

FY 2012

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB)
WORK PROGRAM PROGRESS REPORT
JUNE 2012**

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

The final progress report was prepared on the work activities in the FY 2012 UPWP. Activities under the FY 2013 UPWP began on July 1, 2012.

Staff prepared the draft 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 18 for its endorsement. Staff also prepared a draft report to be included with the statement. This report documents the implementation of the recommendations and FAMPO corrective actions included in the May 2011 FHWA and FTA report on the certification review of the transportation planning process for the Washington TMA.

B. Transportation Improvement Program (TIP)

On June 1, the TPB Steering Committee approved two amendments to the FY 2011-2016 TIP. The first amendment, requested by VDOT included funding for the Crystal City-Potomac Yard Transitway and Potomac Yard Transitway improvements. The second amendment, requested by the Montgomery County Department of Transportation included funding for the purchase of replacement buses for the Ride On bus system. At the TPB meeting on June 20, the Board approved an amendment requested by VDOT to include funding for the I-95 HOT Lanes Project. TPB staff processed one administrative modification to the FY 2011-2016 TIP during the month of June.

The draft FY 2013-2018 TIP was released for public comment at a public meeting held on June 14 in conjunction with the Citizens Advisory Committee. The draft FY 2013-2018 TIP was presented to the TPB at their meeting on June 20 and is scheduled to be approved at the July 20 meeting.

In fiscal year 2012, staff produced the Draft FY 2013-2018 TIP, including a financial summary.

C. Constrained Long-Range Plan (CLRP)

On June 14, 2012 the TPB released the draft 2012 CLRP, the draft FY 2013-2018 TIP and their 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 20, 2012.

In fiscal year 2012, staff produced the following products related to documentation of the plan:

- Complete documentation of the 2010 CLRP in a long report 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 2011 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 SAFETEA-LU.
- The "Call for Projects" for the 2012 CLRP and FY 2013-2018 TIP was prepared and finalized.
- Materials describing the significant changes proposed for the 2012 CLRP were created, including user-friendly descriptions and maps of the projects.
- Staff coordinated with DEP to provide input at the Climate Change Adaptation Transportation Sector meeting and feedback on the "Sustainable Communities Climate Adaptation Guidebook."

D. Financial Plan

The financial summary was prepared for the draft FY 2013 – 2018 TIP, which was released for public comment on June 14, 2012.

In order to increase the transparency of financial planning and fiscal constrain, staff prepared clear descriptions and highlighted data from the financial analysis for the 2010 CLRP that will be incorporated into the CLRP web site in July.

E. Public Participation

A variety of tasks were accomplished in FY2012 to support implementation of the TPB Participation Plan.

Ongoing tasks include:

- Support for the Citizens Advisory Committee (CAC) which meets monthly;
- Support for the Access for All Advisory Committee Provide staff support for the TPB Access For All Advisory (AFA) Committee which includes leaders of low-income, minority and disabled community groups and meets quarterly;
- Provision of public information through the TPB website and printed publications;
- Provision of opportunities for the public to comment on the CLRP and TIP, such as the TIP Forum conducted in June;

- Periodic presentations on regional transportation issues to citizen groups and other interested parties throughout the region; and
- Enhanced use of social media and webinars.

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. Staff pursued an extensive public involvement strategy for the RTPP beginning with a series of stakeholder listening sessions in the winter. These sessions informed the development of a major forum on June 2, which was essentially conducted as a large focus group designed to get input on the RTPP. COG contracted with the non-profit AmericaSpeaks to conduct this session. The session brought together 41 randomly selected participants who reflected the region's demographics and travel patterns. Following the forum, staff focused its energies on summarizing the findings of the June 2 forum and revising the RTPP Draft Interim Report to reflect public input to date.
- In January 2012, TPB staff launched a new web-based publication, called the *TPB Weekly Report*, which is designed to provide brief, timely summaries of recent TPB research, analysis, outreach, and planning in the metropolitan Washington region.
- At the conclusion of FY2012, work was completed on Phase I of a new web-based clearinghouse of the transportation planning activities that are conducted by the TPB's member jurisdictions throughout the region. COG contracted with the firm 4Site for the development of this site. Launch of the site is expected in September or October.
- In June, the AFA Committee, with support of staff, prepared a memo to the TPB with comments on the CLRP related to projects, programs, services and issues that are important to the community groups represented by AFA members.
- In March, the TPB conducted the eighth session of the TPB's Community Leadership Institute (CLI), a two-part workshop that aims to encourage successful community leaders to get involved in transportation-related decision-making.

F. Private Enterprise Participation

The twenty-third Annual Public Transit Forum was held on June 26. Over 40 persons attended, including representatives from local jurisdictions, public bus operators, and thirteen private transportation providers or manufacturers. The agenda featured two keynote addresses, on the Capital Beltway Express Lanes

project in Virginia and on federal surface transportation reauthorization. This was followed by a jurisdictional roundtable discussion among the attendees. Meeting highlights were drafted for distribution.

During the month of June, staff prepared for the Regional Taxicab Regulator Task Force meeting on June 27. A presentation on Uber, an on-demand black car service, was developed to provide context for the round table discussion by task force members at the request of the Chair.

During FY2012, staff supported quarterly meetings of the Regional Taxicab Regulators Task Force to encourage close cooperation and sharing of information between municipal and county taxicab regulators.

G. Annual Report

At the end of the fiscal year, all tasks were completed under this activity, including production of the annual report (*The Region*); production and distribution of the *TPB News* on a monthly basis; and production via email of the *TPB Weekly Report*.

H. Transportation / Land Use Connection Program (TLC)

By the end of the fiscal year, all TLC technical assistance projects funded for FY2012 were completed.

The selection panel for the FY2013 round of projects met on June 13 and recommend a set of projects for funding. These recommended projects are scheduled for approval by the TPB in July.

I. DTP Management

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

- The DTP Director participated in a three-person panel; on the Kojo Nambdi radio show to discuss the TPB's Complete Streets policy.
- The DTP Director gave a presentation on regional transportation issues to the Leadership Development Program of the Eno Foundation.
- The DTP Director participated as a panel member in a meeting of the Private Sector Energy Task Force established by the Fairfax County Board.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

2012 CMP Technical Report:

- Staff completed a draft of the report and presented it to the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee on its June 12 meeting.
- Staff revised the draft report based on the 15 comments received from the MOITS participants.
- It is anticipated that the final draft report will be presented to the Technical Committee in September.

FY 2012 End of year recap:

- FY2012 programmed activities have been completed or will be continued into FY2013. Staff developed a beta version of the National Capital Region Congestion Report for the 3rd and 4th quarters of 2011 and released the reports on a dedicated webpage (www.mwcog.org/congestion). Staff completed a draft of the 2012 CMP Technical Report and started committee reviews.
- Updated the CMP Components of the Constrained Long-Range Plan (CLRP).
- Conducted event-related congestion and reliability analysis for after-action reviews such as the August 23, 2011 earthquake and the “Terrible Traffic Tuesday” (the day after Labor Day).
- Provided data analysis technical assistance for a number of requests including the Intercounty Connector (ICC) before-and-after evaluation and the I-66 bus operations analysis.
- Coordinated with regional stakeholders on developing appropriate highway performance measures.

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

- Staff prepared for and conducted the June 12, 2012 regular meeting of the MOITS committees. Topics included the draft Congestion Management Process Technical Report (see also Item 2.A.), the *Multimodal Coordination*

- *for Bus Priority Hot Spots* study being undertaken through the Technical Assistance program of the UPWP (see also Item 2.F.), and traffic signal power back-up systems.
- Analysis continued regarding the topic of traffic signal power back-up systems. Staff continued compiling key information from member agencies on power back-ups along emergency routes, for further discussion at the upcoming July 10 meeting of the MOITS Traffic Signals Subcommittee. Analysis was anticipated to extend into FY2013. Staff also participated in a meeting of the Northern Virginia Traffic Signal Managers at the Virginia Department of Transportation in Fairfax on June 5.
- 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 hosted and participated in a major biannual meeting of the Executive Board and Steering Committee of the I-95 Corridor Coalition on June 26, discussing technology and operations issues for the greater East Coast area.

FY 2012 End of year recap:

- FY2012 programmed activities under this task have been completed or will be continued into FY2013. Staff supported the MOITS Policy Task Force and Technical Subcommittee and the Traffic Signals Subcommittee on their variety of activities throughout the year.
- Liaison activities with regional transportation emergency preparedness planning were accomplished throughout the year. 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 (See also Item 2.C.). Staff conducted and reported results of a survey of the region's traffic signals agencies on their power back-up systems.
- 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. (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.

- Staff shepherded coordination of the *Multimodal Coordination for Bus Priority Hot Spots* study (undertaken through the Technical Assistance.
- program of the UPWP) with MOITS, especially MOITS traffic management stakeholders, over the course of the year (see also Item 2.F.).
- TPB staff undertook extensive coordination with external stakeholders to the MOITS program, including hosting the Executive Board/Steering Committee meeting of the I-95 Corridor Coalition in June, and participating in a meeting of the Operations Work Group of the Association of Metropolitan Planning Organizations in Dallas, Texas in October.

C. Transportation Emergency Preparedness Planning

The Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee met on June 21. The committee received a briefing from staff on the Urban Area Security Initiative (UASI) FY 2011 Reprogramming process. The FY2011 Reprogramming grant cycle has potential funds available for additional projects. These funds need to be spent within the next 18 months. The Committee reviewed proposals for possible submission by Mr. Geckle. He with the State Highway Administration presented four projects for possible submission. The projects varied, the first priority were mobile CCTV capability to support evacuations, second priority was evacuation corridor CCTVs, and evacuation support trailers, lastly, evacuation plan annex for the University of Maryland.

Staff assisted RESF-1 UASI participants in constructing the projects into formatted proposals, in preparation for proposal review meetings by UASI leadership on July 18th.

Staff provided support for preparation and follow-up to this meeting, ongoing participation of RESF-1 representatives in the UASI process, and ongoing emergency transportation planning/RESF-1 efforts.

FY 2012 End of year recap:

- FY2012 programmed activities under this task have been completed or will be continued into FY2013. Staff supported the RESF-1 Committee on their variety of activities throughout the year, including support of RESF-1 involvement in the U.S. Department of Homeland Security Urban Area Security Initiative (UASI) Program; planning for and participating in various regional exercises; and supporting and participating in regional emergency preparedness planning as necessary with emergency management agencies and other functional sectors.
- RESF-1 successfully put forth three proposals for UASI during this year; projects will enhance the Regional Integrated Transportation Information System (RITIS).

- RESF-1 provided input to the regional emergency management leadership on their update of the regional homeland security strategic plan.
- RESF-1 provided input to the COG Incident Management and Response Oversight Committee in its findings and recommendations concerning the January 26, 2011 snow and ice storm, and the August 23, 2011 earthquake.
- Liaison activities with MOITS regional transportation operations and technology planning were accomplished throughout the year.

D. Transportation Safety Planning

- Staff compiled and analyzed fatality and injury data for multiple transportation safety emphasis areas in the Safety Element of the Constrained Long-Range Plan, and prepared a powerpoint. Staff prepared a revised Safety Element based on the updated traffic safety data.
- At its June 27th meeting the Transportation Safety Subcommittee was briefed on the new Maryland and Virginia Strategic Highway Safety Plans, Transportation Safety in the Washington region, and, as an information item, the revised draft Safety Element of the Constrained Long-Range Plan. The Subcommittee was also briefed on the newly adopted Complete Streets policy for the National Capital Region, and the Spring 2012 Street Smart pedestrian and bicycle safety campaign. DDOT was not ready to present on their SHSP update, since they have not yet started the process.

The revised Safety Element will be presented to the Transportation Safety Subcommittee for adoption at its September meeting. The DOT's will continue to exchange information and coordinate the implementation of their Strategic Highway Safety Plans.

The Transportation Safety information presented at the June 27th meeting will be presented to other TPB committees in the upcoming months, to inform their planning processes.

FY 2012 End of year recap:

- The Transportation Safety Subcommittee was revived from its hiatus, with a new Chair, meeting on March 17 and June 27th, 2012.
- The Subcommittee was briefed on the scoping study which was completed in FY 2011 by the University of Maryland Center for Advanced Transportation Technology on a regional data mining and visualization tool for the Washington region. The Subcommittee members agreed to keep talking, but concluded that funding, maintenance, and data provision issues for such a system render it a low priority for now.

- Staff gathered and analyzed transportation safety data for the Washington region for various transportation safety emphasis areas, and prepared a revised Safety Element of the Constrained Long-Range Plan based on that data.
- Staff participated in State and local transportation safety planning in Maryland and Virginia.
- The State Strategic Highway Safety Planning processes are being coordinated through the Transportation Safety Subcommittee.
- Transportation Safety data has been made available to other TPB committees to enable the integration of safety considerations into other planning areas.

E. Bicycle and Pedestrian Planning

- As a follow-on action item for the regional Complete Streets Policy adopted by the TPB on May 16th, staff worked with TPB member agencies to update the regional bicycle and pedestrian project database.
- For another follow-on action for the Complete Streets policy, staff developed a draft survey on implementation of Complete Streets by the TPB member jurisdictions, to be presented to the Bicycle and Pedestrian Subcommittee at its July meeting.
- Staff worked with TPB member jurisdictions to update the Top Priority unfunded bicycle and pedestrian project list. Loudoun County is in the middle of selecting a County priority bicycle and pedestrian project list, but was not able to nominate a project due to uncertainty over the funding status of the Silver Line Metrorail. They expect to complete that process before the September meeting of the bicycle and pedestrian subcommittee. All other jurisdictions have nominated projects, so a list will be adopted by the Subcommittee at that meeting.
- Staff reviewed and rated proposals submitted in response to the RFP for a project consultant for the FY 2013 Street Smart pedestrian and bicycle safety campaign.

FY 2012 End of year recap:

FY 2012 programmed activities under this task have been completed or will be continued into FY 2013.

- A regional Complete Streets Policy was developed in the course of FY 2012, with extensive input and involvement from the Citizens Advisory Committee, the TPB Technical Committee, the Bus Subcommittee, Access for All, the Freight Subcommittee, and the State Departments of Transportation. The

Transportation Planning Board adopted the Complete Streets Policy for the National Capital Region on May 16, 2012.

- A Complete Streets stakeholders workshop was held on January 30th, 2012. Representatives from around the region met to present on their Complete Streets policies, designs, and implementation issues. The principle focus of Complete Streets implementation is the integration of walking and bicycling facilities into larger transportation projects.
- The Bicycle and Pedestrian Project Database Update has been continued into FY 2013, but TPB members have committed to providing the necessary data as a follow-on action to the adoption of the regional Complete Streets policy by September 16, 2012. VDOT, which has by the far the most projects in the database, has experienced staffing reductions and has not had sufficient resources to devote the project, but has recently hired a summer intern who will be able to do the necessary data gathering and data entry.
- A complete list of top priority unfunded bicycle and pedestrian projects was deferred to September, 2012 to allow Loudoun County time to complete their bicycle and pedestrian project prioritization process, which is tied to the Metrorail Silver Line planning process. All other TPB member jurisdictions that are interested in nominating a project have done so.
- The Bicycle and Pedestrian Subcommittee met every two months during FY 2012.
- TPB staff coordinated with various TPB committees, including the TPB Technical Committee and the TPB, on the Street Smart Fall 2011 and Spring 2012 pedestrian and bicycle safety campaigns. Local contributions for the FY 2013 Street Smart campaign was incorporated into the COG dues, and representatives of all COG/TPB jurisdictions were formally invited to participate in the Advisory Group for the Street Smart program.
- A seminar on Best Practices in Pedestrian Enforcement was held on October 19, 2011. Law enforcement officers and pedestrian safety staff from Arlington, the District of Columbia, and Montgomery County.
- TPB staff met with regional bike sharing representatives to discuss the options for a coordinating body and agreement covering the regional bike sharing program.
- Pedestrian and Bicycle Safety data were compiled and analyzed in support of the Street Smart campaign and the overall metropolitan planning process.

F. Regional Bus Planning

There was no TPB Regional Bus Subcommittee meeting in June, due to the Annual Transit Forum.

TPB staff participated in the second workshop for Prince George's County's Transitway Study. Staff also participated in NVTC's development of an RFP to procure consultancy services to conduct an FTA-funded Alternatives Analysis of transit options for VA-7 (Leesburg Pike).

FY 2012 End of year recap:

- Collected additional data in support of the 2011 Regional Bus Projects Priority List. Following the collection of inputs from regional agencies, TPB Staff applied a methodology of project type, cost, and benefits to develop a prioritized list of projects.
- Concluded 23rd Annual Transit Forum for public and private transportation providers.
- TPB staff validated and updated the bus transit network for the CLRP Streamlined Aspirations scenario. Capital and operating costs for the transit network were developed for use in a financial analysis of the scenario.
- Presented information to the TPB on Regional Bus Agencies, Light Rail and Streetcar Projects and Proposals, and a Summary of TPB Bus-Supportive Activities.
- Obtained input from regional transit operators on TPB Studies and activities, including the Multimodal Coordination and Bus Hot Spots Study, the TPB Complete Streets Policy, performance measurement for the Regional Transportation Priorities Plan, and long-range planning efforts being conducted by MWCOG.
- Supported involvement in the NCHRP 8-36 study on Performance Measurement for Bus Priority Corridors in the Maryland Suburban region, in a joint effort with participants from MDOT, SHA, WMATA, Montgomery and Prince George's Counties.
- Participated in Virginia DRPT's SuperNoVa study and Statewide Transit/TDM plan, including supplying information and publicizing events.

- Supported development of the TPB's TIGER 3 and FY 2012 TIGER grant applications, for multimodal improvements around rail stations in the region.
- Supported discussion of BRT in Montgomery County, and assisted in a review for VDOT of bus operations on I-66.
- Coordinated with other TPB Activities, including the Metropolitan Area Transportation Operations Coordination (MATOC) Program, the Regional Emergency Support Function-1 (RESF-1) Transportation Program, and the TPB Bicycle and Pedestrian Subcommittee.

G. Human Service Transportation Coordination

A number of tasks were accomplished in FY2012 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 2012 solicitation of JARC and New Freedom grant applications. The statement of priorities was released for a 30-day public comment period in December 2011.

An Assessment of the TPB's JARC and New Freedom program and projects was completed in FY2012. The assessment was conducted by Nelson Nygaard with input from the Human Service Transportation Coordination Task Force. The report was finalized in February after presentation to the Technical Committee and the TPB in January. The report is entitled "*Assessment of the Job Access and Reverse Commute (JARC) and New Freedom Programs in the National Capital Region*", February 2012. As part of the assessment, project templates to help potential applicants develop JARC or New Freedom applications were created on travel training, low-interest auto loan programs, volunteer driver programs and rideshare/van pooling activities.

Staff also supported the ongoing regional coordination of key projects, including the Regional Transportation Information Clearinghouse, Reach-A-Ride, the D.C. Wheelchair Accessible Taxicab Pilot Project, rollDC, and a potential human service transportation study with WMATA to identify gaps and alternative service delivery models.

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 coordinated with Federal Railroad Association and its consultants to show MWCOG facilities and discuss meeting logistics for an August Northeast Corridor public outreach event.
- Staff invited the Supply Chain Trends panel speaker for the TRB Freight Systems Meeting and attended on June 21st at the National Academy of Sciences.
- June 22nd, staff met with DDOT to discuss a FHWA Off-Hours Delivery Pilot grant application.
- Staff participated in the June 28th FHWA Freight and Land Use Workshop held at MDOT.
- The June 2012 *Focus on Freight* e-newsletter was prepared and distributed.

FY 2012 End of year recap:

- FY2012 programmed activities under this task have been completed or will be continued into FY2013.
- Staff developed programs for six Freight Subcommittee meetings.
- Staff composed a Truck Hours of Service panel event including Federal Motor Carrier Safety Administration Administrator Anne Ferro, American Trucking Association Robert Abbott, and Con-Way Representative Randy Mullett, February 15, 2012.
- Staff attended and participated at four freight conferences.
- Staff provided ongoing support to the Regional Transportation Priorities Plan.

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 MATOC activities in June 2012, including the MATOC Steering Committee on June 8 and the MATOC Information Systems/Roadway Operations Subcommittee/Transit Task Force joint meeting on June 28. 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.

FY 2012 End of year recap:

- FY2012 programmed activities under this task have been completed or will be continued into FY2013. 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.

3. **FORECASTING APPLICATIONS**

A. Air Quality Conformity

2012 CLRP & FY2013-2018 TIP:

Staff completed a draft summary report and a draft report in time for the public comment period, which started on June 14th. The reports contained tables, exhibits and narrative summarizing the inputs, methodologies and outputs of the emissions analyses. They were also supported by technical appendices. Staff presented the results of the conformity analysis to the TPB Technical Committee, the TPB, and MWAQC at their respective monthly meetings. The material was also posted online for public review. In accordance with TPB consultation procedures, staff forwarded to the consultation agencies and public advisory committees the meeting agenda and a summary memo regarding the monthly TPB meeting and air quality conformity consultation elements. In addition, staff worked in the development of year 2013 highway and transit networks for use as a base year for CLRP analysis.

FY 2012 End of year recap:

FY2012 programmed activities under this task have been completed on schedule with the 2012 CLRP & FY2013-2018 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 18, 2012.

B. Mobile Emissions Analysis

In July air quality staff performed the following:

Staff reviewed the 2012 CLRP & 2013-2018 TIP analysis prepared by TPB staff, which was open for the public comment. This analysis was developed to demonstrate conformity with mobile budgets in the SIPs for the Washington, DC-MD-VA PM2.5 and ozone NAAs and Carbon Monoxide maintenance areas.

Staff developed a draft letter commenting on the 2012 CLRP & 2013-2018 TIP analysis for MWAQC's review. Staff also coordinated with state air agencies and others regarding their comments on this letter, which after being finalized by MWAQC will be sent to TPB.

Staff coordinated with state air agencies, state DOTs, and TPB staff regarding various issues related to the mobile budgets for NOx and PM2.5-Pri for 2017 and 2025 for the PM2.5 redesignation request and maintenance plan effort for the 1997 annual PM2.5 standard. Staff coordinated with the above entities to hold a conference call on this issue. Staff also coordinated with TPB staff regarding developing a document to assess the impact of older fleet on emissions and to present this document in the June call of the mobile budget task force besides preparing meeting notes for the above conference call.

Staff kept up to date with the new MOVES model version (MOVES2010b) released by EPA in April 2012 by following the updated user guide and incorporating other files needed to run the MOVES2010b model correctly and efficiently. These updated guide and other files were released by EPA in June 2012.

Staff kept up to date with MARAMA MOVES modeling activities as part of the photochemical modeling exercise for the new ozone and fine particle standards.

FY 2012 End of year recap:

- FY2012 programmed activities under this task have been completed on schedule. They include completed MOVES runs based on the 2011 CLRP for years 2002, 2007, 2017 and 2025 as part of a PM2.5 Redesignation and Maintenance Plan.
- Staff conducted a series of sensitivity tests documenting the crucial role that MOVES input changes in the vehicle population and emissions model data

categories play in emissions estimates for setting budgets; the material was presented to various TPB and MWAQC committees as the dialogue on whether to include safety margins in the 2012 PM2.5 Maintenance Plan continue into FY2013.

C. Regional Studies

Regional Transportation Priorities Plan

Work continued on the development of the Regional Transportation Priorities Plan (RTPP). The purpose of the RTPP is to identify those transportation strategies that offer the greatest potential contributions to achieving the TPB's goals for economic opportunity, transportation choices, system safety and efficiency, quality of life and environmental stewardship. It is anticipated that 10 to 15 strategies will be identified that the region can agree are the top priorities for meeting our shared goals and addressing regional challenges.

Several key tasks that support the development of the RTPP were completed during FY 2012. Interim Report 1 was completed in December and presented to the TPB in January. The report highlighted possible performance measures, goals, challenges, and strategies as well as the proposed public outreach activities and schedule for the next six months.

Five listening sessions with citizens groups and regional stakeholders were held in January and February to get feedback on the RTPP materials. Staff incorporated feedback from the listening sessions to develop a simpler, less technical set of RTPP materials that were used in a Citizens Forum on June 2. During the 5-hour forum, the RTPP materials were presented to a representative sample of the region. The feedback from the Citizens Forum provided lessons for effectively communicating with the broader public about regional challenges and garnering feedback on transportation priorities.

Interim Report 2 was prepared in June for presentation to the TPB in July. Interim Report 2 provided an overview of the work completed between January and June, including a description of the Citizens Forum and lessons learned. The report also included a comprehensive strawman set of goals, challenges, and strategies that incorporated feedback and lessons learned from the Citizens Forum and other outreach efforts. A proposed public outreach activities and schedule for the next six months was also included.

A sensitivity test for the CLRP Aspirations Scenario was also completed, with a "streamlined" variably priced lane network (VPL) with fewer proposed highway lane miles and interchange construction than the original scenario. The final results of the new sensitivity test were presented to the TPB in October 2011. Preliminary work began in preparations for the modeling of variations of the Aspirations scenario with the new TPB Version 2.3 model and the MOVES emissions model. Modeling and analysis for the variations of the Aspirations scenario will take place during FY 2013 to coincide with work on the RTPP.

The RTPP work completed during FY 2012 will inform the RTPP efforts and tasks included in the FY 2013 UPWP. The next major RTPP public outreach event is scheduled to take place in the fall, when TPB staff hopes to utilize a web-based tool to help communicate the latest iteration of the RTPP goals, challenges, and strategies.

Support for a Region Forward

Staff attended a meeting of the COG Region Forward Coalition and provided transportation-related content for the Region Forward Baseline Report.

Throughout FY 2012, TPB staff provided support to activities related to the implementation of COG's *Region Forward* document.

Prepare Grant Applications for USDOT Grant Funding Programs

TPB staff prepared and submitted an application for an FY 2011 TIGER Grant, for "Multimodal Access Improvements for Rail Station Areas in the Washington Region", including a narrative application and supporting benefit-cost analysis.

The grant sought just under \$25 million in federal funds, matched by 22% local funds, to construct pedestrian and bicycle improvements around rail stations in the District of Columbia, Maryland, and Virginia. The TPB and Technical Committee were briefed on the finalized application and the TPB endorsed submission. The TPB's FY 2011 application was not successful. The FY 2012 TIGER Grant program followed soon thereafter, and based on positive feedback from USDOT staff, the same application concept was refined and re-submitted for an FY 2012 TIGER Grant. The TPB again endorsed the application, which had minor project modifications and an increased local match provided by partner jurisdictions. However, the TPB's FY 2012 TIGER application was also unsuccessful.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff presented a map of proposed Regional Activity Centers to the Region's Planning Directors at their June meeting. This map sought to address a wide range of analytical and forecasting needs relating to the region's activity centers. Staff also met with local planning staffs to further discuss proposed analysis geographies for these centers. The Planning Directors Technical Advisory Committee will be asked to take final action on the Activity Centers map at their July meeting.

Staff briefed the members of the Cooperative Forecasting and Data Subcommittee at their June meeting on the schedule for the next update to the

Cooperative Forecasts – Round 8.2. To meet the schedule for the FY 2013 TPB Constrained Long Range Plan (CLRP) update and Air Quality Conformity Analysis, the Region's Planning Directors will be asked to take final action on Round 8.2 jurisdictional totals at their January, 2013 meeting and to formally submit their jurisdiction's TAZ-level forecasts by the beginning of February.

Staff continued the review of ES-202 employment data for the Maryland jurisdictions in the metropolitan region.

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

Staff responded to general questions on the adopted Round 8.0A and the draft 8.1 Cooperative Forecasts.

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. Working cooperatively with the Region's Planning Directors, members of the Cooperative Forecasting and Data Subcommittee and planning staff in the Baltimore region, the Fredericksburg area and southern Maryland counties, staff accelerated the schedule for the update of the Round 8 Cooperative Forecasts and production of updated Transportation Analysis Zone (TAZ) land activity data files from May, 2012 to February, 2012. This was done to accommodate the FY 2012 schedule for the update of the TPB Constrained Long Range Plan and Air Quality Conformity Analysis.

Staff produced the draft Round 8.1 TAZ level land activity forecast database for the entire TPB modeled area in 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.

Between July and December, 2011, staff also obtained and processed 2010 block level Census data and 2010 establishment level employment data to update regional household, population and employment databases and to assist local jurisdictions in using this data to update and improve the quality of their 2010 base year Cooperative Forecasting estimates of land activity by TAZ.

Throughout the fiscal year, staff also worked with the Region's Planning Directors to develop the process and criteria to be used in updating the identification and depiction of Activity Centers in the region. Staff prepared and presented an initial mapping of these updated Activity Centers to the Region's Planning Directors in June, 2012.

Also, in addition to the update of the Cooperative Forecasts and initial Activity Center maps, staff prepared a technical information report in September, 2011 on Commercial Construction Indicators.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

During the first week of June (4-8), network development staff attended Cube Base, Cube Voyager and Cube Cloud Services software training which was offered by the software vendor, Citilabs, Inc. The training took place on COG premises and covered much of the latest features that exist in the most recent version of the software.

Staff completed a review of the base year transit lines based on the most recent (2012) line routing information. The updated transit line files will be considered in the development of forecast year transit networks in the next air quality conformity study cycle.

Work on a review of facility type codes in the 3,722 TAZ highway network has been ongoing based on the most up-to-date digital federal functional classification data provided by the state DOTs. A GIS tool has been created to match highway links in the TPB Geodatabase with the digital federal functional classification data received from the DOTs. Staff has recreated a 2010 highway network file with updated facility type codes and is now assessing how modeled VMT is affected. This work will be ongoing through the summer.

B. GIS Technical Support.

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

Staff upgraded the ArcGIS ESRI License Manager software to version 10.1 to improve concurrent software license use for GIS users.

Staff installed the newly developed web-based user interface for the Regional Transportation Data Clearinghouse on the currently supported the 3.0 Flex viewer platform. Staff also began the work to migrate all widgets used in the ArcGIS Regional Transportation Data Clearinghouse to work with the version 3.0 viewer.

Staff initiated a support request with senior ESRI technical support specialist regarding the inability to display secure map services in ArcGIS.com

Staff obtained additional concurrent use VBA resource license files to support a greater number of GIS users utilizing legacy VBA customizations in the TPB master network editing database.

Staff developed automated procedures for silent installation of ArcGIS software.

Staff prepared and submitted the purchase order for the FY 13 ESRI software maintenance agreement.

Staff prepared and submitted the purchase order for the FY 13 NAVTEQ NAVStreets data use and maintenance agreement.

Staff procured an additional license of GIS software, ArcGIS Desktop Advanced level, effective FY13.

Staff, with the assistance from Information Technology and Facilities Management (ITFM) support, began to roll out ArcGIS 10 software upgrades for GIS users, starting with those receiving new workstations in June.

Staff conducted interviews for the GIS analyst/programmer position to replace a staff member who resigned in April.

Staff prepared the agenda and meeting materials for the June 27th COG GIS Committee meeting. At the meeting, staff participated in discussions on the three tiers of data for the Minimum Essential Data Set and the governance of the National Capital Region Geospatial Data Exchange.

Throughout the fiscal year, staff maintained and updated the department's GIS software, databases, user documentation and training materials, as required. Support for the ArcGIS 3.0 Flex Viewer platform was also added to the GIS system in November and continued through June. 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 2012, staff added GIS data layers on intermodal freight and truck terminals, parcel-level housing assessments, 2010 Census Urbanized Area boundaries, and aerial imagery data 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 2012, staff continued to coordinate regional GIS activities with state and local governments and WMATA through COG's GIS Committee. By the end of June, the COG GIS Committee established the National Capital Region Geospatial Data Exchange service and a three tier structure for the sharing of a Minimum Essential Data Set of GIS data between and among the region's state and local governments, WMATA and COG/TPB.

C. Models Development

Staff presented initial results from the fall 2011 wave of the Geographically-focused Household Travel Survey to the Region's Planning Directors and the Cooperative Forecasting Subcommittee at their June meetings.

The survey contractor completed the recruitment and interviewing of households participating in the spring 2012 wave of the Geographically-focused Household Travel Survey. This survey interviewing occurred in seven focused geographical areas within the TPB Planning Region.

Staff continued planning for the fall 2012 wave of the Geographically-focused Household Travel Survey.

From August 2011 through June 2012, the survey contractor collected household travel survey data from a total of 4,985 households in 14 geographically-focused areas of the region. Survey data was collected from 2,186 households in the Fall 2011 survey and from 2,709 households in the Spring 2012 survey.

Between January and May 2012, staff processed and analyzed the data collected in the Fall 2011 Geographically-Focused Household Travel Survey and presented information reports and memoranda to the TPB, the TPB Technical Committee and related Subcommittees.

Also, throughout the fiscal year, staff also maintained the survey data and documentation for the 2007/2008 TPB Household Travel Survey (HTS) and responded to numerous data requests for this survey data. Staff also prepared special analysis of the 2007/2008 HTS for the Northern Virginia portion of the TPB region and presented this analysis to the Northern Virginia Efficiency /Coordination Task Force.

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. Regional BRAC and Federal Employment Consultation Impact Analysis

Staff completed data collection at the BRAC sites, processed and analyzed the data that was collected and prepared a draft technical report summarizing the results.

B. Congestion Monitoring and Analysis

Completed revisions to the draft CMP Technical Report based on comments received from the MOITS subcommittee members. Working with the aerial survey consultant staff prepared a Google Earth application with archives of all the photographs taken as part of the 2011 congestion monitoring aerial survey. Staff completed the TURBO 7 ITS architecture course.

FY 2012 End-of-year recap:

During the first half of the fiscal year staff finalized the spring 2011 freeway congestion monitoring report which included the “Top 10 congested locations, Top 10 congested corridors, Segments with substantial improvements and degradation, changes in lane miles of congestion over time. The findings were presented to the MOITS Technical Subcommittee.

TPB Technical Committee and the Transportation Planning Board. Working with the MOITS Technical Subcommittee staff prepared a memorandum on the future of the arterial highway congestion monitoring program which will be piloted in FY 2013.

Staff attended a number of workshops and DOT meetings dealing with congestion monitoring and management.

Staff worked on chapters 3 and 4 of the CMP Technical Report dealing with congestion reduction strategies. Staff contacted implementing agency representatives and updated the strategy information and finalized the chapters and the entire report was presented to the MOITS Technical Subcommittee.

Staff enrolled and completed an introductory course on ITS architecture and a course on Turbo 7. Staff reviewed the latest VDOT statewide and regional ITS architecture and embarked on converting the Washington Regional Architecture into Turbo 7 format.

The two products under this item namely the 2011 aerial survey of freeway congestion and the proposed arterial highway congestion monitoring program have been finalized.

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

Staff presented initial results from the fall 2011 wave of the Geographically-focused Household Travel Survey to the Region’s Planning Directors and the Cooperative Forecasting Subcommittee at their June meetings.

The survey contractor completed the recruitment and interviewing of households participating in the spring 2012 wave of the Geographically-focused Household Travel Survey. This survey interviewing occurred in seven focused geographical areas within the TPB Planning Region.

Staff continued planning for the fall 2012 wave of the Geographically-focused Household Travel Survey.

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D. Regional Transportation Data Clearinghouse

Staff produced a draft User's Guide for the web-based Transportation Data Clearinghouse user-interface. In addition, staff produced technical documentation for the Flex Viewer application that will aid in the development of further enhancements to the application.

Staff completed the update of Clearinghouse transit network and ridership databases with data received from WMATA, PRTC, VRE, MTA and local jurisdiction transit agencies, including Ride-On, The Bus, ART, DASH and the Fairfax Connector.

Staff refined the Data Clearinghouse link-based traffic volume (AADT and AAWDT) estimates for 2007-2010 to be used in the model validation process.

Staff fulfilled two data requests, one to provide the 2010 AADT and AAWDT volume estimates on the 2010 network links for MNCPPC - Prince Georges County; and the second to provide 2010 AADT volume estimates for DDOT.

Staff conducted interviews and hired a new Transportation Planner II to replace a Transportation Planner III who relocated out of the Washington region in June.

In FY 2012, staff completed the update of Clearinghouse traffic volume databases and documentation in April with data obtained earlier in the fiscal year from DDOT, MDOT and VDOT. Clearinghouse transit network and ridership databases and documentation were updated in June. Also, Inrix 2008, 2009 and 2010 speed data for Interstate and other freeway facilities in the region were linked to Clearinghouse highway network links in September, 2011.

In FY 2012, staff completed a web-based interface to Transportation Data Clearinghouse in May and the draft user guide and technical documentation for this new web-based interface in June.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

No Staff activities in June. During the fiscal year, staff developed project work scopes and provided DDOT and their consultants with requested data and short analyses.

2. Traffic Counts

Staff completed the processing of the CY 2011 traffic counts, factored them to AADT volumes and incorporated the AADT volumes into DDOT's 2012 HPMS submittal.

Staff assisted in the preparation DDOT's June 15, 2012 HPMS submittal, including the addition of ramp counts to the HPMS street network, the resolution of single unit and combination truck AADTs and peak period truck percentage data issues, and the write-up of the traffic data section of DDOT's submittal letter.

Staff prepared the draft agenda for the June HPMS Coordinating Committee meeting, participated in this meeting and drafted the meeting minutes.

Staff held a kick-off teleconference with the new traffic count contractor, and transmitted count guidelines and locations for ramp counts and volume counts to be conducted during the month of June. The contractor completed 64 ramp counts and 11 volume counts during the month of June.

3. Bicycle Counts

Staff completed AM peak period and PM peak period bicycle counts at 49 locations in the District as directed by DDOT.

4. Curbside Data Collection

No staff activities in June. During the fiscal year staff completed an inventory of on-street parking capacity in the three sectors of Ward 6 near the ballpark, documented the inventory in a technical memorandum and prepared a structured data collection plan.

5. Multimodal Coordination for Bus Priority Hot Spots

The contractor completed Task #4 – the conceptual design and benefit-cost analysis of bus priority improvements for six locations (2 each in DC, MD, and VA). A regional webinar was held on June 14, for regional participants to provide input and discuss the conclusions of the study, including members of the TPB’s MOITS and Bus subcommittees. Final comments were received from regional participants on the draft report for Task #4, and the contractor delivered a final report to TPB staff. The contractor’s involvement concluded with the end of the fiscal year. TPB staff will make some final additions to the Task #4 report prior to electronic publication.

6. Truck and Bus Restriction Sign Survey – Phase 1

Staff continued work on the survey and sign inventory by adding locations not covered in the initial transmittal to DDOT.

No staff activities in June. During the fiscal year, staff completed the survey of sign locations along truck and bus restricted roadways and produced a corresponding GIS layer and data file.

7. Motorcoach Counts

No staff activities in June. During the fiscal year, staff completed volume and classification counts of motorcoaches at DDOT-designated stations and transmitted a summary technical memorandum.

B. MARYLAND

1. Program Development /Management

No work activity during the reporting period.

2. Project Planning Studies

Staff executed scripts to estimate measures of effectiveness using the travel demand results of three model runs, 2010 Validation and 2040 scenarios. Staff analyzed the results and summarized them for presentation and sharing with MDSHA. Based on these summary results, staff documented the work and the study findings in a technical report for MDSHA.

3. Feasibility/Special Studies

In response to a request from MD SHA, staff continued working on the Veirs Mill Road and Georgia Avenue multi-modal studies. In the first stage of the study, staff reviewed and revised transit and highway

network coding in the study area to reflect the appropriate level of sub-area study detail. In addition, staff have prepared input files specific to the study.

Following additional consultation with MD SHA, a decision has been made to incorporate the latest planning forecast assumptions in the studies. These assumptions include the 2012 CLRP and Round 8.1 demographic data and will be incorporated following the official adoption of the plan and forecasts by the TPB in July.

In the meantime, in addition to the transit network refinement in the Veirs Mill Road Corridor, staff refined the transit service coding in the Georgia Avenue corridor to more accurately reflect the validation year conditions.

4. Transportation Performance Measures

Staff executed scripts to estimate measures of effectiveness for the ICC corridor using the travel demand results of three model runs, 2010 Validation and 2040 scenarios. Staff analyzed the results and summarized the results in a presentable format. Based on these summary results, the final report was drafted for review by MDSHA. The final conclusions will also be presented to MDSHA during a coordination meeting on July 20, 2012.

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

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 FY2012 were completed.

The selection panel for the FY2013 round of projects met on June 13 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. Multimodal Coordination for Bus Priority Hot Spots

The contractor completed Task #4 – the conceptual design and benefit-cost analysis of bus priority improvements for six locations (2 each in DC, MD, and VA). A regional webinar was held on June 14, for regional participants to provide input and discuss the conclusions of the study, including members of the TPB's MOITS and Bus subcommittees. Final comments were received from regional participants on the draft report for Task #4, and the contractor delivered a final report to TPB staff. The contractor's involvement concluded with the end of the fiscal year. TPB staff will make some final additions to the Task #4 report prior to electronic publication.

9. Other Tasks yet to be Defined

No work activity during the reporting period.

End-of-year recap:

The FY2012 programmed activities under this task have been completed on schedule. The deliverables pertaining to the Veirs Mill Road and Georgia Avenue multi-modal studies that were scheduled for FY2012 have been completed. Remaining work on these studies will continue – as planned – throughout FY2013.

The FY2012 programmed activities under this task have been completed on schedule. The deliverables pertaining to the ICC Corridor Study that were scheduled for FY2012 have been completed. Follow up work for the ICC Corridor may continue into FY2013 depending on new directives from MDSHA.

C. VIRGINIA

1. Program Development

Staff discussed the status of technical assistance tasks for the remainder of FY 12, prepared the monthly progress report, attended the monthly STWG meeting via teleconference, and attended the monthly meeting of the Technical Committee.

2. Northern Virginia HOV Facilities Monitoring and Data Collection

No staff activities. This project was deleted from the FY2012 Virginia Technical Assistance work program in March, 2012.

3. Travel Demand Modeling

Upon direction from VDOT, staff collected travel time data along the Capital Beltway. For the fiscal year, staff has performed model runs and analysis to support several area studies, including the I-66 MMS, TransAction 2040, and Silver Line follow-up work. Staff has also provided assistance to VDOT consultants on these and other studies.

4. Regional Survey – Analysis and Report

Staff transmitted a draft memorandum, PowerPoint presentation, and spreadsheets with tabulations of HTS data and base year model estimates for the original and modified J/R/S system (VDOTJRS and COGJRS). Included were area maps of both systems and OD matrices.

For the fiscal year, staff has also included Northern Virginia tabulations and analysis at the jurisdictional level for the HTS and the State of the Commute survey.

5. Travel Demand Management and Non-Motorized Travel

No staff activities in June. During the fiscal year, staff set up equipment for the collection of bicycle and pedestrian counts at locations specified by VDOT, analyzed the results of the bicycle/pedestrian counts and prepared technical memorandum for VDOT that summarized these results.

6. Regional and Sub-Regional Studies

Staff and consultants continued analysis of travel conditions and bus operations on I-66 inside the Beltway. Upon direction from VDOT, staff collected bicycle and pedestrian counts at locations specified in VDOT's five-year count plan. For the fiscal year, staff has participated in the I-66 MMS PARC and I-66 Tier1 EIS advisory committees and reviewed and commented on technical materials in both studies, performed analysis of I-66 bus operations, provided technical assistance on the TransAction 2040, and prepared a benefit-cost analysis (with consultant assistance) for a TIGER 2011 project submittal in Northern Virginia.

7. Other Tasks Yet to be Defined

No work activity during the reporting period.

8. Multimodal Coordination for Bus Priority Hot Spots

The contractor completed Task #4 – the conceptual design and benefit-cost analysis of bus priority improvements for six locations (2 each in

DC, MD, and VA). A regional webinar was held on June 14, for regional participants to provide input and discuss the conclusions of the study, including members of the TPB's MOITS and Bus subcommittees. Final comments were received from regional participants on the draft report for Task #4, and the contractor delivered a final report to TPB staff. The contractor's involvement concluded with the end of the fiscal year. TPB staff will make some final additions to the Task #4 report prior to electronic publication.

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. Multimodal Coordination for Bus Priority Hot Spots

The contractor completed Task #4 – the conceptual design and benefit-cost analysis of bus priority improvements for six locations (2 each in DC, MD, and VA). A regional webinar was held on June 14, for regional participants to provide input and discuss the conclusions of the study, including members of the TPB's MOITS and Bus subcommittees. Final comments were received from regional participants on the draft report for Task #4, and the contractor delivered a final report to TPB staff. The contractor's involvement concluded with the end of the fiscal year. TPB staff will make some final additions to the Task #4 report prior to electronic publication.

4. Regional BRAC and Federal Employment Consolidation Impact Analysis

No work activity during the reporting period.

5. Metrorail Station Access Alternatives Study

The contractor completed the final report and submitted to WMATA on May 15, 2012. The contract was closed. WMATA staff will present the study results and their use of the material in the calendar year.

7. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. Ground Access Travel Time Study – Phase 2

No work activity during the reporting period.

B. Update Ground Access Forecast – Phase 2

Staff conducted follow-up analysis of the ground access forecasts and underlying land use data based on comments received on the draft report from the Aviation Technical Subcommittee. Staff transmitted the final CASP 27 grant application to FAA. Staff began updates of the CASP web pages.

C. Ground Access Element Update – Phase 1

No work activity during the reporting period.

D. Conduct 2011 Regional Air Passenger Survey

No work activity during the reporting period.

E. Process 2011 Air Passenger Survey

Staff transmitted the technical report for the 2011 Air Passenger Survey to the Aviation Technical Subcommittee at its meeting on May 24th.

8. SERVICES/SPECIAL PROJECTS

CONSULTANT SUPPORT

1. AECOM Technical Assistance – Travel Demand Model Development and Application - \$150,000.
2. Shapiro Transportation Consulting, LLC - Travel Demand Model Applications and Related Technical Activity – \$25,000.

**FY 2012 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
FY-TO-DATE June, 2012**

	BUDGET TOTAL	FUNDS EXPENDEI	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	70,700.00	70,479.68	100%
B. Transportation Improvement Program (TIP)	240,600.00	239,170.78	99%
C. Constrained Long-Range Plan	588,400.00	504,329.38	86%
D. Financial Plan	64,000.00	62,414.86	98%
E. Public Participation	471,900.00	472,657.25	100%
F. Private Enterprise Participation	18,300.00	15,249.76	83%
G. Annual Report	80,100.00	74,968.15	94%
H. Transportation / Land Use Connection Program	395,000.00	322,236.61	82%
I. DTP Management	452,100.00	449,766.41	99%
SUBTOTAL	2,381,100.00	2,211,272.88	93%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	205,000.00	144,817.41	71%
B. Management, Operations & ITS Planning	340,300.00	275,206.26	81%
C. Emergency Preparedness Planning	75,400.00	37,551.31	50%
D. Transportation Safety Planning	125,000.00	117,854.76	94%
E. Bicycle and Pedestrian Program	108,700.00	103,179.82	95%
F. Regional Bus Planning	100,000.00	98,170.72	98%
G. Human Service Transportation Coordination Planning	134,828.00	130,229.27	97%
H. Freight Planning	150,000.00	143,167.98	95%
I. MATOC Program Planning & Support	120,000.00	118,142.39	98%
SUBTOTAL	1,359,228.00	1,168,319.93	86%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	563,200.00	558,147.84	99%
B. Mobile Emissions Analysis	640,100.00	633,841.89	99%
C. Regional Studies	466,300.00	455,054.08	98%
D. Coord. Cooperative Forecasting & Trans Planning	806,800.00	723,720.57	90%
SUBTOTAL	2,476,400.00	2,370,764.38	96%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Networks Development	769,700.00	721,857.19	94%
B. GIS Technical Support	548,800.00	502,047.61	91%
C. Models Development	1,076,176.00	987,337.80	92%
D. Software Support	178,900.00	176,843.82	99%
SUBTOTAL	2,573,576.00	2,388,086.42	93%
5. TRAVEL MONITORING			
A. Regional BRAC/Fed Consolidation Impact Analysis	250,800.00	187,887.61	75%
B. Congestion Monitoring and Analysis	350,000.00	329,330.70	94%
C. Travel Survey and Analysis			
Household Travel Survey	1,136,300.00	1,063,526.72	94%
D. Regional Transportation Clearinghouse	317,900.00	277,326.03	87%
SUBTOTAL	2,055,000.00	1,858,071.05	90%
SUBTOTAL CORE PROGRAM ITEMS 1-5	10,845,304.00	9,996,514.66	92%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	396,593.00	344,828.27	87%
B. Maryland	662,951.00	611,729.93	92%
C. Virginia	433,200.00	364,209.00	84%
D. WMATA	280,283.00	246,375.50	88%
SUBTOTAL	1,773,027.00	1,567,142.73	
TPB GRAND TOTAL	12,618,331.00	11,563,657.36	92%

**FY 2012 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

FY-TO-DATE June, 2012

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	15,543	6,618.79	1,635	696	13,908	5,922.52
2. Traffic Counts	200,000	181,994.97	21,039	19,145	178,961	162,849.94
3. Bicycle Counts	56,000	41,476.55	5,891	4,363	50,109	37,113.41
4. Curbside Data Collection	20,000	19,809.59	2,104	2,084	17,896	17,725.71
5. Multimodal Coordination For Bus Priority Hot spots	30,000	30,000.00	3,156	3,156	26,844	26,844.14
6. Truck and Bus Restriction Sign Survey-Phase 1	45,050	40,247.58	4,739	4,234	40,311	36,013.72
7. DDOT Motorcoach Counts	30,000	24,680.80	3,156	2,596	26,844	22,084.49
SUBTOTAL	396,593	344,828.27	41,720	36,274	354,873	308,553.94
B. Maryland						
1. Program Development/Management	20,000	19,881.31	2,104	2,091	17,896	17,789.89
2. Project Planning Studies	140,000	134,726.78	14,727	14,173	125,273	120,554.15
3. Feasibility/Specials Studies	120,000	117,233.85	12,623	12,332	107,377	104,901.40
4. Transportation Performance Measures	151,000	144,480.23	15,884	15,199	135,116	129,281.58
5. Training/Miscellaneous Technical Support	0	0.00	0	0	0	0.00
6. Statewide Transportation Model Support	40,000	35,518.52	4,208	3,736	35,792	31,782.14
7. Transportation/Land Use Connections Program	160,100	129,889.23	16,842	13,664	143,258	116,225.49
8. Multimodal Coordination for Bus Priority Hot Spots	30,000	30,000.00	3,156	3,156	26,844	26,844.14
9. Other Tasks yet to be defined	1,851	0.00	195	0	1,656	0.00
SUBTOTAL	662,951	611,729.93	69,739	64,351	593,212	547,378.79
C. Virginia						
1. Data/Documentation processing	25,000	20,986.75	2,630	2,208	22,370	18,779.05
2. Northern Virginia HOV Facilities Monitoring and Data Collection	0	0.00	0	0	0	0.00
3. Travel demand Modeling	100,000	90,738.98	10,520	9,545	89,480	81,193.66
4. Regional Survey -Analysis and Report	75,000	70,305.47	7,890	7,396	67,110	62,909.66
5. Travel Demand Management and Non-Motorized Travel	75,000	74,899.42	7,890	7,879	67,110	67,020.35
6. Regional and Sub-regional Studies	128,200	77,278.38	13,486	8,129	114,714	69,149.06
7. Other Tasks to be Defined	0	0.00	0	0	0	0.00
8. Multimodal Coordination for Bus Priority Hot Spots	30,000	30,000.00	3,156	3,156	26,844	26,844.14
SUBTOTAL	433,200	364,209.00	45,571	38,313	387,629	325,895.91
D. WMATA						
1. Program Development	10,783	6,928.51	10,783	6,929	0	0.00
2. Miscellaneous Services	500	0.00	500	0	0	0.00
3. Multi-Modal Coordination for Bus Priority Hot Spot	126,000	122,968.96	126,000	122,969	0	0.00
4. Regional BRAC/Fed Consolidation Impact Analysis	50,000	23,540.01	50,000	23,540	0	0.00
5. Metrorail Station Access Alternatives Study	93,000	92,938.03	93,000	92,938	0	0.00
SUBTOTAL	280,283	246,375.50	280,283	246,376	0.00	0.00
GRAND TOTAL	1,773,029	1,567,142.71	437,313	385,314	1,335,714	1,181,828.63