

# FY 2012

NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD (TPB)  
Work Program Progress Report  
SEPTEMBER 2011

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 2011 UPWP. Activities under the FY 2012 UPWP began on July 1, 2011.

Staff presented a revised memorandum at the Technical Committee meeting on September 9 detailing responses to the recommendations and corrective actions included in the May 2011 FHWA and FTA report on the certification review of the transportation planning process for the Washington TMA. This memorandum also included proposed revisions to the FY 2012 budget allocations of “new FY 2012 funds” and “unobligated FY 2010 funds” from DDOT, MDOT and VDOT. In October, the Technical Committee and TPB will be briefed on these amendments to the FY 2012 UPWP to revise the budget and to include responses to the federal certification recommendations, and the TPB will be asked to approve them.

### B. Transportation Improvement Program (TIP)

At their September 9 meeting, the TPB Steering Committee approved two amendments to the FY 2011-2016 TIP. The first amendment was requested by the Virginia Department of Transportation (VDOT) to include funding the construction of the George Mason West Campus Roadway Connection Project. The second amendment was requested by the Potomac and Rappahannock Transportation Commission, the Virginia Railway Express and VDOT to modify funding for ten transit projects.

TPB staff processed six administrative modifications to the FY 2011-2016 TIP on September 30, at the request of the Maryland Department of Transportation.

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

Staff prepared the Call for Projects document for the 2012 CLRP and the FY 2013-2018 TIP and presented this to the TPB at their September 21 meeting.

During the month of September, staff worked on the analysis of the 2010 CLRP for disproportionate and adverse impacts of transportation-disadvantaged groups. A combination of 2000 and 2010 Census data was used, plus 5 year average American Community Survey data, to identify the locations of low-income and minority population groups, and persons with disabilities and those with limited English skills. The CLRP impacts are being measured by accessibility to jobs by transit and auto in 2010 and 2030.

D. Financial Plan

No work activity during the reporting period.

E. Public Participation

Staff began planning for a new web-based publication, tentatively called the TPB Weekly Report, which will provide short stories on regional transportation.

Staff began planning for a special session of the TPB's Community Leadership Institute (CLI) that will target high school students. The program, which will be conducted in partnership with the Urban Land Institute, has tentatively been planned for early December.

Staff conducted a scenario workshop on September 22 for the ULI leadership program. This session was a version of a workshop the staff conducted extensively between 2006 and 2008 under the title "What if the Washington Region Grew Differently?" Staff made presentation on the CLRP and regional planning issues to the Fairfax Transportation Advisory Committee on September 20.

The CAC meeting on September 15 included a briefing on the recommendations of the WMATA Governance Work Group (GWG) and the public comments that have been received, and a discussion of the TPB's proposed public involvement activities for FY 2012.

A staff member attended a week-long training program on public involvement conducted by the International Association of Public Participation (IAP2). Information from this training will be used in developing public involvement activities for the planning process for the TPB's forthcoming priorities plan.

Access for All Advisory Committee

No work activity during the reporting period.

F. Private Enterprise Participation

During the month of September, staff prepared for the September 28 Regional Taxicab Regulators Task Force meeting. For the September meeting, a representative from the International Association of Taxicab Regulators (IATR) was asked to present to the Task Force on the 2012 IATR conference that will be held in Washington, D.C.

G. Annual Report

The September TPB News was produced and distributed.

#### H. Transportation / Land Use Connection Program (TLC)

The kickoff forum for the TLC Peer Exchange Network was held on September 16. This forum facilitated an information exchange among the TPB's member jurisdictions regarding the TLC projects that have been completed to date, which number approximately 50. Participant evaluations indicated that the event was successful and useful. Staff received helpful feedback on how to improve the technical assistance program and conduct future exchange activities.

TPB staff received approximately 40 proposals from pre-qualified firms in response to a request for proposals for the eight new TLC projects. Consultant selection and contracting will occur in October.

#### 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 participated in a FHWA-sponsored workshop on congestion pricing.
- The DTP Director participated in a Steering Committee meeting for a new FHWA-funded series of webinars on climate change sponsored by AMPO.
- The DTP Director participated in a panel discussion on transportation funding issues sponsored by National Journal at Union Station.

## 2. COORDINATION PLANNING

#### A. Congestion Management Process (CMP)

Staff continued to revise and improve the draft National Capital Region Congestion Report:

- Staff presented the major changes (since July 12) of the draft report to the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee on its September 13 meeting.
- Staff developed a summary of the Frequently Asked Questions that will be released alongside the main report.

- Staff prepared a memorandum in preparation for the October 7 TPB Technical Committee meeting regarding the background, goal, scope, and performance measures of the draft report.

Staff fulfilled the following data analysis or data sharing requests:

- Staff analyzed the traffic impacts of the magnitude 5.8 earthquake occurred on August 23 and prepared a memorandum to the MATOC Steering Committee.
- Staff conducted traffic pattern analysis regarding the “Terrible Traffic Tuesday” (the day after Labor Day) in the National Capital Region, as requested by the September 6 STWG meeting.
- Staff shared the procured INRIX data with the Maryland-National Capital Park and Planning Commission (MNCPPC) Montgomery County Planning Department.
- Staff developed a top 10 freeway bottleneck list (draft) for the region for year 2010 and 2009, respectively, and shared the results with MDSHA.

With the help from the CATT Lab of the University of Maryland, staff solved the directionality problem of the GIS shape file recently procured from INRIX, Inc.

On September 14-15, staff attended the 2011 ITS Maryland and Tri- Chapter (MD, VA and PA) meeting at Hagerstown, MD and made a representation at the kick-off session on data fusion and operations performance measures

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

- The Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee met on September 13, 2011. The committee received a status report on the planned FY 2012 Technical Assistance Account work item for the "Multimodal Coordination for Bus Hot Spots" Project; a request for proposals (RFP) for consultant work was issued and a consultant team had been selected, with notice to proceed imminent.
- The committees also received a briefing on the Congestion Management Process (see also Item 2.A.).
- A main topic of discussion at the September 13 meeting planning for Climate Change and its relationship to management, operations, and technology. It was anticipated that this focus area will be amended to the MOITS tasks in the FY2012 UPWP.

- Staff continued coordination between MOITS activities and the COG Incident Management and Response (IMR) Steering Committee; the Steering Committee has been overseeing the development of recommendations in the wake of the impacts of the January 26, 2011 snow storm.
- Staff continued coordinating MOITS activities with the Regional Emergency Support Function #1 – Emergency Transportation Program, Committee (see also Item 2.C.), and with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Item 2.I.).

C. Transportation Emergency Preparedness Planning

Staff provided support related to emergency transportation information for the COG Incident Management and Response (IMR) Steering Committee, and the committee's report (under development) to the COG Board of Directors. The IMR effort was created in response to the problems experienced regionally during the January 26, 2011 snow storm; the IMR Steering Committee met on September 28.

Staff attended the September IMR Steering Committee meeting, and participated in development of the committee's draft report of findings and recommendations, anticipated to be released in October. These activities were also coordinated with the MATOC Program and staff (see Task 2.I.) The RESF-1 Committee did not meet in September.

D. Transportation Safety Planning

With respect to regional traffic death, injury, and crash data gathering in September, DDOT does not normally publish this information for the various safety emphasis areas in a manner compatible with the data published by Virginia and Maryland. To do so would be a significant work item. DDOT has indicated that due to staffing shortages it will not be able to fulfill this request for the foreseeable future.

The University of Maryland CATT lab was hired to perform a feasibility study on extending is Maryland's Explore and Visualize Crashes crash data mining and visualization tool to Virginia and the District of Columbia.

The Explore and Visualize Crashes (EVC) online tool serves as a crash reference for traffic engineers in the state of Maryland. Police crash records contain a vast amount of information describing almost every aspect of the collision, however, mining that data requires extensive knowledge of querying languages and familiarity with the data itself. The EVC system is far more user-friendly than Microsoft Access-based tools, allowing relatively untrained users to make menu-based queries and produce maps and reports.

DDOT indicated that due to staff shortages it would not be able to supply crash data in support of this project. Lack of DDOT data caused some delay in the project, but UMD-CATT lab was able to reconstruct some old, deleted DDOT data from their computers, so that they could move forward. Old data was adequate for this scoping project, since the critical information was the structure of the DDOT database, not the content.

The Transportation Safety Subcommittee will review the results of the feasibility study at its November 30<sup>th</sup> meeting, and assuming the results are positive the Subcommittee will consider means of funding and implementing a regional EVC system.

To assist in the update of the Virginia Strategic Highway Safety plan, TPB staff attended at Virginia Strategic Highway Safety Plan Road Show meeting at VDOT-NOVA on September 7<sup>th</sup>.

Montgomery County will host the Fall press event for the “Street Smart” campaign on November 14<sup>th</sup>. In support of the Fall campaign, staff organized and promoted a regional seminar on best practices in pedestrian and bicycle enforcement, with law enforcement officers as the target audience, to take place October 18<sup>th</sup>.

#### E. Bicycle and Pedestrian Planning

- Staff briefed the TPB Technical Committee at its September 9<sup>th</sup> meeting on the progress towards the development of a regional “Complete Streets” policy, and informed the Committee that a first draft had been posted on the Bicycle and Pedestrian Subcommittee web site.
- The Bicycle and Pedestrian Subcommittee discussed the draft regional “Complete Streets” policy at its September 20<sup>th</sup> meeting. The Subcommittee was generally supportive of the draft language, agreed that the policy should be voluntary, and discussed means of documenting compliance with the policy. Staff proposed that as a follow-on to the prospective adoption of a regional Complete Streets policy, that a seminar on the subject should be convened for practitioners in early 2012.
- Staff reviewed and discussed comments on the draft Complete Streets policy with individual Subcommittee members and members of the public and advocacy community.
- The Subcommittee was briefed on other TPB program areas, including the Street Smart program annual report, the results of a DDOT study on pedestrian behavior at selected locations, and the funding status and

planned activities for FFY 2012. Staff reminded the Subcommittee members that a new top priority unfunded bicycle and pedestrian project list needs to be prepared for Fall 2011.

- Staff worked with Subcommittee members and agencies to update the regional bicycle and pedestrian project database.
- Staff organized and promoted a regional seminar on Best Practices in Pedestrian and Bicycle Enforcement, to be held in October, with a target audience of law enforcement officers.
- In support of the regional Bike to Work day, staff was interviewed by Fox 5 news on bicycling to work, and attended Bike to Work rally closest to COG's offices.

F. Regional Bus Planning

The Regional Bus Subcommittee did not meet in September. TPB staff validated and updated the bus transit network for the CLRP Streamlined Aspirations scenario. Capital and operating costs for the transit network were developed for use in a financial analysis of the scenario.

G. Human Service Transportation Coordination

Nelson/Nygaard, the consultant chosen to conduct the Assessment of the TPB's Job Access Reverse Commute and New Freedom program and grants, continued work on the Assessment. A draft report on Tasks 1 and 2 was submitted to staff. Task 1 includes a review of the 35 grants the TPB awarded through June 2010, and Task 2 examined the TPB administrative process and conducted a peer review. Staff suggested revisions and refinements to the draft report. Staff provided additional data to the consultant on projects and the process. The Human Service Transportation Coordination Task Force will review the draft report in October; the final report is expected by February 2012.

Staff also participated in a bi-monthly United We Ride conference call to discuss coordination with Region III peers.

H. Freight Planning

- For the September 15, 2011 Freight Subcommittee meeting, staff focused the agenda on logistics. Two guest speakers spoke about moving goods for their clients, one from a small firm perspective and one from a large international company perspective. CSX Transportation also provided an updated to the Subcommittee on the Virginia Avenue Tunnel project.
- September 14, 2011 staff participated in an ICF sponsored Webinar on freight performance measures.



- Staff coordinated for and attended the September 21, 2011 Council of Supply Chain Management Professionals Roundtable with Charles Taylor and his presentation on Peak Oil.
- September 28, 2011 staff attended the Diesel Technology Forum at the National Press Club.
- Staff coordinated for and attended the September 29, 2011 Council of Supply Chain Management Professionals Roundtable tour of the Maryland Food Center Authority.
- The September 2011 *Focus on Freight* e-newsletter was prepared and published.

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

The Metropolitan Area Transportation Operations Coordination (MATOC) Program is an operational partnership of the region's major transportation agencies, funded outside the UPWP, but with planning support provided by TPB staff. In September 2011, staff continued work with the University of Maryland and the Virginia Department of Transportation on developing a contract for FY 2012 activities.

Staff participated in the September 8 MATOC Operations Subcommittee and Transit Task Force meeting, and in the MATOC Steering Committee conference call of September 9. Staff also undertook preparatory and follow-up activities for these meetings.

3. **FORCASTING APPLICATIONS**

A. Air Quality Conformity

2011 CLRP & FY2012-2017 TIP: Staff completed development of highway and transit network input files for the 2040 analysis year at the same time the travel demand analyses for years 2030 and 2040 were completed. The work involved continued review of the Version 2.3 model results, including numerous sensitivity tests to determine the cause of changes since the use of the Version 2.2 model. Staff updated the emissions post-processor to assist with emissions estimates based on the Version 2.3 model outputs. Staff completed network and off-network emissions estimates for all pollutants (i.e., ozone season VOC and NOx, Fine Particles pollutants and Wintertime CO) for all forecast years (i.e., 2002, 2016, 2020, 2030 and 2040). Staff continued working on the tables and charts of the full and summary versions of the Air Quality Conformity report.

Staff reviewed land activity forecasts and coordinated with the District office of planning and their consultants for the St. Elizabeth's campus redevelopment project.

In September COG/DEP staff performed the following:

- Developed a detailed memorandum on select MOBILE6.2 inputs used in the development of emissions rates for the conformity assessment of the 2011 CLRP. Inputs were prepared for developing emissions rates for the winter CO analysis, ozone season VOC and NOx analysis and annual analysis for PM2.5 to supplement inputs provided by state air agencies.
- Continued decoding and post-processing of the 20110 Vehicle Identification Number (VIN) data for the purpose of providing technical support to the DEP department in one of their projects, and as an input in emission inventories development for the upcoming PM2.5 redesignation request and maintenance plan.
- Coordinated with COG DTP staff regarding providing updates to TAC on the conformity assessment for the 2011 CLRP.
- Kept up to date with MARAMA MOVES modeling activities as part of the photochemical modeling exercise for the new ozone and fine particle standards.
- Kept up to date with EPA's latest MOVES technical documentation posted on its web site.

#### B. Mobile Emissions Analysis

As part of the Version 2.3 model improvement, staff worked on testing a revised HOT lane modeling process, in which a pump prime run was omitted. Staff created a new script and executed the entire modeling process using the 2040 model in the 2010 CLRP with the VDOT amendments. Staff shared the results and coordinated issues regarding the approach and future work tasks. Staff also continued work on the development of the emissions post-processor as it pertains to the Version 2.3 travel demand model and the MOBILE6.2 emissions model by conducting a series of sensitivity tests.

#### Greenhouse Gas Emissions and Strategy Analysis

Staff attended the Climate Change Adaptation Transportation Sector Meeting (organized by DEP), and the AMPO Climate Change Steering Committee meeting. Staff began research and preliminary analysis on the new fuel economy standards for light and heavy duty vehicles, and the impacts those standards will have on climate change planning in the region. The preliminary research was presented at an NVTA event. Staff met internally with DEP staff to coordinate two workgroups (planning and process, and infrastructure) in support of electric vehicles.

C. Regional Studies

Regional Transportation Priorities Plan

The work scope and schedule for the Regional Transportation Priorities Plan (RTPP) as adopted by the TPB on July 20 was summarized in text for an amendment to the current text in FY 20102 UPWP. The TPB is scheduled to approve this amendment in October.

Staff presented a summary of the results of the Streamlined Variable Priced Lane Network Sensitivity Test at the September Technical Committee meeting with plans to return in October for a full presentation. Staff updated the draft memorandum on the sensitive test results to include a comparison of the Aspirations Scenario results to current conditions. These comparison results will be included in the October presentations to the Technical Committee and TPB.

Staff contributed to the team effort maps to be used in the final report including the value-priced lane construction map, a lane configuration map and a toll map for each alternative under consideration.

Support for COG's Region Forward

TPB staff worked with COG staff on an application for a Regional Sustainable Communities Planning Grant from the U.S. Department of Housing and Urban Development (HUD). The grant was due in early October.

Prepare Grant Application for US DOT Grant Funding Programs

TPB staff prepared and submitted on September 30 a pre-application for an FY 2011 TIGER Grant, for "Multimodal Access Improvements for Rail Station Areas in the Washington Region". Staff also worked on a draft narrative application and supporting benefit-cost analysis for submission at the end of October. TPB staff and staff from member jurisdictions refined proposed local project details, costs and local funding match sources, required assurances, operating funding sources, and financing opportunities for inclusion in the grant application. The TPB and the Technical Committee were briefed on the development of the application, and the TPB passed a resolution in support of the application.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff responded to questions on the draft Cooperative Forecasting Round 8.0A TAZ-level land activity forecasts for the 2011 Constrained Long Range Plan Air Quality Conformity Analysis.

Staff discussed the plans and schedule for the Round 8.1 Update to Cooperative Forecasts of future growth with the Cooperative Forecasting Subcommittee and the Planning Directors Technical Advisory Committee.

Staff completed the geocoding of InfoUSA private sector employment data to the 3722-TAZ system.

Staff completed processing block-level 2010 Census Summary File 1 (SF-1) household and population data for the TPB modeled area.

#### **4. DEVELOPMENT OF NETWORK / MODELS**

##### **A. Network Development**

Staff completed the preparation of network inputs supporting the Air Quality Assessment of the 2011 Constrained Long Range Plan. These files have been developed in compliance with the Version 2.3 model on the 3,722 TAZ system. Documentation of the network files is underway and is planned to be completed by the end of the calendar year.

Network Development staff met with Maryland National Capital Parks and Planning Commission (MNCPPC) staff on September 23 to discuss how the Commission staff might best to move forward with developing county-based network files using the new Version 2.3 model. TPB staff plans to provide data and guidance to the MNCPPC staff towards the end of the calendar year, although it is understood that the TPB's network development and management procedures are subject to refinement over the next few years.

##### **B. GIS Technical Support**

Staff continued to monitor operational performance of the ArcGIS server.

Staff began the collection and assembly of GIS data parcel-level housing assessment data from local jurisdictions and the state of Maryland.

Staff coordinated with the consultant on the work plan and schedule for the status of the Geospatial Data Exchange Project.

Staff attended the September MD MSGIC Quarterly meeting to increase GIS coordination among COG and state and local government agencies in Maryland.

##### **C. Models Development**

During October, TPB staff finalized two important technical "extensions" to the new Version 2.3 travel demand model. One such extension is known as the transit constraint process. The transit constraint is an embedded procedure in the model which essentially alters the mode choice model output to reflect the expectation that future peak Metrorail ridership in the "core" of the system will be constrained due to limitations in funding for planned Metrorail system expansion. The technique used in the Version 2.3 model is the essentially quite similar to that used in Version 2.2, but adapted to conform to the new mode

choice process used in Version 2.3. The constraint procedure has been a component of the regional model since 2000.

The second technical extension was the mobile emissions post processor. The post processor is the technical procedure by which transportation-related emissions are calculated using the travel demand model outputs and Mobile 6.2 emission rates. The post processor is very similar to that used with the Version 2.2 model but has been adapted to conform to updated model outputs generated by the new Version 2.3 model.

An analysis of the initial model results during air quality conformity work indicated that Version 2.3-based HOV trips in the I-395/I-95 corridor in Virginia appeared to be excessively low, particularly work trips. Models development staff investigated this issue and determined that sampling limitations existed in the observed data from the 2007/2008 Household Travel Survey. Staff ultimately revisited the development observed auto occupancies and recalibrated the mode choice model using updated targets. Documentation of this work will occur in October.

TPB staff created jurisdiction-level summaries of the major on-board transit surveys around the year 2007. The summaries will be used to assess the performance of the Version 2.3 mode choice model. This work was also documented.

The Travel Forecasting Subcommittee (TFS) met on September 23. TPB staff presentations touched upon: 1) a new consultant contract to conduct focused technical research and to assistance staff with refining the Version 2.3 model, 2) a status report on recent model development work undertaken by TPB staff, and 3) a presentation on ongoing model sensitivity tests of the Version 2.3 model undertaken by TPB staff. Staff also informed the TFS that a planned work activity in the models development program has been removed from the work program to address an unanticipated budget recession. The removed project was consultant assistance to develop a framework for developing an activity based model for the Washington, D.C. region. Staff felt that this was a reasonable activity for deferring given that an AMPO study is now in progress to investigate the experiences of using activity based models by two agencies that have already developed and applied this new modeling approach. This activity is planned to be added back to the models development program in the future.

TPB staff is serving on the steering committee overseeing the AMPO study alluded to above. Phase 2 of the study is now beginning and is expected to be finished by the end of the calendar year. Ron Milone and Ron Kirby attended a teleconference of the steering committee on September 13, 2011.

D. Software Support

Staff coordinated with ITFM staff to improve the performance of travel demand servers. Sensitivity tests were conducted to assess the performance of smaller travel markets in various model steps as part of the final testing of the Version 2.3 model. Select findings of this research were presented to the Travel Forecasting Subcommittee. Staff also coordinated logistical issues associated with the purchase of TreeSize Pro software for server maintenance.

5. TRAVEL MONITORING

A. Cordon Counts

Staff began discussions with members of the State Technical Working Group on conducting BRAC-related traffic counts under this work item and deferring the Metro Core Cordon Count until FY 2013.

B. Congestion Monitoring and Analysis

The consultant has started preparing the draft report of spring 2011 freeway congestion. Staff is coordinating the report preparation by reviewing the congestion findings and the probable cause. The report is expected to be completed in the first week of October when it would be reviewed by other DTP staff, it will be presented to the technical committee in November or December.

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

The consultant began the telephone recruitment of households randomly selected to participate in the fall wave of the Geographically-focused Household Travel Survey. Staff reviewed the consultant's progress on the survey interviewing on a daily basis.

At its September 21 meeting, staff briefed the TPB on the content, methodology and schedule of the FY 2012 Geographically-focused Household Travel Surveys.

Staff worked with its Office of Public Affairs and local jurisdiction staff on survey outreach efforts in the Woodbridge, Langley Park, Largo and City of Frederick survey areas to increase awareness and participation in the fall wave of the Geographically-focused Household Travel Survey.

D. Regional Transportation Data Clearinghouse

Staff continued development of the prototype for the new web-based user interface to Transportation Data Clearinghouse databases.

Staff assisted in the processing and linking of the Airport Ground Access Travel Time Study data to the Transportation Data Clearinghouse highway network.

## **6. TECHNICAL ASSISTANCE**

### **A. DISTRICT OF COLUMBIA**

#### 1. Program Development, Data Requests & Miscellaneous Services

Staff reviewed the schedule and proposed staffing for FY 2012 DDOT Technical assistance projects.

#### 2. Traffic Counts

Staff began reviewing the second phase of the CY 2011 traffic counts submitted by the contractor and gave a status report to the members of the DDOT HPMS Coordinating Committee.

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

#### 3. Bicycle Counts

No work activity during the reporting period.

#### 4. Curbside Data Collection

Staff completed the parking data inventory of on-street parking capacity in the Ward 6 Stadium area and created a GIS shapefile of all on-street parking areas in this Ward 6 Stadium area.

#### 5. Multimodal Coordination for Bus Priority Hot Spots

A contract award was made to Parsons Brinckerhoff Americas, Inc., for consultancy assistance in conducting this study. TPB and WMATA staff held an initial teleconference with the consultant to kick-off the work program. The consultant began work on Task 1 of the study, which is the collection of bus operations speed data from regional bus operators for use in identifying operational “hot spots”.

#### 6. Truck and Bus Restriction Sign Survey – Phase 1

No work activity during the reporting period.

### **B. MARYLAND**

#### 1. Program Development /Management

No work activity during the reporting period.

2. Project Planning Studies

No work activity during the reporting period.

3. Feasibility/Special Studies

No work activity during the reporting period.

4. Transportation Performance Measures

No work activity during the reporting period.

5. Training/Miscellaneous Technical Support

No work activity during the reporting period.

6. Statewide Transportation Model Support

In response to a request from MD SHA, staff applied the Statewide Travel Demand Model internally and subsequently exchanged feedback with MD SHA and the University of Maryland project staff. Staff was able to configure the hardware correctly and subsequently apply the model successfully by replicating the control totals generated by the University of Maryland staff. Feedback was provided to the model developers.

Baltimore-Washington Parkway Feasibility Study:

No work activity during the reporting period.

7. Transportation / Land Use Connections Program

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

8. Multimodal Coordination for Bus Priority Hot Spots

A contract award was made to Parsons Brinckerhoff Americas, Inc., for consultancy assistance in conducting this study. TPB and WMATA staff held an initial teleconference with the consultant to kick-off the work program. The consultant began work on Task 1 of the study, which is



the collection of bus operations speed data from regional bus operators for use in identifying operational “hot spots”.

9. Other Tasks yet to be Defined

No work activity during the reporting period.

**C. VIRGINIA**

1. Data / Documentation Processing

Staff coordinated with VDOT staff for FY2012 Technical Assistance work scopes.

2. Northern Virginia HOV Facilities Monitoring and Data Collection

No work activity during the reporting period.

3 Travel Demand Modeling

Staff monitored activities in the I-66 multimodal study and the TransAction 2040 study.

4. Regional Survey – Analysis and Report

Staff continued development of new tabulations of the household travel survey and state of the commuter survey as directed by VDOT staff.

5. Travel Demand Management and Non-Motorized Travel

Staff continued with bicycle counts as directed by VDOT staff.

6. Regional and Sub-Regional Studies

*Multimodal Coordination for Bus Priority Hot Spots*

A contract award was made to Parsons Brinckerhoff Americas, Inc., for consultancy assistance in conducting this study. TPB and WMATA staff held an initial teleconference with the consultant to kick-off the work program. The consultant began work on Task 1 of the study, which is the collection of bus operations speed data from regional bus operators for use in identifying operational “hot spots”.

Staff continued to assist with development of benefit-cost analysis for VDOT’s TIGER projects.

7. 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. Multimodal Coordination for Bus Priority Hot Spots

A contract award was made to Parsons Brinckerhoff Americas, Inc., for consultancy assistance in conducting this study. TPB and WMATA staff held an initial teleconference with the consultant to kick-off the work program. The consultant began work on Task 1 of the study, which is the collection of bus operations speed data from regional bus operators for use in identifying operational “hot spots”.

### 4. Bus Passenger Counts in Support of the 2012 Central Employment Area Cordon Count

No work activity during the reporting period.

### 5. Metrorail Station Access Alternatives Study

The consultants prepared a mode choice assignment model to forecast the impact on Metrorail travelers of changes in access options. A draft benefit-cost analysis model was developed to compare the impact of the different options quantitatively, in terms of annualized unit costs by mode. The models were reviewed by WMATA staff and are being further refined by the consultant prior to preparing reports for regional stakeholder review. Some additional data was collected from regional bus operators who serve the five case study stations being evaluated in the study.

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

### A. Ground Access Travel Time Study – Phase 2

Staff continued preparation of the draft report.

### B. Update Ground Access Forecast – Phase 2

No work activity during the reporting period.

C. Ground Access Element Update – Phase 1

No work activity during the reporting period.

D. Conduct 2011 Regional Air Passenger Survey

No work activity during the reporting period.

E. Process 2011 Air Passenger Survey

No work activity during the reporting period.

8. **SERVICES/SPECIAL PROJECTS**

**CONSULTANT SUPPORT**

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

FY 2012 TRANSPORTATION PLANNING BOARD  
 COG/TPB BUDGET EXPENDITURE SUMMARY  
 FY-TO-DATE SEPTEMBER 30, 2011

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
<b>1. PLAN SUPPORT</b>			
A. Unified Planning Work Program (UPWP)	70,700.00	27,775.13	39%
B. Transportation Improvement Program (TIP)	240,600.00	65,472.01	27%
C. Constrained Long-Range Plan	588,400.00	89,786.76	15%
D. Financial Plan	64,000.00	2,525.62	4%
E. Public Participation	371,900.00	82,787.43	22%
F. Private Enterprise Participation	18,300.00	0.00	0%
G. Annual Report	80,100.00	8,263.99	10%
H. Transportation / Land Use Connection Program	395,000.00	24,367.72	6%
I. DTP Management	452,100.00	76,077.78	17%
<b>SUBTOTAL</b>	<b>2,281,100.00</b>	<b>377,056.45</b>	<b>17%</b>
<b>2. COORDINATION PLANNING</b>			
A. Congestion Management Process (CMP)	205,000.00	39,921.86	19%
B. Management, Operations & ITS Planning	340,300.00	57,108.42	17%
C. Emergency Preparedness Planning	75,400.00	13,082.95	17%
D. Transportation Safety Planning	125,000.00	42,289.27	34%
E. Bicycle and Pedestrian Program	108,700.00	27,685.04	25%
F. Regional Bus Planning	100,000.00	14,851.92	15%
G. Human Service Transportation Coordination Planning	134,828.00	13,419.47	10%
H. Freight Planning	150,000.00	34,275.35	23%
I. MATCO Program Planning & Support	120,000.00	6,291.39	5%
<b>SUBTOTAL</b>	<b>1,359,228.00</b>	<b>248,925.67</b>	<b>18%</b>
<b>3. FORECASTING APPLICATIONS</b>			
A. Air Quality Conformity	563,200.00	180,613.01	32%
B. Mobile Emissions Analysis	640,100.00	145,088.70	23%
C. Regional Studies	566,300.00	205,790.10	36%
D. Coord. Cooperative Forecasting & Trans Planning	806,800.00	162,286.25	20%
<b>SUBTOTAL</b>	<b>2,576,400.00</b>	<b>693,778.07</b>	<b>27%</b>
<b>4. DEVELOPMENT OF NETWORKS AND MODELS</b>			
A. Networks Development	769,700.00	169,317.76	22%
B. GIS Technical Support	548,800.00	92,489.34	17%
C. Models Development	1,321,200.00	209,324.65	16%
D. Software Support	178,900.00	51,291.51	29%
<b>SUBTOTAL</b>	<b>2,818,600.00</b>	<b>522,423.26</b>	<b>19%</b>

**FY 2012 TRANSPORTATION PLANNING BOARD  
COG/TPB BUDGET EXPENDITURE SUMMARY  
FY-TO-DATE SEPTEMBER 30, 2011**

	<b>BUDGET TOTAL</b>	<b>FUNDS EXPENDED</b>	<b>% FUNDS EXPENDED</b>
<b>5. TRAVEL MONITORING</b>			
A. Cordon Counts	250,800.00	3,038.10	1%
B. Congestion Monitoring and Analysis	350,000.00	33,045.52	9%
C. Travel Survey and Analysis Household Travel Survey	1,136,300.00	38,689.63	3%
D. Regional Transportation Clearinghouse	317,900.00	87,632.66	28%
<b>SUBTOTAL</b>	<b>2,055,000.00</b>	<b>162,405.91</b>	<b>8%</b>
<b>SUBTOTAL CORE PROGRAM ITEMS 1-5</b>			
	<b>11,090,328.00</b>	<b>2,004,589.35</b>	<b>18%</b>
<b>6. TECHNICAL ASSISTANCE</b>			
A. District of Columbia	341,000.00	20,289.55	6%
B. Maryland	1,066,100.00	29,834.49	3%
C. Virginia	783,200.00	43,133.55	6%
D. WMATA	279,500.00	62,118.26	22%
<b>SUBTOTAL</b>	<b>2,469,800.00</b>	<b>155,375.87</b>	
<b>TPB GRAND TOTAL</b>	<b>13,560,128.00</b>	<b>2,159,965.20</b>	<b>16%</b>

FY 2012 TRANSPORTATION PLANNING BOARD  
 FINANCIAL STATUS OF TECHNICAL ASSISTANCE

FY-TO-DATE SEPTEMBER 30, 2011  
 SUPPLEMENT 1

11/2/2011

	COST CODES	TOTAL AUTHORIZED BUDGET	TOTAL EXPENDITURES	FTA/STALOC AUTHORIZED BUDGET	EXPENDITURES	PL FUNDS/LOC AUTHORIZED BUDGET	EXPENDITURES
<b>A. District of Columbia</b>							
1. Program Development, Data Requests & Misc. Services	040	10,000	3,308.04	1,129	373.62	8,871	2,934.42
2. Traffic Counts	041	200,000	13,666.07	22,589	1,543.50	177,411	12,122.56
3. Bicycle Counts	042	56,000	0.00	6,325	0.00	49,675	0.00
4. Curbside Data Collection	043	20,000	2,905.82	2,259	328.20	17,741	2,577.63
5. Multimodal Coordination For Bus Priority Hot spots	044	30,000	0.00	3,388	0.00	26,612	0.00
6. Truck and Bus Restriction Sign Survey-Phase 1	045	25,000	409.62	2,824	46.26	22,176	363.35
<b>SUBTOTAL</b>		<b>341,000</b>	<b>20,289.55</b>	<b>38,514</b>	<b>2,291.59</b>	<b>302,486</b>	<b>17,997.96</b>
<b>B. Maryland</b>							
1. Program Development/Management	060	30,000	5,787.66	3,388	653.68	26,612	5,133.98
2. Project Planning Studies	061	200,000	9,703.38	22,589	1,095.93	177,411	8,607.45
3. Feasibility/Specials Studies	062	200,000	0.00	22,589	0.00	177,411	0.00
4. Transportation Performance Measures	063	211,000	2,261.61	23,831	255.43	187,169	2,006.18
5. Training/Miscellaneous Technical Support	064	80,000	0.00	9,035	0.00	70,965	0.00
6. Statewide Transportation Model Support	065	80,000	12,081.84	9,035	1,364.56	70,965	10,717.27
7. Transportation/Land Use Connections Program	066	160,100	0.00	18,082	0.00	142,018	0.00
8. Multimodal Coordination for Bus Priority Hot Spots	067	30,000	0.00	3,388	0.00	26,612	0.00
9. Other Tasks yet to be defined	068	75,000	0.00	8,471	0.00	66,529	0.00
<b>SUBTOTAL</b>		<b>1,066,100</b>	<b>29,834.49</b>	<b>120,409</b>	<b>3,369.61</b>	<b>945,691</b>	<b>26,464.88</b>
<b>C. Virginia</b>							
1. Data/Documentation processing	080	25,000	7,151.93	2,824	807.76	22,176	6,344.17
2. Northern Virginia HOV Facilities Monitoring and Data Collection	081	275,000	0.00	31,059	0.00	243,941	0.00
3. Travel demand Modeling	082	150,000	2,560.00	16,941	289.13	133,059	2,270.86
4. Regional Survey - Analysis and Report	083	75,000	19,611.73	8,471	2,215.01	66,529	17,396.72
5. Travel Demand Management and Non-Motorized Travel	084	75,000	13,400.27	8,471	1,513.47	66,529	11,886.80
6. Regional and Sub-regional Studies	085	128,200	409.62	14,479	46.26	113,721	363.35
7. Other Tasks to be Defined	086	25,000	0.00	2,824	0.00	22,176	0.00
8. Multimodal Coordination for Bus Priority Hot spots	087	30,000	0.00	3,388	0.00	26,612	0.00
<b>SUBTOTAL</b>		<b>783,198</b>	<b>43,133.55</b>	<b>88,457</b>	<b>4,871.63</b>	<b>694,741</b>	<b>38,261.91</b>
<b>D. WMATA</b>							
1. Program Development	100	10,000	0.00	10,000	0.00	0	0.00
2. Miscellaneous Services	101	8,500	0.00	8,500	0.00	0	0.00
3. Multi-Modal Coordination for Bus Priority Hot Spot	102	126,000	48,019.89	126,000	48,019.89	0	0.00
4. Bus Passenger Counts in Support of the 2012 Central Employment Area Cordon Count	103	50,000	0.00	50,000	0.00	0	0.00
5. Metrorail Station Access Alternatives Study	104	85,000	14,098.37	85,000	14,098.37	0	0.00
<b>SUBTOTAL</b>		<b>279,500</b>	<b>62,118.26</b>	<b>279,500</b>	<b>62,118.26</b>	<b>0.00</b>	<b>0.00</b>
<b>GRAND TOTAL</b>		<b>2,469,800</b>	<b>155,375.85</b>	<b>526,880</b>	<b>72,651.09</b>	<b>1,942,918</b>	<b>82,724.75</b>