

FY 2013

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

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

777 North Capitol Street, N.E., Suite 300 - Washington, D.C. 20002-4239

Main 202/962-3200 - Fax 202/962-3201 – TTY 202/962-3212 – <http://www.mwcog.org>

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

Work continued monitoring the FY 2013 UPWP which began on July 1, 2012. Work began on an amendment to the program budget to reflect changes to the new F Y 2013 funding and adjustments in the unobligated FY 2011 funding. The TPB will be asked to approve the amendment at it November meeting.

B. Transportation Improvement Program (TIP)

At their October 5th meeting, the TPB Steering Committee approved an amendment to the FY 2013-2018 TIP requested by the Maryland Department of Transportation (MDOT) to include additional funding for planning for operations studies under the Congestion Management area-wide category.

TPB staff also processed one administrative modification to a project in the FY 2013-2018 TIP in October at the request of MDOT.

C. Constrained Long-Range Plan (CLRP)

The Call for Projects document for the 2013 CLRP update was reviewed by the Technical Committee at their meeting on October 5. The TPB approved the Call for Projects document at their October 17th meeting.

During October, TPB staff continued development of the draft brochure for the 2012 CLRP. This brochure will include documentation of the TPB's planning activities, regionally significant road and transit projects included in the plan, and a performance analysis detailing population and employment growth, changes in travel patterns, congestion, job accessibility and air quality.

In support of the CLRP performance evaluation efforts, staff reviewed performance measures and narrative in a draft 2012 CLRP brochure for consistency and technical accuracy with travel demand forecasting outputs.

D. Financial Plan

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

E. Public Participation

Staff worked with a consultant to finalize the TPB's new web-based clearinghouse called the Information Hub on Transportation Planning Activities.

This site will serve as a one-stop-shop for activities conducted by the TPB's member jurisdictions throughout the region. It will include information on the planning processes of the TPB's members, high-profile projects, and links to documents and resources.

Staff worked on the development of a web-based public involvement tool that will use the MetroQuest software designed by Envision Sustainability Tools. MetroQuest has been used effectively by MPOs and other planning agencies throughout the country. MetroQuest will be used to conduct a survey of 600 randomly selected individuals to learn their opinions and preferences regarding the region's transportation challenges and potential strategies to address them. The tool will also be used for public discussion and engagement in the winter and spring. Throughout October, staff proceeded with the development of content for MetroQuest and conducted discussions with the consultants about the site's design.

The CAC's meeting on October 11 included discussion on the following: agenda topics for the remainder of the year, "Safe Routes to School" (SRTS). Programs, and new MAP-21 Transportation Alternatives Program. The CAC has two formal action items before the TPB: The CAC requested representation on the Street Smart Pedestrian Safety Campaign advisory committee by proposing that one slot on this committee become designated for a CAC member. The CAC recommended that the TPB move forward expeditiously to develop a competitive regional program for implementing the new federal Transportation Alternatives Program, using a transparent project selection process and regional project selection criteria.

Staff prepared for the next session of the TPB's Community Leadership Institute (CLI), which will be conducted on November 29 and December 1. The CLI is a two-part workshop designed to encourage local leaders to get more involved in transportation decision-making and to better understand the regional planning context. Staff recruited participants and modified the program curriculum.

Staff presented information about regional transportation planning to visiting groups from Korea and China.

Access for All Advisory Committee

Staff prepared for the Access for All Advisory Committee meeting held on October 25. Staff invited a DDOT representative to speak on the red top meter disability parking program. Staff also worked with WMATA staff on a presentation on Metro's Strategic Plan and how people with disabilities, those with limited incomes and minority communities will be involved in the outreach process. A presentation on MAP-21's Transportation Alternatives Program (TAP) was prepared and given to the group by staff, as well as a presentation on MAP-21's Section 5310 Enhanced Mobility program.

At the October meeting, the committee concurred with the CAC recommendation that the TPB move forward expeditiously to develop a regional competitive process for TAP and asked that the TPB also consider giving priority to TAP project applications that improve transportation for persons with disabilities, those with limited incomes, and minority communities. A presentation on wheelchair accessible cabs in D.C. and Prince George's County was also provided at the October meeting but was shortened due to time constraints.

F. Private Enterprise Participation

Regional Taxicab Regulators Task Force

No work activity during the reporting period.

G. TPB Annual Report and TPB News

The October *TPB News* was produced and distributed.

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

H. Transportation / Land Use Connection Program (TLC)

Consultant selection for each of the nine technical assistance projects was finalized in October. Contracts were prepared and signed for eight of the projects, and kickoff meetings were scheduled for November. Projects will be completed by the end of the fiscal year.

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 October:

- The DTP Director participated in a meeting of the ITS Advisory Committee to the Secretary of the US Department of Transportation to review proposals for advancing the concept of vehicle to vehicle communication system.
- The DTP Director provided testimony at a hearing on autonomous vehicles held by Councilmembers Mary Cheh and Jack Evans of the District of Columbia.
- The DTP Director was interviewed by Ms Lorraine Millot for an article on the Capital Beltway that appeared in the October 28 issue of the French magazine Liberation.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

Staff briefed the TPB Technical Committee at its October 5 meeting on the draft 2012 Congestion Management Process Technical Report, which serves as a detailed technical supporting document to the CMP component of the CLRP. The committee was asked to comment on the draft report by October 19 with an anticipated final review by the committee in November.

Staff continued requesting and downloading the I-95 Corridor Coalition Vehicle Probe Project/INRIX data. Approximately a total of 300 gigabytes of data were downloaded for 2010 and 2011.

On October 25, staff participated in a MAP-21 Listening Session on National Highway System Performance and Traffic Congestion Measures.

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

- Staff continued follow-up activities from the September 11, 2012 regular meeting of the MOITS committees; the committees did not meet in October.
- 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. Staff continued analyzing the recently conducted surveys of the region's signals agencies regarding power back-ups in general, and on impacts of the June 29, 2012 "Derecho" windstorm that knocked electric power out to a large number of the traffic signals in the region. Information from these efforts was presented to the COG Incident Management and Response Steering Committee on October 17.
- 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.).
- Based on experience in the metropolitan Washington area, staff participated as an expert panelist at a joint Intelligent Transportation Society (ITS) America/Carnegie Mellon University charrette on developing real-time traveler information systems in the Pittsburgh area, in Coraopolis, Pennsylvania October 9 and 10.
- Staff participated in a workshop on the Transportation Operations Performance System – Benefit Cost (TOPS-BC) software program being developed under the direction of the Federal Highway Administration, on October 18 at U.S. Department of Transportation Headquarters in Washington.

C. Transportation Emergency Preparedness Planning

Staff prepared for the October meeting of the Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee, which will address the Urban Area Security Initiative (UASI) FY 2011 Reprogramming process. However, the meeting was cancelled because updated information on the process was not available. The committee should receive an update in November.

D. Transportation Safety Planning

For use in the Street Smart Safety campaign and the Safety Committee discussions, staff worked with a consultant and state DOT's to compile monthly pedestrian crash data for 2011. This data highlights the spike in pedestrian crashes that occurs in the Fall with the reduction in hours of daylight.

E. Bicycle and Pedestrian Planning

- As a follow up to the TPB's adoption of a Complete Streets Policy, staff compiled results of the survey sent to TPB member jurisdictions on their Complete Streets policies and implementation. Reminders were also sent to non-responding jurisdictions.
- Staff briefed the TPB Technical Committee at its October 5th meeting on the evaluation of the Fall 2011 and Spring 2012 "Street Smart" pedestrian and bicycle safety campaigns, and on the status of the funding and planning for the Fall 2012 and Spring 2013 campaign waves.
- Staff prepared mail-out items and a presentation to the Transportation Planning Board at its October 17th meeting on the Street Smart program, which was presented by Jeff Dunckel, Chair of the Bicycle and Pedestrian Subcommittee of the TPB Technical Committee.
- Staff presented to the Bus Subcommittee on the upcoming November 2012 Street Smart campaign wave, and requested that the regional transit agencies run a bus card directed at bus passengers pro bono. Response was favorable; numerous transit agencies, in addition to WMATA, agreed to run the Street Smart bus cards as Public Service Announcements.
- Attended Washington Area Bicyclist Association open house to speak with staff about their activities.

F. Regional Bus Planning

The Regional Bus Subcommittee met in October. Members received a briefing on Montgomery County's Management of Transit Passenger Facilities using GIS, which a number of jurisdictions are interested in replicating, and an update on the MATOC Transit Task Force. Staff provided an update on the Street Smart Fall Campaign, including discussion of how to order bus cards for the campaign and the proper design and display of these. Other activities include staff participation in DRPT's stakeholder meetings for the Virginia Statewide Transit/TDM Plan Update and the SuperNoVa study.

A major activity during this period was administrative and technical support for the first meeting of the TPB Bus On Shoulders (BOS) Task Force, held on October 17. At the task force meeting, TPB staff gave a presentation on local and national experience with Bus On Shoulders.

G. Human Service Transportation Coordination

Staff prepared for the October 18 meeting of the Human Service Transportation Coordination Task Force. Preparation included extending invitations to new agencies to join the Task Force and preparing a presentation on the solicitations conducted between 2007 and 2012. Staff worked with FTA Region III to arrange for a presentation by FTA Headquarters on changes to JARC, New Freedom and Section 5310 under MAP-21. A meeting summary was prepared.

Staff hosted a conference call with representatives from the District Department of Transportation (DDOT), Maryland Transit Administration (MTA), WMATA, and Patrick Wojahn, Chair of the Human Service Transportation Task Force, on October 24 for a preliminary discussion on continued coordinated human service transportation planning and possible designated recipient arrangements under the new transportation bill, MAP-21. During the conference call, staff proposed a joint designated recipient between TPB, DDOT, MTA and DRPT. Since DRPT was unable to make the conference call, staff talked with DRPT representatives about the proposal separately. In preparation for the November Technical Committee meeting, a PowerPoint presentation was created on MAP-21's Section 5310 Enhanced Mobility program and the TPB staff proposal for a joint designated recipient arrangement.

H. Freight Planning

- Staff helped facilitate a regional meeting of the Council of Supply Chain Management Professionals.
- Staff reviewed and provided feedback on the paper "Parking in the City: Challenges For Freight Traffic" by Miquel Jaller, Jose Holguin-Veras, and Stacey Hodge, for the TRB Freight Committee of which staff is a member.

- Staff continued preparatory activities for upcoming development of jurisdictional freight profiles.
- Staff participated in the development of strategies for the Regional Transportation Priorities Plan (RTPP).

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 participated in the meeting of the MATOC Steering Committee on October 12, as well as meetings of the MATOC Information Systems and Roadway Operations Subcommittee on October 25. Staff undertook preparatory and follow-up activities for these meetings, in coordination with the MATOC staff from the University of Maryland Center for Advanced Transportation Technology.

3. **FORCASTING APPLICATIONS**

A. Air Quality Conformity

2012 CLRP & FY2013-2018 TIP

Staff reviewed travel demand and emissions analysis results for the 2015 forecast year prior to completing the summary report, and updating exhibits and appendices for the full report. In accordance with TPB consultation procedures, staff forwarded the meeting agenda and a summary memo regarding the monthly TPB meeting and air quality conformity consultation elements to the consultation agencies and public advisory committees.

Staff completed travel summaries for an area consisting of COG member jurisdictions for the 2012 CLRP Brochure. Summary years included: 2013, 2020, 2030, and 2040.

B. Mobile Emissions Analysis

- Staff finalized the narrative pertaining to the on-road mobile budgets for precursor NOx and primary PM2.5, which reflected the latest conclusions of the Task Force that was especially set for building consensus on the safety margins associated with the mobile budgets.

- Staff documented the development of the on-road mobile emissions inventories in a technical report as part of the overall documentation of emissions inventories for the PM2.5 Maintenance Plan.
- Staff documented the Mobile6.2 inputs used for the 2015 analysis necessitated by the 2008 ozone standard requirement for transportation conformity for the Washington region. This analysis is a supplement to the 2012 CLRP/2013-18 TIP analysis approved in July 2012, and it demonstrates conformity in Washington region.
- Staff responded to data requests from consultants as they pertain to MOVES inputs.
- Staff attended the Travel Demand Management (TDM) Evaluation Group monthly meeting during which Transportation Emissions Reductions Measures (TERMs)-related issues were discussed in a concerted effort to synchronize and coordinate activities as they relate to the identification of TERMS projects and the development of methodologies to measure the resulting emissions reductions in the MOVES environment.
- Staff conducted literature reviews of the MOVES Emission Rate approach while focusing on the opportunities it offers for calculating emissions reductions from TERMS projects; staff prepared a summary technical report on the findings for internal reference.

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, and to see how the public might want to pay for them. The challenges and strategies under consideration continued to be revised. Considerable attention was paid to the types of funding questions to ask participants.

Envision Sustainability continued work on developing the web-based tool. Work first involved developing the frameworks for each of the modules (welcome screen, goals & challenges, strategies, funding, final screen). Building the frameworks entailed combining several “off the shelf” screens and creating a couple customized screens to accommodate the needs of the next round of RTPP public outreach. Envision Sustainability began loading some of the content developed by TPB staff into the frameworks.

Work also continued on preparing the benefit cost analysis for the proposed strategies. HDR, Inc created a draft framework for measuring the benefits and costs of the RTPP strategies.

In November, work will continue on development of content, the web-based tool, and the benefit cost analysis.

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 the reporting period.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff continued to discuss the proposed geographic boundaries to be used for the analysis of the newly re-defined Regional Activity Centers with local jurisdiction planning staffs. Staff emphasized that the geographies for these centers must map to the TPB 3722 Transportation Analysis Zone (TAZ) system and that if the analysis geography splits any existing 3722-TAZ, then, the local planning staffs will need to provide household, population and employment forecasts for each split of the 3722-TAZ.

Staff continued the review of ES-202 employment data for the Maryland jurisdictions in the metropolitan region and initiated procurement of ES-202 employment data for Northern Virginia jurisdictions.

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

Staff reviewed the schedule for the Round 8.2 Cooperative Forecasts update with the members of the Cooperative Forecasting and Data Subcommittee. Eight member jurisdictions, Arlington County, City of Alexandria, Montgomery County, City of Rockville, City of Gaithersburg, Fairfax County, City of Fairfax, and Loudoun County have communicated their intent to update their growth forecasts in Round 8.2.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

As reported to the Travel Forecasting Subcommittee at its September meeting, staff continued refinement of the base year 2010 highway network during October. This work focused on implementing changes to centroid connections and the local street system to improve the depiction of highway access in the regional highway network. Staff also continued the updating of the base year (2012) transit network. The updated base year transit network will provide a

basis for the development of forecast year networks which will be used in the next air quality study of the 2013 CLRP.

Staff has also begun work on relating INRIX travel time data to the regional highway network in order to allow the analysis. This data will be potentially useful in the development of revised speed-flow curves for the highway assignment process and for the refinement of the post processor used for air quality work.

Staff has also improved the functionality of the GIS-based editing tool used to edit the highway network. The tool enables the alignments of added highway links to appear with more realistic and accurate alignments as opposed to “stick” alignments.

B. GIS Technical Support.

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

Staff contacted Esri technical support to request some additional information regarding the installation of ArcGIS 10.1 products.

Staff obtained spatial data files representing the current alignment of the proposed Red Line light rail line in Baltimore County and Baltimore City.

Staff prepared the agenda and meeting materials for the October 16th COG GIS Committee meeting. At this meeting staff participated in discussions on the project update and strategic plan of the National Capital Region Geospatial Data Exchange project (NCR GDX) as well as discussion on establishing a NCR GDX user group and on regional access to Pictometry data. Staff prepared the meeting minutes for the meeting. Staff also arranged for and participated in the monthly NCR GDX status call on October 5th.

C. Models Development

TPB staff moved ahead with a year-2010 Version 2.3 travel model validation work. The following summaries have been recently compiled:

- a comparison of land activity against CTPP data
- a comparison of model demographic distributions against ACS data,
- a comparison of modeled daily VMT against reported HPMS
- a comparison of modeled links volumes against HPMS link volumes
- A comparison of simulated bus boardings by line group against WMATA counted boardings
- A comparison of simulated Metrorail station boardings against simulated boardings

These summaries are under evaluation and may be used to implement modifications to the Version 2.3 travel model.

The ongoing consultant assistance project for models development, also known as the “scan of best modeling practice” project has also been active during October. Models development staff and AECOM staff held a conference call on October 2 regarding potential FY 2013 task orders. TPB staff subsequently issued a memorandum, authorizing AECOM to begin work on two new FY 2013 task orders:

- Task Order 8: Traffic assignment improvements
- Task Order 9: Mode choice and transit modeling: Begin conversion from TRNBUILD to PT transit path building software

TPB staff transmitted materials to AECOM that would be needed for Task Order 8, including two documents describing TPB’s existing approach for modeling HOT-lanes.

Staff attended a Travel Model Improvement Program (TMIP) webinar on activity-based models on October 22. The webinar focused on progress made by the Atlanta Regional Commission (ARC) to develop its activity-based model.

Models development staff responded to two technical data requests during October.

Models development staff summarized truck travel statistics from the regional travel model, as part of the TPB Freight Scan Project.

D. Software Support

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

5. TRAVEL MONITORING

A. Cordon Counts

Staff continued development of the work plan for the Spring 2013 Central Employment Area Cordon Counts.

B. Congestion Monitoring and Analysis

Staff contacted the ITS representatives from Maryland, Virginia and the District of Columbia and obtained their latest ITS architecture and reviewing them to develop the Washington Region ITS architecture. Staff continues to progress in the development of the Metropolitan Washington Regional ITS architecture.

Staff attended MATOC Snow Operators coordination meeting and provided feedback to senior staff. Staff attended the FHWA webinar on MAP21 on NHS performance and Traffic Congestion Measures which would help the team plan for future work program activities.

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

Staff continued to review the spring 2012 household travel survey household, vehicle, person and location data files.

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

Staff responded to two requests for the 2010 and 2011 Geographically-Focused Household Travel Survey data files.

D. Regional Transportation Data Clearinghouse

Staff resolved the issue of running Geoprocessing services in the Regional Transportation Data Clearinghouse (RTDC) Flex viewer application and conducted additional testing of the RTDC Flex viewer application features.

Staff developed a new numeric coding scheme to represent traffic count types; the new codes will be used to allow more descriptive details about count types while viewing the data in the RTDC Flex application.

Staff updated the documentation for the RTDC and began creating a step-by-step Users Guide for the RTDC Flex viewer application.

Staff continued the quality control checks on the traffic volumes for 2005 – 2011 in the RTDC network. Staff researched areas with questionable traffic volume estimates and either corrected the volumes or explained the reasons for leaving them as they were.

Staff performed testing to determine the feasibility of incorporating a dual link network layer to represent the traffic counts data in the RTDC. The test was successful, and the new traffic volume layer will have true count data assigned to the correct directional link where dual links exist.

Staff began processing of updated data files received from regional bus providers that are to be included in the transit ridership layer of the RTDC.

Staff provided traffic volume estimates for links that cross the screen lines in Maryland and the District based on HPMS section reporting.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

Staff refined work scopes for FY13 technical assistance projects.

2. Traffic Counts and HPMS Support

Staff attended and participated in the October HPMS Coordinating Committee meeting and drafted the meeting minutes for this meeting. Staff also prepared the draft agenda for the November HPMS Coordinating Committee meeting.

Staff processed the 40 volume counts and eight classification counts performed by the traffic count contractor in September.

Staff processed and reviewed with the HPMS Coordinating Committee the Traffic.com continuous traffic counts collected from August 1, 2012 through August 31, 2012.

Staff presented an updated draft of the technical documentation for DDOT's Traffic Monitoring Program at the October HPMS Coordinating Committee meeting.

3. Bicycle Counts

No work activity during the reporting period.

4. Weigh In Motion (WIM) Station Analysis

Staff met with DDOT and MPD to refine the work for the WIM analysis.

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

In response to a MDOT request for technical assistance in conducting bicycle counts at select locations in Montgomery County, staff developed a scope of work, budget and schedule for review and approval. Subsequently, staff coordinated with MDOT on logistical and scheduling details so that the work will be initiated in early 2013.

2. Project Planning Studies

Staff completed the technical documentation of the Intercounty Connector (ICC) project by incorporating additional analysis requests made by MD SHA. The project is almost complete with the exception of a comparison of travel speeds between modeled speeds and data still not provided by MDSHA. The pertinent tables and figures reflecting the additional analyses have been completed.

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. Staff prepared inputs, executed travel demand modeling work, reviewed the results and transmitted draft findings for the Georgia Avenue Latent Demand scenario to MD SHA and MTA. The data also included Validation Year 2007 and 2040 No-Build scenarios. In addition, staff began preparing inputs and documenting the assumptions for the combined Veirs Mill Road and Georgia Avenue Latent Demand Scenario. Following up on a request for technical assistance by MD SHA, staff began working on the "I-270 HOV Conversion Sensitivity" test, which required preparation of year 2040 model inputs for an evaluation of converting a general purpose lane of I-270 to an HOV lane between MD 121 and I-370 in the southbound direction.

4. Transportation Performance Measures

In support of MDOT's Greenhouse Gas work, staff prepared and transmitted current and future transit model estimates for the TPB member jurisdictions from Maryland.

5. Training/Miscellaneous Technical Support

No work activity during the reporting period.

6. Statewide Transportation Model Support

No work activity during the reporting period.

7. Transportation / Land Use Connections Program (TLC)

As part of the Transportation/Land-Use Connections Program (1.H. above), four technical assistance projects in Maryland are being fully or partially funded under this PE number. See 1.H. above for further details about the TLC Program.

8. Human Services Transportation Study

A contract award was made to KFH Group, Inc, for technical assistance for this study. A kick-off meeting with the consultant was held on October 22, along with representatives from WMATA and Maryland DOT. The work plan and schedule were reviewed in detail, along with the goals and objectives of the study. Concurrence was developed on practical steps in performing the first step of the work plan: interviews with local human services agencies engaged in transportation. Subsequently, the consultant began contacting state and local government officials for interviews, as well as developing a list of non-profit firms to contact. A schedule of bi-weekly project management calls was also planned and agreed on.

9. Other Tasks yet to be Defined

No work activity during the reporting period.

C. VIRGINIA

1. Data/Documentation Processing

Staff refined project work scopes.

2. Travel Monitoring and Survey

Staff began data collection for the freeway HOV monitoring component of the monitoring plan.

3. Travel Demand Modeling

Staff provided a telephone briefing to VDOT planners on the differences between the TPB Version 2.2 and 2.3 travel demand models. Staff also prepared modeling outputs in response to a request from VDOT's consultant for the I-66 Tier 1 EIS.

4. Regional and Sub-Regional Studies

Staff presented the results of the bus on shoulder literature review and speed and bus density analysis of I-66 inside the Beltway at the study kick-off meeting on October 10th. Staff began work on the Task 1 technical memorandum and began gathering data for the Task 2 and Task 3 work items.

5. Other Tasks Yet to be Defined

No work activity during the reporting period.

D. WMATA

1. Program Development

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

2. Miscellaneous Services

No work activity during the reporting period.

3. Bus Passenger Counts in Support of Cordon Count

No work activity during the reporting period.

4. Geocode and Tabulate 2012 Rail Passenger Survey

Staff began geocoding the home address data provided by DC and MD respondents to the WMATA 2012 Metrorail Passenger Survey.

5. Human Services Transportation Study

A contract award was made to KFH Group, Inc, for technical assistance for this study. A kick-off meeting with the consultant was held on October 22, along with representatives from WMATA and Maryland DOT. The work plan and schedule were reviewed in detail, along with the goals and objectives of the study. Concurrence was developed on practical steps in performing the first step of the work plan: interviews with local human services agencies engaged in transportation.

Subsequently, the consultant began contacting state and local government officials for interviews, as well as developing a list of non-profit firms to contact. A schedule of bi-weekly project management calls was also planned and agreed on.

7. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 26

1. Ground Access Element Update (Phase 1)

Staff continued gathering information from planning documents for the transportation supply update and began drafting the supply report.

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 geocoding the survey responses.

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**

October 31, 2012

	BUDGET TOTAL	FUNDS EXPENDEI	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	70,700.00	27,957.91	40%
B. Transportation Improvement Program (TIP)	240,600.00	36,427.27	15%
C. Constrained Long-Range Plan	588,400.00	180,684.89	31%
D. Financial Plan	64,000.00	0.00	0%
E. Public Participation	421,900.00	131,212.26	31%
F. Private Enterprise Participation	18,300.00	463.70	3%
G. Annual Report	80,100.00	23,510.06	29%
H. Transportation / Land Use Connection Program	395,000.00	28,049.50	7%
I. DTP Management	452,124.00	116,435.37	26%
SUBTOTAL	2,331,124.00	544,740.95	23%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	205,000.00	57,093.61	28%
B. Management, Operations & ITS Planning	340,300.00	115,472.67	34%
C. Emergency Preparedness Planning	75,400.00	9,954.54	13%
D. Transportation Safety Planning	125,000.00	27,203.93	22%
E. Bicycle and Pedestrian Program	108,700.00	37,661.11	35%
F. Regional Bus Planning	100,000.00	23,781.11	24%
G. Human Service Transportation Coordination Planning	114,800.00	34,893.43	30%
H. Freight Planning	150,000.00	42,260.64	28%
I. MATOC Program Planning & Support	120,000.00	13,786.83	11%
SUBTOTAL	1,339,200.00	362,107.89	27%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	563,200.00	172,024.62	31%
B. Mobile Emissions Analysis	640,100.00	162,633.18	25%
C. Regional Studies	516,300.00	152,489.67	30%
D. Coord. Cooperative Forecasting & Trans Planning	806,800.00	233,910.77	29%
SUBTOTAL	2,526,400.00	721,058.24	29%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Networks Development	769,700.00	209,805.24	27%
B. GIS Technical Support	548,800.00	187,418.91	34%
C. Models Development	1,071,200.00	275,851.91	26%
D. Software Support	178,900.00	49,092.80	27%
SUBTOTAL	2,568,600.00	722,168.86	28%
5. TRAVEL MONITORING			
A. Cordon Counts	250,800.00	23,538.22	9%
B. Congestion Monitoring and Analysis	350,000.00	94,761.72	27%
C. Travel Survey and Analysis			
Household Travel Survey	706,300.00	41,363.79	6%
D. Regional Transportation Clearinghouse	317,900.00	81,138.23	26%
SUBTOTAL	1,625,000.00	240,801.96	15%
SUBTOTAL CORE PROGRAM ITEMS 1-5	10,390,324.00	2,590,877.89	25%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	371,600.00	77,828.52	21%
B. Maryland	1,003,000.00	164,410.93	16%
C. Virginia	853,689.00	99,548.95	12%
D. WMATA	195,200.00	29,471.40	15%
SUBTOTAL	2,423,489.00	371,259.82	15%
TPB GRAND TOTAL	12,813,813.00	2,962,137.69	23%

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

October 31, 2012
SUPPLEMENT 1

	TOTAL		FTA/STA/LOC		FTA		PL FUNDS/LOC		FHWA	
	AUTHORIZED BUDGET	TOTAL EXPENDITURES	AUTHORIZED BUDGET	TOTAL EXPENDITURES	EXPENDITURES	EXPENDITURES	AUTHORIZED BUDGET	EXPENDITURES	AUTHORIZED BUDGET	EXPENDITURES
A. District of Columbia										
1. Program Development, Data Requests & Misc. Services	10,000	1,159.58	1,506	175			8,494	984.94		
2. Traffic Counts & Highway Performance Mgmt System	235,000	63,193.53	35,394	9,518			199,606	53,675.89		
3. Bicycle Counts	55,000	4,435.46	8,284	668			46,716	3,767.43		
4. Weight In Motion Station Counts	20,000	4,352.56	3,012	656			16,988	3,697.01		
5. Peak Period Street Restrictions Study	20,000	4,687.39	3,012	706			16,988	3,981.41		
6. Other tasks to be defined	31,600	0.00	4,759	0			26,841	0.00		
7. NOT IN USE	0	0.00	0	0			0	0.00		
SUBTOTAL	371,600	77,828.52	55,967	11,722			315,633	66,106.68		
B. Maryland										
1. Program Development/Management	40,000	4,036.03	6,024	608			33,976	3,428.16		
2. Project Planning Studies	190,000	36,483.18	28,616	5,495			161,384	30,988.41		
3. Feasibility/Specials Studies	230,000	60,930.93	34,641	9,177			195,359	51,754.06		
4. Transportation Performance Measures	173,000	60,979.46	26,056	9,184			146,944	51,795.28		
5. Training/Technical Support	30,000	1,036.71	4,518	156			25,482	880.57		
6. Statewide Transportation Model Support	60,000	944.62	9,037	142			50,963	802.35		
7. Transportation/Land Use Connections Program	160,000	0.00	24,098	0			135,902	0.00		
8. Human Services Transportation Study	30,000	0.00	4,518	0			25,482	0.00		
9. Other Tasks to be defined	90,000	0.00	13,555	0			76,445	0.00		
SUBTOTAL	1,003,000	164,410.93	151,063	24,762			851,937	139,648.83		
C. Virginia										
1. Data/Documentation processing	25,000	4,954.52	3,765	746			21,235	4,208.32		
2. Travel Monitoring Survey	200,000	69,866.61	30,122	10,523			169,878	59,343.93		
3. Travel Demand Modeling	125,000	8,872.54	18,826	1,336			106,174	7,536.23		
4. Regional and Sub-Regional Studies	417,641	15,855.28	62,901	2,388			354,740	13,467.30		
5. Other Tasks to be Defined	86,048	0.00	12,960	0			73,088	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	853,689	99,548.95	128,575	14,993			725,114	84,555.78		
D. WMATA										
1. Program Development	5,200	816.22	5,200	816			0	0.00		
2. Miscellaneous Services	5,000	1,696.17	5,000	1,696			0	0.00		
3. Multi-Modal Coordination for Bus Priority Hot Spot	50,000	0.00	50,000	0			0	0.00		
4. Regional BRAC/Fed Consolidation Impact Analysis	75,000	26,959.01	75,000	26,959			0	0.00		
5. Metrorail Station Access Alternatives Study	60,000	0.00	60,000	0			0	0.00		
SUBTOTAL	195,200	29,471.40	195,200	29,471			0.00	0.00		
GRAND TOTAL										
	2,423,491	371,259.80	530,805	80,949			1,892,684	290,311.28		