

# **FY 2010**

## **NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD (TPB)**

### **Work Program Progress Report**

#### **JUNE 2010**

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 2010 UPWP. Activities under the FY 2011 UPWP began on July 1, 2010.

### B. Transportation Improvement Program (TIP)

On June 8, the TPB Steering Committee approved two amendments to the FY 2010-2015 TIP. The first amendment, requested by MDOT funded the expansion of the Commuter Connections Guaranteed Ride Home Program to the Baltimore Metropolitan Area and St. Mary's County. The second amendment, requested by VDOT added funding for the At the TPB meeting on June 21; the Board approved an amendment to the FY 2010-2015 TIP as requested by WMATA to update project information for FY 2011 in order to match the agency's proposed FY 2011 capital budget.

In fiscal year 2010, staff produced the following projects related to the TIP:

- The FY 2010-2015 TIP, including a financial plan and comments received on the Plan and TIP
- A summary brochure on the FY 2010-2015 TIP with expanded financial analysis and context of the TIP as a part of the CLRP.

### C. Constrained Long-Range Plan (CLRP)

A project database was added to the content of the CLRP web site to allow the public to search for information on projects in the CLRP and the TIP. The CLRP web site was also upgraded with a translation tool to allow content to be read in twelve different languages.

In fiscal year 2010, staff produced the following products related to documentation of the plan:

- Staff documented the 2009 CLRP on the plan's web page ([www.mwcog.org/clrp](http://www.mwcog.org/clrp)). This content included the plan performance and how the TPB is meeting federal requirements related to SAFETEA-LU. An accompanying brochure for the 2009 CLRP was developed and printed.
- The "Call for Projects" for the 2010 Constrained Long Range Plan (CLRP) and FY 2011-2016 Transportation Improvement Program (TIP) was prepared and finalized.

- Materials describing the significant changes proposed for the 2010 CLRP were created, including user-friendly descriptions and maps of the projects.

D. Financial Plan

The consultant continued to review, tabulate and analyze the cost and revenue forecast data received from VDOT, DDOT and some localities for incorporation into a draft final report. Due to delays in receiving all necessary forecast data, the contract completion date was extended until December 31 with a budget of \$50,000.

E. Public Participation

Public participation activities in June focused on follow-up to the TPB event on May 26, 2010, called the Conversation on Setting Regional Transportation Priorities, which featured interactive discussion of regional transportation challenges, opportunities, and possibilities for enhancing the process of setting and implementing regional priorities. In June, staff developed a comprehensive report on the Conversation, including a summary of tabletop discussions and five potential next steps. At their meeting on June 10, the Citizens Advisory Committee (CAC) endorsed the next steps and asked that the TPB provide a response in July regarding how the board intends to conduct follow-up.

During the month of June, staff began preparations for the Access for All (AFA) Advisory Committee meeting on July 8.

In Fiscal year 2010, staff supported the TPB Access for All Advisory Committee (AFA). In addition to the four regularly scheduled quarterly meetings of the AFA (July 23, November 19, January 28 and April 22), two special meetings (February 25 and April 1) were convened to allow the committee to provide input to the TPB and Metro Board on how service changes and fare increases under consideration for the FY 2011 WMATA budget would impact people with disabilities and low income individuals living in the region.

F. Private Enterprise Participation

The highlights of the twenty-first annual Public Transit Forum on May 25 were prepared.

In Fiscal year 2010, staff supported the TPB Regional Taxicab Regulators Task Force. The Task Force met five times throughout the fiscal year. They finalized a draft of a regional taxicab reciprocity agreement, which they presented to the COG Chief Administrative Officers. They also produced supportive documents for the CAOs to determine support for the agreement, such as jurisdictional comparisons of taxi regulations, insurance requirements, and vehicle requirements. The Task Force also served as an important information sharing forum, with roundtable discussions on current issues of taxicab regulation, such as accessible taxis, alternative fuel taxis, public information on regional taxi services, and violence against taxicab drivers.

G. Annual Report

The June TPB News was produced and distributed.

At the end of the fiscal year, all tasks were completed under this item, including production of the annual report (The Region) and production of the monthly newsletter.

H. Transportation / Land Use Connection Program (TLC)

By the end of June, which was the end of the fiscal year, all 10 TLC technical assistance projects funded for FY2010 were completed.

The selection panel for the FY2011 round of projects met on June 15 and selected a package of project recommendations for funding. These recommendations were scheduled for approval by the TPB in July.

Staff received a draft evaluation report on the TLC program from Reconnecting America. This evaluation will be used to identify opportunities for developing and potentially expanding the program in the future. The draft evaluation will be reviewed and finalized in September.

I. DTP Management

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

- The DTP Director gave a plenary session presentation to a TRB conference on Energy and the Environment in Raleigh, North Carolina.
- The DTP Director provided an overview of the literature on transit system governance to the Board of Trade/COG Task Force on WMATA Governance.
- The DTP Director met with representatives of the General Accountability office to discuss transit system performance issues.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

Staff made minor revisions to the 2010 Congestion Management Process (CMP) Technical Report and developed a memorandum to the TPB Technical Committee addressing the comments received and staff responses on the CMP Technical Report.

However, the CMP item of the June 4 TPB Technical Committee meeting was deferred to the next meeting because of time constraints.

The experience of applying emerging private sector probe-based speed data in TPB's planning process drew attention and interests of peer organizations from within and

outside the Washington region. Staff shared the experience at the following two occasions:

- Applications of Operations Data Meeting on June 15 at Hanover, Maryland with folks from Maryland State Highway Administration, Maryland Transit Administration and University of Maryland.
- I-95 Corridor Coalition Vehicle Probe Project Team Webcast on June 30 with folks from FHWA, DOTs and MPOs of the I-95 Corridor states.

Staff did literature review and research on different travel time reliability measures with the goal to improve reliability-related performance measures for the region.

*End-of-year recap:* FY2010 programmed activities under this task have been completed or extended to FY2011. During FY2010, the major topics listed in the UPWP CMP task were addressed, coordinated with the Travel Management Subcommittee and other involved committees. Staff undertook and completed programmed major activities under the CMP:

- CMP Technical Report: The 2010 Congestion Management Process (CMP) Technical Report was developed during FY2010 and the final draft was scheduled to finalize at the June 4 TPB Technical Committee meeting; committee approval was anticipated in early FY2011. The 2010 CMP Technical Report included major updates of congestion-related ongoing programs and periodical studies, as well as sample congestion analysis results of a new congestion monitoring data source – the I-95 Corridor Coalition Vehicle Probe Project. Travel time reliability was also examined for the first time in the CMP Technical Report. The structure of the CMP Technical Report was also revised with an extended Executive Summary and other adjustments.
- CMP Components of the CLRP 2009 Update were revised and are available at [www.mwcoq.org/clrp/elements/cmp](http://www.mwcoq.org/clrp/elements/cmp). The CLRP identified congestion in the region, developed and documented a process describing how congestion management is considered at critical stages in the metropolitan transportation planning process, and addressed federal requirements. The TPB approved the 2009 CLRP, including the CMP, on July 15, 2009, and amended October 21, 2009.
- Congestion Management Documentation Forms for the CLRP and TIP: based on forms and supporting reference material developed in 2009, CMP information associated with TIP projects (provided by member agencies) were made available with the published TIP.

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

- The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee held a joint meeting on June 11, 2010 with the Regional Emergency Support Function #1 – Emergency Transportation Committee. This meeting provided an opportunity for members of the two committees to discuss operational and security issues of mutual concern. A detailed matrix describing mutual roles and upcoming activities in the MOITS and RESF-1 programs was prepared by staff and discussed at the meeting. The meeting also provided a final review of the draft “Strategic Plan for the MOITS Program” (see below).
- Staff continued coordinating with the Regional Emergency Support Function #1 – Emergency Transportation Program, Committee, and staff. See also Item 2.C.
- Staff continued coordination work with the Metropolitan Area Transportation Operations Coordination (MATOC) Program. Staff completed administrative work with the MATOC partner agencies (DDOT, MDOT, VDOT, and WMATA) for a no-cost period of performance extension of the MATOC agreement, funding, and contract from its previous June 30, 2010 expiration to a new September 30, 2010 expiration. Staff also reviewed draft deliverables and other materials and provided feedback to the contractor, and began preparations for the July series of MATOC meetings. See also Item 2.I.
- Staff finalized the “Strategic Plan for the MOITS Planning Program”, and the TPB approved the plan at its June 16 meeting. The plan will guide upcoming MOITS activities, and provides a list of potential regional projects that could be considered for future funding opportunities.
- Traffic Signals Activities: Staff completed work on a regional summary map of traffic signal locations and conditions, and identified further enhancements that will be needed before the map is integrated into the regional Congestion Management Process (CMP).
- Regional ITS Architecture Activities: Staff continued maintenance and update work on the Regional ITS Architecture.
- On June 3, staff participated in a Maryland statewide “Planning for Operations” workshop in Hanover, Maryland.
- On June 8, TPB staff hosted the annual Executive Board meeting of the I-95 Corridor Coalition, participating in this meeting that provided input to the upcoming annual work program of the coalition.
- On June 22, staff, sponsored by the Federal Highway Administration, participated in a “Performance Data Needs Peer Workshop”, in conjunction with a national meeting of the American Association of State Highway and

Transportation Officials Standing Committee on Planning, in San Antonio, Texas.

- *End-of-year recap:*
  - FY2010 programmed activities under this task have been completed or will be continued into FY2011. Staff supported the MOITS Policy Task Force and Technical Subcommittee on their variety of activities throughout the year, including active Traffic Signals and Regional ITS Architecture subcommittees and activities.
  - Liaison activities with regional transportation emergency preparedness planning were accomplished throughout the year. (See also 2.C.)
  - 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, with the assistance of a consultant team, completed the “Strategic Plan for the MOITS Planning Program”. The strategic plan will guide upcoming MOITS activities, and provides a list of potential regional projects that could be considered for future funding opportunities.
  - TPB staff undertook extensive coordination with external stakeholders to the MOITS program, including hosting the annual Executive Board meeting of the I-95 Corridor Coalition in June.

### C. Transportation Emergency Preparedness Planning

The Regional Emergency Support Function-1 – Transportation (RESF-1 – Transportation) Committee provides an interface between transportation and emergency management agencies and activities; and is staffed by a Public Safety Planner from COG’s Department of Public Safety and Health. The RESF-1 committee met on June 11<sup>th</sup> 2010. This was a joint meeting with the MOITS committee. RESF-1 Chair Earl Lewis provided the group with an overview of the regional radiation detection project that is being funded through DHS grant funding. At this meeting the committees also jointly discussed the MOITS Strategic Plan as well as the NCR Strategic Plan and how they interact with each other. The committees also discussed a document that outlines the roles and responsibilities of each committee. This document serves as a visual reminder of each group’s area of responsibility. Finally, the groups shared what they are working on at a jurisdictional/ organizational level.

During the month of June RESF-1 staff person also worked with the committee chairs to further assist in the NCR Strategic Planning process as well as the UASI Investment Justification process. Coordination, document review, and subject matter expertise were provided in these efforts. RESF-1 staff will continue to work with RESF-1’s chairs as well as TPB staff to prepare and drive committee work.

D. Transportation Safety Planning

TPB staff revised the charts on bicycle and pedestrian safety in the Washington region for the update to the Bicycle and Pedestrian Plan.

FY 2010 Recap.

The Transportation Safety Subcommittee met on October 30, 2009. At that meeting Michael Pack of the University of Maryland CATT Lab (Center for Advanced Transportation Technology Laboratory) demonstrated his MAARS (police crash records) data-mining tool. As a result VDOT provided the University of Maryland CATT lab with its state-wide crash database. The University of Maryland CATT lab produced a proposal to evaluate that database to determine whether it could be integrated into the Maryland data.

This regional data mining and visualization tool has attracted considerable interest from the Transportation Safety subcommittee members, especially DDOT. University of Maryland CATT lab had done a great deal of work, funded by the State of Maryland, on the Maryland data mining tool, and it might be possible to extend that tool to the District of Columbia and Virginia at a reasonable cost.

TPB staff endeavored to follow up with the DOT's and secure funding commitments for the project. However, DDOT and VDOT were not able to provide funds. VDOT was suffering budget shortfalls, and already had comparable products in the pipeline for its own use. Absent sufficient interest and commitment of funds from the States, it was decided not to devote TPB planning funds to further analyze the feasibility of a regional traffic safety data mining and visualization tool.

TPB staff compiled data on fatalities, injuries, and crashes for the various traffic safety emphasis areas in the Safety Element of the Constrained Long-Range Plan. Michael briefed the Bicycle and Pedestrian Subcommittee and the MOITS Policy Task Force and Technical Subcommittee.

Regional fatality and injury data on a regional basis for traffic safety the emphasis areas, including 2009 deaths which will soon be available, will be made part of the Safety Element of the Constrained Long-Range Plan, which will be updated and expanded in fall 2010. Only minor technical updates to the Safety Element were made in FY 2010.

TPB staff participated in the Maryland, and local Traffic Safety planning processes, attending meetings relating to those efforts.

Of the major recommendations in COG Board Resolution R32-08 on Pedestrian Safety, the expansion of Street Smart, Safe Routes to School, and the Transportation-Land Use Connections program have been carried out. Other recommendations, such as building more walkable communities and improving access to bus stops are being carried out by our member governments and agencies.



E. Bicycle and Pedestrian Planning

TPB staff posted another draft of the regional Bicycle and Pedestrian plan. A working group meeting and conference call was held June 29<sup>th</sup> to review the latest draft and provide comments, which were to be integrated before the draft was presented to the TPB Technical Committee in July. A final deadline, for purposes of the plan, of July 12<sup>th</sup> was set for any further changes to the project database.

FY 2010 End of the Year Recap

1. With the assistance of the Pedestrian Safety Work group and the consultant, McAndrew Company, Street Smart created its most highly rated materials, garnered more press coverage and public attention than ever before, and achieved the highest levels of law enforcement participation. Two campaign waves were carried out, in November 2009 using the materials from Spring 2009, and March-April 2010, using new materials.
  - For 2010 the campaign changed direction from an “instructional” to a “shock-value” type of effort. A video for cable television and internet use was created for the first time. The advisory committee felt that most people knew correct behavior, but needed more encouragement.
  - A distracted driving and walking element was made part of the video, while the press conference and press conference video emphasized speed, with a live stopping distance demonstration using “Bobby”, a department store dummy. Dave Snyder, the TPB Chair, spoke at the March 23<sup>rd</sup> press conference kicking off the Spring campaign.
  - The web site was redesigned, and a new URL chosen to match the campaign slogan, <http://bestreetsmart.net>.
  - TPB staff coordinated the receipt of voluntary funding contributions from member jurisdictions and agencies, prepared grant applications for state funding and submitted required paperwork.
  - Pre- and post- campaign surveys were carried out. Standardized enforcement forms enabled better tracking of law enforcement actions. A final report will be issued in September 2010, reporting the results of the pre- and –post campaign surveys, paid and earned media activities, and enforcement results.
  - TPB staff compiled and reported regional pedestrian and bicycle safety data.
2. Under the guidance of the Bicycle and Pedestrian Subcommittee and a working group, TPB staff produced a draft revised bicycle and pedestrian plan for the national capital region, an update to the regional bicycle and pedestrian plan adopted in 2006.

This update is nearly complete. It identifies major bicycle and pedestrian projects the region wishes to carry out by 2035, including both funded and unfunded projects. The plan incorporates goals and performance indicators for walking and bicycling from the 1999 TPB *Vision 2010 COG Region Forward 2050* plan, and identifies “best practices” likely to be effective in achieving those goals. It also discusses trends in policy, mode share, and safety.

3. TPB staff provided support for the Bicycle and Pedestrian Subcommittee, including setting agendas, creating minutes, maintaining the contact lists, creating hand-outs, and other support as needed. The Bicycle and Pedestrian Subcommittee provided a valuable forum for exchanging information on best practices and coordinating projects where needed, as well as overseeing the revision of the bicycle and pedestrian plan.
4. TPB staff also briefed the TPB, TPB Technical Committee, the COG Police Chiefs Committee, the Commuter Connections TDM marketing group, the Citizens Advisory Committee, and other committees as requested on issues relating to bicycling and walking. TPB staff and the Bicycle and Pedestrian Subcommittee assisted as requested with the TIGER II grant process for a regional bike sharing program.
5. A list of list of top priority unfunded bicycle and pedestrian projects for inclusion in the TIP was adopted by the bicycle and pedestrian subcommittee in September 2009, and the TPB was briefed and recommended the listed projects for inclusion in the TIP in December 2009.
6. The Bicycle and Pedestrian Subcommittee sponsored a seminar on advanced bicycle facility design on February 18<sup>th</sup>, 2010. TPB staff made the arrangements for the seminar, which was taught by an instructor from Alta Planning, a noted west-coast planning and design firm.
7. TPB staff coordinated with Commuter Connections as needed, assisting with the Commuter Connections directory and revised Bike to Work Day guide, and publicizing Bike to Work Day and car-free day.

F. Regional Bus Planning

Based on input received at the May TPB Technical Committee meeting, staff developed a revised PowerPoint presentation summarizing information on ridership and the characteristics of local and regional transit services available in the region. This presentation is to be delivered by Mr. Overman, the Regional Bus Subcommittee Chair, to the TPB Technical Committee at their July 9<sup>th</sup> meeting. Staff also began preparing for the July meeting of the Regional Bus Subcommittee.

#### G. Human Service Transportation Coordination

In the past twelve months, staff worked with the Human Service Transportation Coordination Task Force to complete an update of key elements in the Coordinated Human Service Transportation Plan. The plan update reflected lessons learned from three years of prior solicitations. The updated sections included the unmet needs, strategies for improved service and coordination and priority projects. The coordinated plan update was approved in December, 2009.

Staff continued the coordination of Human Service Transportation Coordination Task Force activities with those of the Access for All Advisory Committee by hosting two joint meetings of the committees to discuss potential service and fare changes to the MetroAccess service. Staff also supported the ongoing regional coordination of key projects, including the Regional Transportation Information Clearinghouse, and shared lessons learned from the D.C. Wheelchair Accessible Taxicab Pilot.

Staff hosted, in collaboration with WMATA and Easter Seals Project ACTION, a travel training seminar featuring a speaker from Travel Independence Training across the Nation (TITAN) in England. Staff also provided support to the JARC and New Freedom selection committee to ensure projects were consistent with the coordinated plan.

The Task Force reviewed how the Coordinated Plan was utilized by applicants and grantees under the JARC and New Freedom program. Staff administered a survey of existing grant recipients to conduct a brief evaluation of the JARC and New Freedom programs. Staff worked with the Task Force to guide the development of priorities for the 2010, solicitation, developed a statement of priorities, and released it for public comment. It is anticipated that the Task Force will initiate an evaluation of the JARC and New Freedom programs and the projects that have been funded to date when it reconvenes in the fall of 2010.

#### H. Freight Planning

Staff wrapped up work on the development of the *National Capital Region Freight Plan 2010*, which was presented to the TPB Technical Committee on June 4, 2010. Staff received comments from the Technical Committee and freight community and compiled a response memorandum to give to Committee members at their July 9, 2010 meeting.

Staff prepared and distributed the monthly *Focus on Freight*-June 2010 newsletter.

*End-of-year recap:* FY2010 programmed activities under this task have been completed or extended to FY2011. During FY2010, the major topics listed in the UPWP Freight Program task were addressed, coordinated with the Freight Subcommittee and other involved committees. Staff undertook and completed programmed major activities under the Freight Program:

- Freight Subcommittee Meetings: Staff organized bimonthly meetings for a total of six meetings. Two meetings included a tour of freight-related

facilities and one included a joint meeting with the Baltimore Metropolitan Council.

- National Capital Region Freight Plan 2010: Staff worked with the Freight Subcommittee to develop the region's first Freight Plan. (The Freight Plan is scheduled for approval by the TPB on July 21, 2010).
- Freight Program Outreach: Staff prepared monthly *Focus on Freight* e-newsletters. Newsletters included information on upcoming meetings, the Freight Plan development, and freight-related news highlights. Staff also participates in neighboring MPO freight meetings, I-95 Corridor Coalition Intermodal Committee conference calls, and the Council of Supply Chain Management Professionals.
- Freight Components of the CLRP 2010 Update: The revised freight components are available at <http://www.mwcog.org/clrp/elements/freight.asp>.

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

On December 16, 2009, the TPB amended this new task into the UPWP. Under this work task, TPB provides planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. The MATOC Program's mission is to monitor, analyze, and provide stakeholder notifications and traveler information to maintain regional situational awareness of regional traffic and transit conditions on a real-time basis, especially during major incidents. MATOC's operational and implementation activities are being funded outside the UPWP by a dedicated grant from the federal SAFETEA-LU transportation legislation, as well as by other current and anticipated future funding. These real-time actions must also be supported by planning activities in part addressed through this UPWP task, including committee support and outreach as well as technical, legal, financial, and administrative planning for MATOC.

Work under this task in June 2010 included:

- Under the guidance of staff, the consultant team prepared for and participated in meetings of the MATOC Information Systems Subcommittee and the MATOC Operations Subcommittee on June 10, and the monthly MATOC Steering Committee meeting on June 15.
- Under the guidance of staff, the consultant team completed work on a MATOC Program benefit-cost analysis white paper. Results of the analysis were presented to the TPB along with a status update on the MATOC Program on June 16.
- *End-of-year recap*:

- FY2010 programmed activities under this task, as originally amending into the UPWP on December 16, 2009, have been completed or will be continued into FY2011. Staff prepared for and participated in meetings of the MATOC Steering Committee and its Information Systems and Operations Subcommittees throughout the year. The TPB was briefed regularly on the status of the MATOC Program.

### **3. FORCASTING APPLICATIONS**

#### **A. Air Quality Conformity**

Regarding the upcoming air quality conformity assessment of the 2010 CLRP and FY2011-2016 TIP, staff completed the coding of highway networks for travel demand input for the 2011, 2020, 2030, and 2040 forecast years. This work involved updating the 2009 CLRP networks to reflect changes to projects as listed in the conformity project input table approved by the TPB in May. Staff coordinated with implementing agencies when questions arose relating to project input details. Staff also completed preparation of the 2011 forecast year transit network development files. This work involved preparation of base transit network files that reflect service in the region that is current to Spring, 2010, and then adding transit projects in the 2010 CLRP that will be open for use by the end of 2011. With widespread fare changes, staff updated the bus fare matrix to reflect current fares for all bus and commuter rail service in the region. Staff reviewed Metrorail fare increases and policy changes, as well as increases in toll rates on existing toll facilities in the region in preparation for updating these values in the travel demand input files.

Department of Environment (DEP) staff coordinated with state air agencies to get inputs for emission calculations for the conformity analysis of the 2010 CLRP and FY2011-2016 TIP. DEP staff also developed seasonal average fuel data from the monthly data provided by the states. DTP staff coordinated with DEP staff to develop the final emission factors for the 2011 analysis year.

In accordance with TPB consultation procedures, staff also forwarded to the consultation agencies and public advisory committees the meeting agenda and a summary memo regarding the June TPB meeting and air quality conformity consultation elements.

#### **B. Mobile Emissions Analysis**

Staff made progress on new local transportation input (vehicle hours of travel (VHT) under 16 speed ranges) for the MOVES2010 model. Based on a review of default data and local data, staff prepared a matrix of observations including “fatal flaws” in the default data and recommendations on the local data sources to use in the preparation of this input. The MOVES model was tested using local VHT data for restricted roads; preliminary results were obtained and are being reviewed. Staff in cooperation with Federal Highway Administration held MYSQL training for the MOVES model for DTP, DEP and other State DOT staff.

The following products were completed and delivered during the fiscal year:

Updated TERM Tracking Sheet, Updated Potential TERMS Report, Report on the Preliminary Analysis of the Potential Transportation Related Greenhouse Gas Reduction Strategies for the Washington Region.

Transportation-related MOVES model inputs (four) and detailed documentation.

The MOVES Task Force met on June 22, 2010 and the members were briefed on the progress in developing local inputs, preliminary emissions results, and MYSQL training and status review of the MOVES work program.

The Travel Management Subcommittee did not meet during June 2010 but staff updated the committee on the work program activities undertaken by staff.

With the performances of the above work elements staff has now completed all FY 2010 work activities in this program area.

Department of Environmental Program (DEP) staff worked on the following areas:

- Worked on developing recommendations for the June 22, 2010 MOVES task force meeting. Specifically, worked on developing recommendations for MOVES meteorology data for upcoming ozone SIP and existing ozone, PM2.5, and CO conformity analyses.
- Coordinated with COG/DTP staff regarding the agenda, meeting materials and other activities for the June 22, 2010 MOVES task force meeting.
- Coordinated with states on getting fuel program and I/M program information for MOVES model for running MOVES scenarios for different test years.
- Downloaded and installed the MOVES model database on the new computer (Windows 7 64-bit). Ran MOVES on the new machine to compare the time involved in a test ozone season with the one on Windows XP machine.
- Continued to work collaboratively with COG/DTP staff on analysis of data inputs needs for the MOVES model.
- Kept up to date with MARAMA MOVES modeling activities as part of photochemical modeling for the new ozone and fine particle standards and also received latest updates from EPA OTAQ staff on the MOVES model.
- Attended a training workshop on MYSQL application for MOVES model.

#### C. Regional Studies

In Fiscal year 2010, staff supported the TPB Scenario Study Task Force, as well as efforts of the COG Climate, Energy, and Environment Policy Committee. The Task

Force met six times throughout the fiscal year. Staff completed the analysis and documentation of the “What Would it Take?” scenario, which was presented to the TPB Travel Management Subcommittee, TPB Technical Committee and the Scenario Study Task Force for review. A final report, technical report, and final presentation were prepared. Staff also completed the analysis and began final documentation of the “CLRP Aspirations” scenario. The Task Force also oversaw the completion and submittal of the TPB’s ARRA TIGER Grant proposal.

In June, TPB staff began assisting the development of an application by COG for a Regional Sustainable Communities Planning Grant from the U.S. Department of Housing and Urban Development (HUD). The TPB, the TPB Technical Committee and CAC were briefed on this application for \$5 million in federal funds, which is due on August 23.

The consultant completed Phase I on the development of the implementing bus priority guidelines. A draft guidelines document was submitted for staff review.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff completed development of the TAZ-level Round 8.0 Cooperative Forecast database for the new 3722-TAZ system.

Staff applied a series of custom equivalency tables to the 3722 TAZ-level Round 8.0 Cooperative Forecast database for the new 3722-TAZ system to create a 2191 TAZ-level version of the Round 8.0 Cooperative Forecast database. This 2191 TAZ-level version of the Round 8.0 Cooperative Forecast database was created for use in the Air Quality Conformity Assessment of the 2010 CLRP and FY 2011-16 TIP.

Staff completed work on the 2009 Commercial Construction Indicators Report.

Staff completed work on the Annual Economic Trends Report.

Staff responded to questions on the Cooperative Forecast Round 8.0 TAZ-level database of forecast employment, households and population growth and the changes from Round 7.2A forecasts.

**4. DEVELOPMENT OF NETWORK / MODELS**

A. Network Development

The 2007 highway and transit networks developed for the 3,722 TPB TAZ system has been successfully processed using GIS network management system. The networks have been exported from the database and processed using transportation modeling software (Cube/ Voyager). Network paths and skim files are now being evaluated for use in the Version 2.3 calibration effort. Most of the major jurisdictions have already submitted their comments to TPB regarding their review of the refined networks on the

new TAZ system, but a few additional comments are still being received. Staff will complete work on relating traffic counts to highway network links in early July.

As updates to the base-year (2009) transit network line file were completed last month, TPB staff is now working to implement the updates into the GIS multi-year network database (also known as the TPBMAN). Staff is currently updating the highway and transit network supporting the 2010 CLRP and FY2011-2016 TIP. Staff has begun formulating of end-of-fiscal-year reporting for FY-2010.

B. GIS Technical Support.

Staff continued to monitor the performance of ArcGIS 9.2 and the GIS server.

Staff completed quality control checks on the updated the regional highway and transit network databases in the Master Highway and Transit Network editing application and corrected all identified consistency errors.

Staff continued to support the network coding team on the use of the Master Highway and Transit Network editing application.

Staff developed and implemented computer programs and procedures to link GPS-obtained vehicle travel time and speed data to the regional highway network.

Staff updated the metadata and user documentation for GIS layers on the GIS Server and began planning for a series of GIS user needs assessment meetings with DTP staff.

Staff prepared the purchase orders for the renewal DTP GIS software licenses and the acquisition of additional GIS software.

C. Models Development

Logic checking of the 2007/08 Household Travel Survey (HTS) file has been completed and documented. The preparation of HTS-based calibration data supporting the Version 2.3 model development has been largely completed, except that network impedances have not yet been combined with HTS data. TPB staff developed a new parking cost formulation using HTS-based data which will be used in the Version 2.3 model development. Staff has begun formulating end-of-fiscal-year documentation which will be completed in early July.

As part of TPBs consultant assisted effort to provide a scan of best modeling practices in the U.S., the consultant, Cambridge Systematics, Inc. (CS) delivered four draft reports, which the models development staff is currently reviewing:

1. *Further Investigation of Convergence in User Equilibrium Traffic Assignment and Speed Feedback (Task 7)*



2. *Short-Term Model Enhancements: Trip Purposes and Special Generators (Task 8)*
3. *Cambridge Systematics, Inc., Short-Term Model Enhancements: Time of Day Model, Queue Delay Function, and Two-Step Assignment (Task 9)*
4. *Cambridge Systematics, Inc., Short-Term Model Enhancements: Transit-Related Enhancements (Task 10)*

The reports include recommendations on specific model improvement areas for TPB to consider. In response, staff began the preparation of written comments and planned actions that will be taken on the recommendations made by CS.

D. Software Support

Staff completed a technical memorandum that describes quality assurance procedures for travel demand modelers. The memorandum contains examples of quality assurance programs and techniques that have helped with troubleshooting in the past; its intended audience is recently-trained as well as experienced modelers on staff.

With the performance of the above work elements, staff has now completed all FY2010 work activities in this program area.

**5. TRAVEL MONITORING**

A. Cordon Counts

During June, staff completed processing highway and transit travel time data collected in spring 2009 in support of the Central Employment Cordon Count project. Staff completed a draft report documenting the procedures, analysis and findings of the 2009 Central Employment Cordon Count project. It is anticipated the report will be presented to the Travel Forecasting Subcommittee in July.

Staff completed travel time field data collection for the 2010 Regional HOV Facilities monitoring project.

B. Congestion Monitoring and Analysis

Staff completed data analysis and prepared the draft report which is under internal review. Staff has now completed all FY2010 work activities on this program area.

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

Staff completed preparation of technical documentation for the final geocoded, edited and factored Household Travel Survey (HTS) trip file.

Staff continued to work with the members of the models development team on the review of the HTS data for the development of the Version 2.3 travel demand forecasting model.

Staff completed analysis and processing of the 2007/2008 Household Travel Survey GPS add-on data.

Staff continued to assist consultants for Arlington County transportation staff on an HTS follow on survey in three areas of Arlington County.

Staff responded to questions on the 2007/2008 HTS and data requests for the HTS household, vehicle, person and trip files.

D. Regional Transportation Data Clearinghouse

Staff continued the re-design and programming of the user interface for the Regional Transportation Clearinghouse.

Staff completed implementation of the methodology to link the Transportation Data Clearinghouse daily traffic volumes and hourly counts to the new 3722-TAZ highway network.

Staff processed 2009 traffic volume data from the MSHA.

Staff received and processed 2009 traffic count data from DDOT and VDOT.

Staff received and processed updated NAVTEQ road network data.

Staff prepared a brief report on the 2008 to 2009 change in DC vehicle miles of travel on Interstate, Principal Arterial, Minor Arterial, and Collector roadways.

6. TECHNICAL ASSISTANCE

A. **DISTRICT OF COLUMBIA**

1. Program Development, Data Requests & Miscellaneous Services

No activity to report for the reporting period.

2. FY10 DDOT Traffic Counts

Staff coordinated with the contractor conducting the CY2010 DDOT traffic counts. The contractor completed approximately two-thirds of the required CY2010 traffic counts.

3. Bicycle Counts

Data collection for this project concluded in June 2010. Staff compiled and transmitted all data to DDOT to conclude this effort.

4. Phase II – Evaluation of the Metrobus Priority Corridor Network

The final report for this is the consultant study to evaluate the Metro bus Priority Corridor Network was submitted and this project is complete.

5. WARD 6 Performance Based Parking Pilot Curbside Data Collection

No activity to report during the reporting period.

6. 2009 Automobile Travel Time Survey

Staff presented the *Outdoor Advertising Sign Control Inventory Final Report* to the Federal Highway Administration District of Columbia Division Office on June 10th. The presentation consisted of an overview of the methodology and findings of the inventory. In addition, staff made recommended revisions to the reports and met with the DDOT project manager to discuss the next steps for the project.

7. Unprogrammed

No activity to report during the reporting period.

8. Purple Line/Return to L'Enfant Conformity Assessment

This project was completed in November 2009.

9. DDOT HPMS Project

Staff prepared the draft agenda for DDOT's monthly HPMS Coordinating Committee meeting, participated in this meeting and drafted the meeting minutes.

B. **MARYLAND**

1. Program Development /Management

Staff continued coordination with MDOT and MD SHA staff regarding execution of FY2010 work program activities and discussion of upcoming FY2011 technical assistance activities.

With the performance of the following work elements, staff has now completed all FY2010 work activities in this program area.

2. Miscellaneous Services

Staff researched directional volumes recorded at some of the Maryland permanent count stations in the past decade and documented the findings.

3. MDOT Training / Technical Support

Staff reviewed documentation reports, e.g., draft environment impact study, alternatives retained for detailed study, for various project planning studies in Maryland.

4. SHA-Western Mobility / I-270 Studies

Staff incorporated the final set of detailed land activity data from Frederick County consistent with Round 7.2A into a specialized set of programs referred to as the subarea traffic assignment. This process is utilized to obtain more detailed traffic forecasts in Frederick.

Staff executed 2005 Validation and 2030 No Build model runs. Following extensive review, staff transmitted modeling files along with result summaries to MD SHA.

Work on this project is now being funded within the Maryland technical assistance Project Planning / Feasibility Studies element, reported below.

5. MTA-Corridor Cities Transit way / Purple Line Transit

No activity to report during this reporting period.

6. Project Planning / Feasibility Studies

Following the expenditure of all funds on the I-270 Study project element within the Maryland technical assistance program, work activities on that project are now being incorporated into this project area.

7. Managed Lanes-Planning

Staff completed a draft technical report documenting the study and technical work that took place over the past three years. The report is currently under review.

8. Traffic Impacts

Funds reprogrammed to next fiscal year.

9. Project Evaluation

Funds reprogrammed to next fiscal year.

10. Statewide Travel Demand Model

No activity to report during the reporting period.

11. Development/Refinement of Technical Methods

Staff continued work to prepare inputs for a case study application of project evaluation software, BLA.net.

12. Monitoring Studies

Funds reprogrammed to next fiscal year.

13. Transportation Land Use Connection (TLC)

By the end of June, which was the end of the fiscal year, all 10 TLC technical assistance projects funded for FY2010 were completed.

The selection panel for the FY2011 round of projects met on June 15 and selected a package of project recommendations for funding. These recommendations were scheduled for approval by the TPB in July.

Staff received a draft evaluation report on the TLC program from Reconnecting America. This evaluation will be used to identify opportunities for developing and potentially expanding the program in the future. The evaluation will require extensive further research, but staff anticipates the evaluation will be ready for release in September.

14. Phase II – Evaluation of the Metro bus Priority Corridor Network

The final report for this is the consultant study to evaluate the Metro bus Priority Corridor Network was submitted and this project is complete.

**C. VIRGINIA**

1. Program Development

No activity to report during the reporting period.

2. Miscellaneous Services

No activity to report during the reporting period.

3. Northern Virginia HOV Facilities Monitoring and Data Collection

Staff submitted the final draft of the *Analysis of AM Peak Period Inbound Travel in Northern Virginia's Dulles Corridor in the Fall of 2009* to VDOT and NVTC. Prior to submitting the report, staff added additional transit

data and updated statistical formulas used to calculate standard weekday variation of travel modes.

4. High Occupancy / Toll (HOT) Lane Traffic Analyses

This task was carried over to the FY2011 UPWP.

5. Travel Forecast Model Refinements

This task was carried over to the FY2011 UPWP.

6. Data Mine State of the Commute Survey

This task was carried over to the FY2011 UPWP

7. Phase II - Evaluation of the Metrobus Priority Corridor Network

The final report for this is the consultant study to evaluate the Metrobus Priority Corridor Network was submitted and this project is complete.

8. Household Survey Analysis

Staff prepared a series of tabulations from the 2007/2008 Household Travel that analyzed the origins and destinations of trips to and from Northern Virginia jurisdictions by mode.

9. Northern Virginia Bicycle/Pedestrian Count

Staff completed an analysis that (1) compared the Miovision collection system to other forms of data collection for VDOT's bicycle data collection process, and (2) evaluated the accuracy of the Miovision data that was collected last year. This analysis was documented in a draft report:

*Analysis of Miovision: Automatic Bicycle / Pedestrian Count System In Northern Virginia*, which was submitted to VDOT.

## D. **WMATA**

1. Program Development

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

2. Miscellaneous Services

No activity to report during the reporting period.

3. Phase II – Evaluation of the Metrobus Priority Corridor Network

The final report for this project was submitted and the project is complete.

4. Analyze Bus Passenger Survey Trip Origins and Destinations

Staff completed analysis of the 2008 Regional Bus Survey origin and destination trip ends and provided the models development team with a final database of “bus only” trips from this survey.

5. Collection of Bus Passenger Counts

This work activity was deleted on January 8, 2010 by TPB Steering Committee Resolution SR12-2010.

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

A. Conduct 2009 Air Passenger Survey

This task is complete.

B. Process 2009 Air Passenger Survey

Staff began preparing tables, charts and maps of the geographic portion of the analysis of the 2009 Air Passenger Survey. These tables, charts and maps will be provided to the Aviation Technical Subcommittee at its July meeting. Staff also began preparing the general findings and geographic findings report from the survey. These reports will be presented to the Subcommittee at its July meeting.

C. Ground Access Forecast and Element Updates

1. Update Air Passenger Ground Access Forecasts (Phases 1 and 2)

No activity to report during the reporting period.

2. Ground Access Element Update

Staff incorporated changes and edits into the preliminary draft Ground Access Element Update, as directed by the Aviation Technical Subcommittee in June, the revised draft will be presented to the Subcommittee at its July meeting.

D. Ground Access Travel Time Study

No activity to report during the reporting period. This program has not yet started.

E. Other CASP Activities

No activity to report during the reporting period.

8. **SERVICES/SPECIAL PROJECTS**

A. DDOT Commercial Curbside Loading Zone Data Collection

This task is complete.

**CONSULTANT SUPPORT**

1. Cambridge Systematics, Inc. – Technical Assistance – Travel Demand Model Development and Application - \$150,000.
2. Cambridge Systematics, Inc – Analysis of Financial Resources for the 2010 CLRP for the Washington Region - \$100,000.
3. MCV Associates- Traffic Count Program - \$60,000.



**FY 2010 TRANSPORTATION PLANNING BOARD  
COG/TPB BUDGET EXPENDITURE SUMMARY PRELIMINARY REPORT  
FY-TO-DATE June 30, 2010**

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
<b>1. PLAN SUPPORT</b>			
A. Unified Planning Work Program (UPWP)	70,700.00	66,034.45	93%
B. Transportation Improvement Program (TIP)	251,830	196,149	78%
C. Constrained Long-Range Plan	638,400	565,894	89%
D. Financial Plan	134,000	113,731	85%
E. Public Participation	446,900	449,663	101%
F. Private Enterprise Participation	18,300	17,782	97%
G. Annual Report	80,100	82,206	103%
H. Transportation / Land Use Connection Program	465,000	411,328	88%
I. DTP Management	452,100	383,605	85%
SUBTOTAL	2,557,330	2,286,393	89%
<b>2. COORDINATION PLANNING</b>			
A. Congestion Management Process (CMP)	155,000.00	155,302	100%
B. Management, Operations & ITS Planning	390,300	389,543	100%
C. Emergence Preparedness Planning	75,400	62,759	83%
D. Transportation Safety Planning	100,000	74,083	74%
E. Bicycle and Pedestrian Program	108,700	111,714	103%
F. Regional Bus Planning	100,000	90,776	91%
G. Human Service Transportation Coordination Planning	114,800	111,822	97%
H. Freight Planning	130,000	135,058	104%
I. MATCO Program Planning & Support	90,000	77,422	86%
SUBTOTAL	1,264,200.00	1,208,479	96%
<b>3. FORECASTING APPLICATIONS</b>			
A. Air Quality Conformity	563,200.00	543,777	97%
B. Mobile Emissions Analysis	640,100	621,987	97%
C. Regional Studies	415,800	423,595	102%
D. Coord. Cooperative Forecasting & Trans Planning	726,800	663,269	91%
SUBTOTAL	2,345,900	2,252,630	96%

**FY 2010 TRANSPORTATION PLANNING BOARD  
COG/TPB BUDGET EXPENDITURE SUMMARY PRELIMINARY REPORT  
FY-TO-DATE June 30, 2010**

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
<b>4. DEVELOPMENT OF NETWORKS AND MODELS</b>			
A. Networks Development	769,700	734,376	95%
B. GIS Technical Support	548,800	515,862	94%
C. Models Development	1,071,200	1,015,064	95%
D. Software Support	178,900	169,228	95%
SUBTOTAL	2,568,600	2,434,530	95%
<b>5. TRAVEL MONITORING</b>			
A. Cordon Counts	460,750	343,432	75%
B. Congestion Monitoring and Analysis	400,000	384,799	96%
C. Travel Survey and Analysis Household Travel Survey	456,300	424,426	93%
D. Regional Transportation Clearinghouse	267,900	232,728	87%
SUBTOTAL	1,584,950	1,385,384	87%
<b>SUBTOTAL CORE PROGRAM ITEMS 1-5</b>			
	10,320,980	9,567,416	93%
<b>6. TECHNICAL ASSISTANCE</b>			
A. District of Columbia	333,300	266,679	80%
B. Maryland	631,500	566,385	90%
C. Virginia	331,643	312,492	94%
D. WMATA	210,977	178,590	85%
SUBTOTAL	1,507,420	1,324,145	
<b>TPB GRAND TOTAL</b>	<b>11,828,400</b>	<b>10,891,561</b>	<b>92%</b>

**PRELIMINARY REPORTS**  
**FY 2010 TRANSPORTATION PLANNING BOARD**  
**FINANCIAL STATUS OF TECHNICAL ASSISTANCE**  
 FY-TO-DATE June 30, 2010  
 SUPPLEMENT 1

	COST CODES	TOTAL AUTHORIZED BUDGET	TOTAL EXPENDITURES	FTA/STA/LOC AUTHORIZED BUDGET	EXPENDITURES	PL FUNDS/LOC AUTHORIZED BUDGET	EXPENDITURES
<b>A. District of Columbia</b>							
1. Program Development, Data Requests & Misc. Services	040	17,500	14,352.32	2,327	1,908.06	15,173	12,444.26
2. DDOT Traffic Counts	041	150,000	106,312.88	19,944	14,135.04	130,056	92,177.84
3. Bicycle Counts	042	55,000	53,304.86	7,313	7,087.61	47,687	46,217.25
4. Phase II - Evaluation of the Metrobus Priority Corridor Network	043	33,000	31,867.00	4,388	4,237.33	28,612	27,629.67
5. DC Ward 6 Ballpark	044	15,800	12,047.35	2,101	1,601.99	13,699	10,445.36
6. 2009 Automobile Travel Time Survey	045	30,000	17,375.73	3,989	2,310.31	26,011	15,064.82
7. Unprogrammed	046	0	0.00	0	0.00	0	0.00
8. Purple Line / Return to L'Enfant Conformity Assessment	047	32,000	31,320.69	4,255	4,164.65	27,745	27,156.04
<b>SUBTOTAL</b>		<b>333,300</b>	<b>266,580.23</b>	<b>44,316</b>	<b>35,445.00</b>	<b>288,984</b>	<b>231,135.24</b>
<b>B. Maryland</b>							
1. Program Development/Management	060	25,000	22,051.78	3,324	2,932.00	21,676	19,119.78
2. Miscellaneous Services	061	24,200	9,965.33	3,218	1,325.14	20,982	8,640.19
3. MDOT Training /Technical Support	062	25,000	19,627.88	3,324	2,609.70	21,676	17,017.98
4. SHA-Western Mobility/Capital Beltway Studies	063	82,300	80,798.16	10,942	10,742.33	71,358	70,055.83
5. MTA- Corridor Cities Transit way / Purple Line Transit	064	40,000	32,117.84	5,318	4,270.07	34,682	27,847.77
6. Project Planning / Feasibility Studies	065	77,000	72,731.85	10,238	9,670.50	66,762	63,061.35
7. Managed Lanes-Planning	066	135,000	125,137.22	17,949	16,637.69	117,051	108,499.53
8. Traffic Impacts	067	5,000	1,065.06	665	141.65	4,335	923.40
9. Project Evaluation	068	0	0.00	0	0.00	0	0.00
10. Statewide Travel Demand Model	069	35,000	28,845.41	4,653	3,834.79	30,347	25,010.62
11. Development/Refinement of Technical Methods	070	50,000	42,185.26	6,648	5,608.94	43,352	36,576.31
12. Monitoring Studies	071	0	0.00	0	0.00	0	0.00
13. Transportation Land Use Connection (TLC)	072	100,000	99,992.35	13,296	13,294.97	86,704	86,697.38
14. Phase II - Evaluation of the Metrobus Priority Corridor Network	073	33,000	31,867.00	4,388	4,237.33	28,612	27,629.67
<b>SUBTOTAL</b>		<b>631,500</b>	<b>566,384.92</b>	<b>83,963</b>	<b>75,305.11</b>	<b>547,537</b>	<b>491,079.81</b>
<b>C. Virginia</b>							
1. Program Development	080	8,000	7,773.20	1,064	1,033.39	6,936	6,739.81
2. Miscellaneous Services	081	643	302.50	85	39.99	558	262.52
3. NVA. HOV Facilities Monitoring & Data Collection	082	255,000	246,072.94	33,905	32,718.05	221,095	213,354.88
4. High Occupancy / Toll (Hot) Lane Analysis I-95 / 395 Corridor	083	0	0.00	0	0.00	0	0.00
5. Travel Forecast Model Refinements	084	0	0.00	0	0.00	0	0.00
6. Data Mine State of the Commute Survey	085	0	0.00	0	0.00	0	0.00
7. Phase II - Evaluation of the Metrobus Priority Corridor Network	086	33,000	31,866.00	4,388	4,237.19	28,612	27,628.81
8. Household Survey Analysis	087	15,000	13,090.65	1,995	1,741.06	13,005	11,349.60
9. NOVA Bike Ped. Count	088	20,000	13,386.30	2,660	1,780.38	17,340	11,605.92
<b>SUBTOTAL</b>		<b>331,643</b>	<b>312,491.60</b>	<b>44,097</b>	<b>41,550.05</b>	<b>287,546</b>	<b>270,941.55</b>
<b>D. WMATA</b>							
1. Program Development	100	10,000	4,235.28	10,000	4,235.28	0	0.00
2. Miscellaneous Services	101	35,977	9,484.75	35,977	9,484.75	0	0.00
3. Phase II - Evaluation of the Metrobus Priority Corridor Network	102	125,000	125,991.60	125,000	125,991.60	0	0.00
4. Analyze Bus Passenger Survey Trip Origins & Destinations	103	40,000	38,878.40	40,000	38,878.40	0	0.00
5. Collection of Bus Passenger Counts	104	0	0.00	0	0.00	0	0.00
<b>SUBTOTAL</b>		<b>210,977</b>	<b>178,590.03</b>	<b>210,977</b>	<b>178,590.03</b>	<b>0</b>	<b>0.00</b>
<b>GRAND TOTAL</b>		<b>1,507,420</b>	<b>1,324,046.79</b>	<b>383,352</b>	<b>330,890.19</b>	<b>1,124,067</b>	<b>993,156.59</b>