has collected information on different models on alternatives to MetroAccess for human service non-profit agencies and has begun building profiles of the different models for consideration by the project team. The study partners and the consultant reviewed the models to develop a short list of 3 to 4 for further research as pilot options for use in Suburban Maryland.

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 discussed plans for spring bicycle / pedestrian data collection with VDOT staff.

3. Travel Demand Modeling

No work activity during the reporting period.

4. Regional and Sub-Regional Studies

Staff began work on the final draft report for the I-66 Bus on Shoulder Pilot planning study.

5. Other Tasks Yet to be Defined

No work activity during the reporting period.

D. WMATA

1. Program Development

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

2. Miscellaneous Services

Staff responded to a data request from WMATA by delivering land use external production/attraction data used in the CLRP Aspirations study.

3. Bus Passenger Counts in Support of Cordon Count

No work activity during the reporting period.

4. Geocode and Tabulate 2012 Rail Passenger Survey

Staff responded to several technical questions about the geocoding and processing of the home address data collected in the 2012 Metrorail Passenger Survey.

5. Human Services Transportation Study

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7. **CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM**

A. CASP 26

1. Ground Access Element Update (Phase 1)

Staff continued work on the final Ground Access Element supply report based on feedback from the Aviation Technical Subcommittee. Staff prepared materials for the Aviation Technical Subcommittee meeting of March 28th.

2. Process 2011 Air Passenger Survey (Phase 1)

No work activity during the reporting period.

3. Update Ground Access Forecast (Phase 2)

No work activity during the reporting period.

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)

Staff continued finalizing the 2011 Survey Geographic Findings Report based on feedback from the Aviation Technical Subcommittee.

3. Update Ground Access Forecasts (Phase 1)

No work activity during the reporting period.

8. **SERVICES/SPECIAL PROJECTS**

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

March 31, 2013

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	70,700.00	34,519.51	49%
B. Transportation Improvement Program (TIP)	240,600.00	150,786.15	63%
C. Constrained Long-Range Plan	588,400.00	378,390.14	64%
D. Financial Plan	64,000.00	35,695.17	56%
E. Public Participation	421,900.00	321,655.30	76%
F. Private Enterprise Participation	18,300.00	2,167.28	12%
G. Annual Report	80,100.00	43,195.82	54%
H. Transportation / Land Use Connection Program	395,000.00	155,519.92	39%
I. DTP Management	450,659.00	301,460.82	67%
SUBTOTAL	2,329,659.00	1,423,390.10	61%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	205,000.00	127,345.59	62%
B. Management, Operations & ITS Planning	340,300.00	216,064.30	63%
C. Emergency Preparedness Planning	75,400.00	44,706.03	59%
D. Transportation Safety Planning	125,000.00	55,139.23	44%
E. Bicycle and Pedestrian Program	108,700.00	82,559.35	76%
F. Regional Bus Planning	100,000.00	63,823.03	64%
G. Human Service Transportation Coordination Planning	114,800.00	88,323.74	77%
H. Freight Planning	150,000.00	96,955.42	65%
I. MATOC Program Planning & Support	120,000.00	64,673.21	54%
SUBTOTAL	1,339,200.00	839,589.90	63%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	563,200.00	360,025.01	64%
B. Mobile Emissions Analysis	640,100.00	365,256.03	57%
C. Regional Studies	516,300.00	338,107.30	65%
D. Coord. Cooperative Forecasting & Trans Planning	806,800.00	570,660.68	71%
SUBTOTAL	2,526,400.00	1,634,049.01	65%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Networks Development	769,700.00	540,662.91	70%
B. GIS Technical Support	548,800.00	318,983.07	58%
C. Models Development	1,071,200.00	653,035.43	61%
D. Software Support	178,900.00	87,055.14	49%
SUBTOTAL	2,568,600.00	1,599,736.56	62%
5. TRAVEL MONITORING			
A. Cordon Counts	250,800.00	109,868.39	44%
B. Congestion Monitoring and Analysis	350,000.00	192,036.85	55%
C. Travel Survey and Analysis			
Household Travel Survey	706,300.00	122,109.11	17%
D. Regional Transportation Clearinghouse	317,900.00	167,693.04	53%
SUBTOTAL	1,625,000.00	591,707.40	36%
SUBTOTAL CORE PROGRAM ITEMS 1-5	10,388,859.00	6,088,472.96	59%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	302,618.00	188,448.07	62%
B. Maryland	978,024.00	412,985.27	42%
C. Virginia	873,710.00	267,673.79	31%
D. WMATA	201,182.00	81,063.62	40%
SUBTOTAL	2,355,534.00	950,170.77	40%
TPB GRAND TOTAL	12,744,393.00	7,038,643.71	55%

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

March 31, 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	4,240.78	1,532	649	8,468	3,591.30
2. Traffic Counts & Highway Performance Mgmt System	235,000	170,731.88	35,991	26,148	199,009	144,583.82
3. Bicycle Counts	17,618	4,435.46	2,698	679	14,920	3,756.15
4. Weigh In Motion Station Counts	20,000	4,352.56	3,063	667	16,937	3,685.95
5. Peak Period Street Restrictions Study	20,000	4,687.39	3,063	718	16,937	3,969.50
6. Other tasks to be defined	0	0.00	0	0	0	0.00
7. NOT IN USE	0	0.00	0	0	0	0.00
SUBTOTAL	302,618	188,448.07	46,347	28,861	256,271	159,586.72
B. Maryland						
1. Program Development/Management	40,000	11,361.72	6,126	1,740	33,874	9,621.64
2. Project Planning Studies	190,000	82,182.33	29,099	12,586	160,901	69,595.88
3. Feasibility/Specials Studies	230,000	135,725.08	35,225	20,787	194,775	114,938.41
4. Transportation Performance Measures	173,000	141,449.89	26,495	21,663	146,505	119,786.45
5. Training/Technical Support	30,000	1,962.63	4,595	301	25,405	1,662.05
6. Statewide Transportation Model Support	60,000	0.00	9,189	0	50,811	0.00
7. Transportation/Land Use Connections Program	160,000	29,545.53	24,504	4,525	135,496	25,020.55
8. Human Services Transportation Study	30,000	10,758.09	4,595	1,648	25,405	9,110.46
9. Other Tasks to be defined	65,024	0.00	9,959	0	55,065	0.00
SUBTOTAL	978,024	412,985.27	149,787	63,250	828,237	349,735.43
C. Virginia						
1. Data/Documentation processing	25,000	7,477.86	3,829	1,145	21,171	6,332.60
2. Travel Monitoring Survey	200,000	201,090.54	30,631	30,798	169,369	170,292.97
3. Travel Demand Modeling	86,048	9,268.63	13,178	1,420	72,870	7,849.11
4. Regional and Sub-Regional Studies	562,662	49,836.76	86,173	7,633	476,489	42,204.13
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	873,710	267,673.79	133,811	40,995	739,899	226,678.81
D. WMATA						
1. Program Development	5,200	816.22	5,200	816	0	0.00
2. Miscellaneous Services	10,982	2,545.90	10,982	2,546	0	0.00
3. Bus Pass Counts 2013 Central Area	50,000	0.00	50,000	0	0	0.00
4. Geo-code 2012 Rail Passenger Survey	75,000	66,158.60	75,000	66,159	0	0.00
5. Human Services Transportation Study	60,000	11,542.90	60,000	11,543	0	0.00
SUBTOTAL	201,182	81,063.62	201,182	81,064	0.00	0.00
GRAND TOTAL	2,355,536	950,170.75	531,127	214,170	1,824,407	736,000.96