

# FY 2011

NATIONAL CAPITAL REGION  
TRANSPORTATION PLANNING BOARD (TPB)  
Work Program Progress Report  
OCTOBER 2010

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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# PROGRAM HIGHLIGHTS

## 1. PLAN SUPPORT

### A. Unified Planning Work Program (UPWP)

Work continued on monitoring the FY 2011 UPWP which began on July 1, 2010.

Staff began developing a major amendment that will increase the FY 2011 budget by \$722,000 and modify several work tasks. The Technical Committee will be briefed on this amendment on November 3. In March 2010 TPB approved the FY 2011 UPWP with conservative estimates of District of Columbia Department of Transportation (DDOT), Maryland Department of Transportation (MDOT) and Virginia Department of Transportation (VDOT) FY 2010 federal allocations for the budget. Federal FY 2010 funding was not finalized until September 30, 2010 so the FY 2011 UPWP budget and certain work tasks now need to be amended. The TPB will be briefed on the amendment in November as asked to approve it on December 15.

### B. Transportation Improvement Program (TIP)

On October 1, the TPB Steering Committee approved one amendment to the FY 2010-2015 TIP to include TIGER funding for components of the TPB's Regional Priority Bus Project. At its October 20 meeting, the TPB approved a 2009 CLRP and FY 2010-2015 TIP amendment requested by VDOT to make operational changes to two HOV ramps on I-66.

A draft of the FY 2011-2016 TIP was distributed to the TPB Technical Committee at their meeting on October 1. A final draft was presented at a Public Forum on the 2010 CLRP and TIP, held in conjunction with the TPB's Citizens Advisory Committee on October 14<sup>th</sup>. The Forum included a summary of the funding programmed in the new TIP. The Forum also marked the beginning of a 30-day public comment period on the TIP.

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

On October 1, staff briefed the TPB Technical Committee on the CLRP projects that would be released for public comment later that month. On October 14, the TPB released the draft 2010 CLRP, as well as the Conformity Assessment and the FY 2011-2016 TIP for a 30-day public comment period.

In preparation for a presentation to the TPB, staff worked on the performance analysis of the 2010 CLRP including forecasts of VMT, congestion, accessibility to jobs, and green house gas emissions.

Staff presented the draft Call for Projects document and schedule for the 2011 CLRP and the FY 2011-2016 TIP to the Technical Committee on October 1 and then to the TPB on October 20.

D. Financial Plan

On October 1, the consultant briefed the Technical Committee on the draft final financial analysis report and key issues. The draft final report shows that the forecast revenues and expenditures through 2040 are balanced and that the 2010 CLRP is financially constrained as required by federal planning regulations. The consultant briefed the TPB on the analysis at its October 20 meeting. He also briefed the Citizens Advisory Committee at its October 14 meeting where the draft financial analysis report was released for public comment.

E. Public Participation

On October 14, the TPB hosted a public forum on the financial forecasts for the region's draft Constrained Long-Range Plan (CLRP) and six-year Transportation Improvement Program (TIP). This forum was held during the second hour of the regular meeting of the TPB Citizens Advisory Committee. Members of the public were briefed on a financial analysis that has been conducted for the draft CLRP and FY2010-2016 TIP, and were presented with information about projects in the TIP. The public forum also marked the release of the CLRP and TIP for a 30-day public comment period. The meeting was advertized through extensive email announcements and approximately 1200 mailed postcard announcements.

Prior to the CLRP/TIP forum on October 14, the CAC held a regular business meeting during which time they discussed two items: (1) the purpose and vision of the Scoping Task Force for a Regional Transportation Plan, and (2) the WMATA Governance Task Force and the relationship between the CAC and the WMATA Riders Advisory Council (RAC).

On October 20, the kickoff meeting of the Regional Transportation Priorities Plan Scoping Task Force was held on October 20 at 10:00 a.m. The task force was formed as follow-up to the event the TPB held on May 26 called the Conversation on Setting Regional Transportation Priorities, which addressed regional transportation challenges, opportunities, and possibilities for enhancing the process of setting and implementing regional priorities. The impetus for that event was a request by the TPB's Citizens Advisory Committee (CAC) for the TPB to develop a "Regional Priorities Plan" that would serve as a financially unconstrained regional vision for transportation investment.

At the task force kickoff meeting on October 20, staff presented background material on the following subjects: a draft regional inventory (currently under development) of state, local and sub regional transportation priorities; research on the unconstrained planning activities of other MPOs; and development of new public information materials that will provide clear and accessible information on the current regional transportation planning process. The task force members then provided input on key

elements that they believed a priorities plan should incorporate. Staff will take this input and develop a strawman scope for the task force to review at their next meeting on December 15.

Throughout October, staff recruited participants and updated curriculum for the next session of the TPB Community Leadership Institute, scheduled for November 4 and 6.

Staff made outreach presentations in October, including: “What If the Region Grew Differently?” presentation in Brunswick, Maryland on October 28; presentation on regional planning to a visiting delegation of Chinese officials on October 6; and a presentation on road-using pricing to a graduate class at Johns Hopkins on October 12.

F. Private Enterprise Participation

No work activity during the reporting period.

G. Annual Report

The October TPB News was produced and distributed.

H. Transportation / Land Use Connection Program (TLC)

Staff reviewed 40 consultant proposals for the eight new TLC projects that were approved by the TPB in July (four of these projects are fully or partially funded under, MDOT Technical Assistance – see 6.B.below). TPB staff individually reviewed the proposals, and after receiving recommendations from the jurisdictions’ staff, TPB staff met in early October to determine preliminary consultant recommendations. The selection of consultants was completed by the end of October and staff proceeded to set up kickoff meetings for the new TLC projects.

Staff reviewed the revised draft program assessment of the TLC program, which was prepared by the non-profit Reconnecting America. This evaluation will be used to identify opportunities for enhancing and potentially expanding the program in the future. Staff began work on developing their own recommendations, based in part on the Reconnecting America assessment, to enhance the program.

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 as a staff resource person in several meetings of the Joint BOT/COG WMATA Governance Task Force

- The DTP Director participated with TPB chairman David Snyder on Bruce DuPeigt's Newstalk program on Channel 8 to discuss the October 20 report to the TPB on the 2010 CLRP.
- The DTP Director and senior DTP staff met with the staff and consultant team for the 14<sup>th</sup> Street Bridge EIS to discuss travel forecasting results and implications

## **2. COORDINATION PLANNING**

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

Staff prepared documents, materials and presentation slides for the forthcoming November 3<sup>rd</sup> meeting with the Maryland State Highway Administration, the Baltimore Metropolitan Council, the University of Maryland, and the Delaware Valley Regional Planning Commission to share the TPB's experience with the emerging I-95 Corridor Coalition/INRIX data and to coordinate for future cooperation.

Staff used the latest information to obtain the coverage of the I-95 Corridor Coalition/INRIX data in the TPB Model Area and identified the gap between the data coverage and the CMP and travel demand model validations needs.

On October 27, staff monitored the I-95 Corridor Coalition Vehicle Probe Project October webcast.

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

- The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee met on October 12, 2010. The featured discussion was on WMATA's Transparent Data Set projects and policies. Metro has made data resources available for developers to create applications for desktop, web or mobile devices. The methods being developed by WMATA are important in the overall consideration of traveler information systems in MOITS, and directly address a key recommendation (making data available to third-party developers) of the 2010 Strategic Plan for the MOITS Planning Program.
- Staff continued follow-up activities on the Strategic Plan, as well as maintenance and update work on the Regional ITS Architecture. There were no activities to report in the Traffic Signals Activities area.
- Staff continued coordinating MOITS activities with the Regional Emergency Support Function #1 – Emergency Transportation Program, Committee (see also Item 2.C.).
- Staff guided work undertaken by the contractor team on the Metropolitan Area Transportation Operations Coordination (MATOC) Program (also see contractor work documented under Item 2.I.).

- Staff participated in the systems development kickoff meeting of the Maryland statewide "511" traveler information service on October 21 in Hanover, Maryland.

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 meeting was cancelled for October due to conflicts with the chairs schedules. Staff was able to coordinate a briefing on MATOC and RITIS for the Emergency Managers WebEOC subcommittee. This briefing will hopefully serve as a starting point for improved data sharing and cooperation between the two groups to enhance regional situational awareness within the NCR. The WebEOC subcommittee was interested in the possibility of sharing data via WebEOC from transportation information platforms like RITIS.

During the month of October work continued on the NCR Investment Planning Process. Staff worked on contributing to the various Investment Plans as well as securing Subject Matter Experts for plan work sessions. Finally, Staff assisted Emergency Managers in coordinating the Snow Commanders information sharing session. This best practices/ information sharing session was well attended by most of the region's snow removal leads. This event will become an annual event. 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 gathered and analyzed data on 2009 traffic fatalities, in support of the update to the safety Element of the Constrained Long Range Plan. TPB staff revised Bicycle and Pedestrian Plan to reflect the 2009 pedestrian and bicyclist fatality numbers.

E. Bicycle and Pedestrian Planning

TPB staff gave a presentation to the TPB Technical Committee on the 2010 update to the Bicycle and Pedestrian Plan for the National Capital Region, which was to go to the Transportation Planning Board for approval in October. TPB staff made some revisions and formatting changes to the draft plan.

Mr. Sebastian, Bicycle Program Manager at the District Department of Transportation, and Chair of the Bicycle and Pedestrian Subcommittee, briefed the Transportation Planning Board on the Bicycle and Pedestrian Plan at the October 20<sup>th</sup> TPB meeting, and the Transportation Planning Board approved the plan.

The next major plan update will take place in 2014, four years from now, although projects will be updated on an annual basis, and a progress report on completion of the plan projects, as well as other performance indicators, shall be made to the TPB on an annual basis.

TPB staff also briefed the TPB Technical Committee and the TPB on the Street Smart Pedestrian and Bicycle Safety program. TPB staff attended a “Street Smart” pedestrian safety event on October 12<sup>th</sup> at the USDOT headquarters. The event replicated the speed demonstration that was used for the TPB’s Spring Street Smart kick-off press conference.

TPB staff, District Department of Transportation and Royal Netherlands Embassy staff planned a two day bicycling workshop, to take place November 15-16. Staff assisted in drafting a “Save the Date” advisory for the workshop, and helped recruit participants.

#### F. Regional Bus Planning

A final memorandum on Regional Transit ridership, costs, and farebox recovery was presented to the TPB Technical Committee and transmitted to the TPB as follow-up to the September TPB presentation. At the monthly Regional Bus Subcommittee meeting, officials from the General Services Administration presented the results of a review of federal agency provided transportation in the region and DDOT members presented an overview of their expansion plan study for the DC Circulator bus service. The Regional Bus Subcommittee then held a roundtable discussion to kick-off the development of a work program for 2011.

#### G. Human Service Transportation Coordination

Staff prepared for the October 14 meeting of the Human Service Transportation Coordination Task Force. Staff prepared a handout on potential regional projects for Task Force discussion. A roundtable discussion was held with workforce development agency representatives on supporting transportation needs of job searchers. A meeting summary was prepared.

Staff prepared a letter from the Task Force Chair to the TPB members to apprise them of the funding opportunities available in the 2011 solicitation as well as the opportunity to participate in Task Force planning activities.

Staff prepared and delivered a presentation on coordinated human service transportation planning at the Association of Metropolitan Planning Organizations (AMPO) annual conference in St. Louis.

#### H. Freight Planning

- On October 5, 2010, staff participated in a conference call with Frederick County staff to discuss consultant selection as they begin to carry out their Freight Transportation and Land Use Connections project.
- Staff attended the DVRPC Goods Movement Task Force meeting on October 13, and the FHWA Freight Finance Workshop held at MDOT on October 20-21, 2010.
- Staff attended the unveiling of the first CSX environmentally friendly GenSet locomotive in Maryland. The event took place at Camden Station in Baltimore on October 26, 2010.
- Staff met with representatives of the Motor Coach Association on October 29 to explain the TPB's role in transportation and freight planning. Staff also learned about the association's transportation concerns.
- Staff prepared new text for the 2010 Freight Element of the CLRP.
- Staff coordinated speakers for an upcoming Freight Subcommittee meeting (November 4, 2010).
- Staff prepared a *Focus on Freight* newsletter for October.

#### 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 and a contractor team under this UPWP work task. In October 2010, under the guidance of staff, the contractor prepared for and participated in meetings of MATOC's committees, including the monthly MATOC Steering Committee meeting on October 19, as well as meetings of the MATOC Information Systems Subcommittee and the MATOC Operations Subcommittee on October 14. The contractor also prepared technical and administrative materials in support MATOC's overall activities throughout the month.

Staff worked with the contractor and the University of Maryland to complete the transition to the University's full assumption of MATOC operations on October 1, 2010.

COG staff will continue participating in planning and administration activities for MATOC, funded under the UPWP for the period October 1, 2010 through June 30, 2011.

Staff also continued work on close-out progress documentation that is anticipated to be completed once all residual charges and activities (all of which will have been completed by September 30, 2010), are fully documented.



Staff reviewed draft deliverables and other materials and provided feedback to the contractor, and helped preparations for the November MATOC meetings.

### **3. FORCASTING APPLICATIONS**

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

Staff performed quality control checks on the emission results and completed Fine Particles and Winter CO summary tables for inclusion in the conformity report. Staff completed the draft summary report and the draft full report in time for the beginning of the public comment period on October 14<sup>th</sup>. This work included preparation of all travel demand and emission summary tables, as well as the report appendices which document methodology and procedures used during the conformity analysis.

Staff presented the conformity results to the TPB Technical Committee, the MWAQC TAC, and the TPB at their respective October meetings. Staff posted the draft summary and full reports, including all appendices on the web for public review and comment.

In preparation for providing a complete package of networks and travel demand summaries for the 2010 CLRP, staff updated the 2005 networks to include refinements and minor corrections discovered during project planning studies. Staff ran travel demand using these networks and the new Round 8.0 Cooperative Forecasts which included some changes to the 2005 numbers.

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 October TPB meeting and air quality conformity consultation elements.

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

As part of the ongoing testing to transition to MOVES2010, staff conducted the following analyses: assessed the advantages of the Distributed Processing (DP) strategy in running the model; evaluated the model's performance under Windows XP and Windows 7 and concluded no time savings are achieved under Windows 7; local start rates from Fairfax County were used in place of the default values to test the model, however staff are waiting for guidance from EPA before proceeding further in this effort.

A position paper was prepared on the use of the MOVES2010 model as a direct emissions inventory preparation tool versus using the emissions rate from the model and preparing emissions inventories using an external post-processor. Based on the analysis staff recommended that the region wait for guidance from EPA.

Staff finalized the methodology for developing the last mobile source input to the MOVES model namely vehicle hours of travel (VHT) fractions by MOVES' speed bin,

vehicle type (i.e., passenger cars, trucks and commercial vehicles), jurisdiction and analysis year using the travel demand model of the 2010 CLRP analysis. The work consisted of a re-execution of the final model run in all CLRP analysis years with an assignment script that helps preserve trips made by each vehicle separately. Vehicle miles-traveled (VMTs) were summarized by facility type, vehicle type and jurisdiction from the post processor data in a table and quality assured. The VMTs were then converted to VHTs by speed bins for use in the MOVES model.

Using the local VHT data staff prepared mobile source emissions estimates for all the pollutants namely VOC, NOx, PM 2.5 and Winter CO. Results of all the prior tests with other local inputs and the current tests were incorporated into a chart to show changes to the emissions inventories with the introduction of each local input.

The MOVES Task Force met on October 19<sup>th</sup> and reviewed all of the work items listed above and agreed with the staff proposal to develop mobile inventories using the MOVES 2010a model for the 2010 CLRP and FY 2011-2016 TIP using local data.

The November and December meetings of the Task Force were cancelled and the next meeting of the Task Force will take place on January 11<sup>th</sup> 2011.

Using the latest travel demand forecasts from the 2010 CLRP and FY 2011-2016 TIP staff developed regional congestion maps (current condition and 2040) for use in the 2010 CLRP document.

In the area of climate change staff prepared a power point presentation based on the "What Would It Take" scenario analysis which is TPB's analysis of measures necessary to achieve mobile source greenhouse reductions goals. The TPB goals are based on the COG's GHG reduction goals for the region. The presentation will be used by the department director in a November webinar on MPO Analysis of GHG Emissions and Reduction Strategies organized by AASHTO. Staff attended a MOVES training course sponsored by VDOT and continues to attend webinars related to the MOVES model.

### C. Regional Studies

#### Implementation Guidelines for Prioritizing Bus Transit

Staff met with DDOT traffic engineering staff to discuss issues and challenges with implementing bus priority treatments. The discussion with traffic engineering staff from the region's jurisdictions will inform the final report of the Implementation Guidelines study, anticipated at the end of December.

On October 25, staff attended a project coordination meeting with a consultant team on the 14<sup>th</sup> Street Bridge Study, which is being conducted by FHWA. A follow up meeting with the team is scheduled for November 5 to reconcile traffic volume differences, synchronize analysis methodologies, and address tolls and HOT lane modeling issues.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff responded to questions on the Cooperative Forecasting Round 8.0 TAZ-level databases of forecast employment, households and population growth for both the 2191-TAZ and 3722-TAZ area systems.

Staff continued work analyzing the Round 8.0 TAZ-level forecasts in the 3722-TAZ system by the Round 7.0 Regional Activity Centers and Clusters.

Staff made an updated presentation on the Round 8.0 forecasts to the TPB Technical Committee in October.

Staff briefed the TPB on the Round 8.0 forecasts in October.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

TPB staff continued development of the year 2040 highway and transit network on the 3,722 TAZ system, based on the 2010 CLRP. The network will be used to evaluate the Version 2.3 model in a forecasting mode. Work on the 2040 network has led to some refinements of the base year (2007) network used in the Version 2.3 model calibration, which is ongoing.

TPB staff has begun soliciting 2010 transit schedule information from the local transit providers. This information will be used to inform the update of transit networks for the next air quality conformity cycle. TPB's transit network needs have been discussed with the regional providers during Regional Bus Subcommittee meetings. In addition to transit schedule data, staff expects to receive geographic bus routing information in machine readable form. This is the first time TPB has received geographically referenced transit routing data.

B. GIS Technical Support.

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

Staff continued to support the network coding team on the development of the Master Highway and Transit Network geodatabase for the 2007 and 2040 transportation networks for the new 3722-TAZ system.

Staff continued the mapping of Round 7.0 Regional Activity Centers in relation to the new 3722-TAZ system.

The GIS Committee held a work session on October 26, 2010 to review a revised draft RFP for the local jurisdiction GIS Data Exchange Project.

Staff continued development of materials for a meeting with departmental GIS users on updated GIS data in the spatial data library and new GIS tools and capabilities. Staff planned the deployment of the upgrade of GIS workstation to ArcGIS version 9.3.1.

Staff attended the monthly MD MSGIC executive committee meetings in July and August to increase GIS coordination among COG and state and local government agencies in Maryland.

### C. Models Development

TPB staff has received comments on Version 2.3 model calibration work from Travel Forecasting Subcommittee members following several staff presentations made at the last (September) TFS meeting. Based on these comments, staff revisited some of its earlier calibration work. First, the modeled time period durations initially proposed by TPB staff for the Version 2.3 model have been altered to more closely conform to the operational periods associated with HOV facilities. Second trip generation rates were re-estimated based on weighted trip survey data, instead of un-weighted trip data which was initially considered to develop trip rates. Third, the external trip sub-model used in trip generation was re-estimated to better reflect travel patterns between the Baltimore and Washington, DC regions.

During October, TPB staff has applied and calibrated the trip generation process to land activity data. Staff has also begun examining the Version 2.3 traffic assignment step, assigning HTS trips to the highway network. This work is ongoing and will serve several purposes. It will inform the traffic assignment calibration process, it will help staff identify necessary adjustments to the trip generation application process, and it will furnish restrained highway skims which will support trip distribution work and mode choice calibration work.

TPB also actively reviewed the progress of the ongoing AMPO Advanced Travel Modeling Study, along with partner MPO's co-funding the study. A final "Task 2" report was issued during October. The consultant also submitted a work scope to address the remaining tasks in the project (Tasks 3 and 4), which is not yet approved.

### D. Software Support

During the MOVES2010 and MOVES2010a testing staff encountered technical Difficulties and performance unreliability with the travel demand model server, TMS2 and the N drive. With the involvement of senior management an interdepartmental coordination meeting was held with ITFM staff, DTP Team and Team B staff to discuss the issues of concern and to identify solutions. Input was gathered about a potential replacement for aging TMS2 server.

## 5. TRAVEL MONITORING

### A. Cordon Counts

No work activity during the reporting period.

### B. Congestion Monitoring and Analysis

Staff completed preparatory work for the FY2011 Arterial Travel Time Data Collection, scheduled between November 2010 and March 2011 and is in the process of hiring field personnel. Staff is also coordinating with the Maryland State Highway Administration on the opportunities provided by Bluetooth readers, which may prove to be a viable alternative to the Global Positioning System (GPS) technology currently used to collect speed/travel time data. This exercise will identify potential advantages of the new technologies and whether they should be considered for future field data collection efforts.

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

Staff continued processing the supplemental HTS survey data collected for in three areas of Arlington County (Columbia Pike, Shirlington, and the Route 1/Jeff Davis corridor).

Staff continued to assist the models development team in reviewing analyses developed by team members for the calibration of the new Version 2.3 travel demand forecasting model.

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 continued updating missing roadway names and route designation for new links in the Regional Transportation Clearinghouse highway network that is now based on the new 3722-TAZ system.

Staff updated the Regional Transportation Clearinghouse transit network that is now based on the new 3722-TAZ system. Staff began the linking of monthly average weekday transit ridership by line to this transit network.

## 6. TECHNICAL ASSISTANCE

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

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

No work activity during the reporting period.

#### 2. FY10 DDOT Traffic Counts

Staff continued processing 7-day classification counts, 3-day volume counts and geo-referenced photographs of CY 52010 DDOT traffic count sites received from the contractor.

Staff continued a quality control review of the CY 2010 7-day classification counts, 3-day volume counts conducted by the contractor for this project.

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

Staff worked with DDOT to prepare a HPMS "Review of Traffic Data" and a "Quality Control Assessment" for the FHWA.

Staff prepared a draft outline for a DDOT Traffic Monitoring Program Report.

#### 3. Bicycle Counts

Staff checked and transmitted to DDOT the bicycle count data collected at approximately 5 to 10 locations that were requested by DDOT.

#### 4. WARD 6 Performance Based Parking Pilot Curbside Data Collection

Field data collection for the Columbia Heights area portion of the project was completed.

#### 5. Truck and Bus Restriction Sign Survey Phase I

No work activity during the reporting period.

#### 6. 2009 Automobile Travel Time Survey – Phase II

No work activity during the reporting period.

## B. **MARYLAND**

### 1. Program Development /Management

No work activity during the reporting period.

### 2. Miscellaneous Services

In support of the ongoing Montgomery County Bus Rapid Transit Study, TPB staff attended a technical meeting and provided advisory input regarding the completed technical work as well as the future direction of the project.

In support of planning activities in southwest DC, TPB staff generated trip origin/destination files using the 2009 CLRP data (October 2009 update).

### 3. MDOT Training / Technical Support

No work activity during the reporting period.

### 4. Western Mobility / I-270 Studies

As a part of the ongoing I-270 study and in response to a Maryland SHA request at the September coordination meeting, staff coded networks and executed travel demand modeling work for Alternatives 6B HOT and 7B HOT using a set of specialized subarea assignment program designed to utilize fine area networks developed for Frederick County. Upon extensive quality assurance, staff transmitted summaries of the results and program files necessary at the MD SHA coordination meeting, staff began work on defining additional tools for alternatives analysis.

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

No work activity during the reporting period.

### 6. Project Planning / Feasibility Studies

As requested at the July coordination meeting, TPB staff incorporated "baseline versus build" emissions impacts summaries for the Managed Lanes Study into the final report. In addition to the criteria pollutants, TPB staff evaluated carbon dioxide emissions using methodologies consistent with those utilized in the CLRP Aspirations Analysis. Upon completion of the report, a final draft report was transmitted to TPB's MD SHA contracts.

### 7. Traffic Impacts

No work activity during the reporting period.

8. Project Evaluation

No work activity during the reporting period.

9. Monitoring Studies

No work activity during the reporting period.

10. MD Statewide Travel Demand Model

In response to a written data request from MD SHA staff transmitted the requested observed trip making data to MD SHA in support of the Statewide Travel Demand Model work.

11. Development/Refinement of Technical Methods

No work activity during the reporting period.

12. Transportation Land Use Connection (TLC)

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

**C. VIRGINIA**

1. Program Development

No work activity during the reporting period.

2. Miscellaneous Services

Staff completed the conformity analysis for the 2009 CLRP and FY2010-2015 TIP Amendment to include the VDOT requested operational change to the I-66 ramps at Stringfellow Road and Monument Drive in Fairfax County.

3. Northern Virginia HOV Facilities Monitoring and Data Collection

Staff completed almost all of the HOV traffic and occupancy counts at the locations identified by VDOT personnel.

4. Travel Forecast Model Refinements (“B-Node Model”) Support

No work activity during the reporting period.



5. Data Mine State of the Commute Survey  
No work activity during the reporting period.
6. Northern Virginia Bicycle/Pedestrian Count Program  
No work activity during the reporting period.
7. TransAction 2040 Plan Support  
No work activity during the reporting period.
8. High Occupancy / Toll (HOT) lane Traffic Analyses  
No work activity during the reporting period.
9. Travel Forecast Model Refinements  
No work activity during the reporting period.
10. Internal NoVA Planning Database  
No work activity during the reporting period.
11. Other tasks yet to be defined  
No work activity during the reporting period.

#### **D. WMATA**

1. Program Development  
The program manager reviewed the status to the projects in the technical assistance program .
2. Miscellaneous Services  
No work activity during the reporting period.
3. A Study of the Development Impact of Metrorail.  
No work activity during the reporting period.

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

A. **Conduct 2009 Air Passenger Survey**

This task is complete.

B. **Process 2009 Air Passenger Survey**

Staff continued preparation of the geographic findings reports for the survey. It is anticipated the geographic findings draft report will be presented at the November Aviation Technical Subcommittee meeting.

C. **Ground Access Forecast and Element Updates**

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

Staff continued preparation of the Air Passenger Ground Access Forecasts, phase 1 (Origin / Destination Forecasts), in accordance with the scope of work and schedule reviewed and approved by the Aviation Technical Subcommittee at its July 2010 meeting.

2. **Ground Access Element Update**

Staff began preparation of a PowerPoint presentation of the findings and recommendations from the Ground Access Element Update that will be presented to the TPB Technical Committee at its November meeting.

D. **Ground Access Travel Time Study**

Staff followed-up with planning staff at the Metropolitan Washington Airports Authority, the Maryland Aviation Administration, and the City of Frederick, MD on the ground access routes to be surveyed in this study.

E. **Other CASP Activities**

No activity to report during the reporting period.

8. **SERVICES/SPECIAL PROJECTS**

**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 - \$50,000.

3. MCV Associates - Traffic Count Program - \$60,000.
4. Shapiro Transportation Consulting, LLC – Technical Assistance – \$25,000

**FY 2011 TRANSPORTATION PLANNING BOARD  
COG/TPB BUDGET EXPENDITURE SUMMARY  
FY-TO-DATE OCTOBER 31, 2010**

	<b>BUDGET TOTAL</b>	<b>FUNDS EXPENDED</b>	<b>% FUNDS EXPENDED</b>
<b>1. PLAN SUPPORT</b>			
A. Unified Planning Work Program (UPWP)	70,700.00	31,422.24	44%
B. Transportation Improvement Program (TIP)	240,600.00	52,037.44	22%
C. Constrained Long-Range Plan	588,400.00	240,653.06	41%
D. Financial Plan	64,000.00	13,304.11	21%
E. Public Participation	371,900.00	143,056.31	38%
F. Private Enterprise Participation	18,300.00	1,238.97	7%
G. Annual Report	80,100.00	4,082.89	5%
H. Transportation / Land Use Connection Program	395,000.00	52,374.05	13%
I. DTP Management	452,100.00	124,929.53	28%
<b>SUBTOTAL</b>	<b>2,281,100.00</b>	<b>663,098.61</b>	<b>29%</b>
<b>2. COORDINATION PLANNING</b>			
A. Congestion Management Process (CMP)	155,000.00	39,846.42	26%
B. Management, Operations & ITS Planning	340,300.00	101,100.20	30%
C. Emergence Preparedness Planning	75,400.00	20,929.77	28%
D. Transportation Safety Planning	100,000.00	4,089.82	4%
E. Bicycle and Pedestrian Program	108,700.00	47,235.69	43%
F. Regional Bus Planning	100,000.00	52,583.73	53%
G. Human Service Transportation Coordination Planning	114,800.00	31,590.64	28%
H. Freight Planning	130,000.00	39,297.64	30%
I. MATCO Program Planning & Support	150,000.00	24,348.59	16%
	<b>1,274,200.00</b>	<b>361,022.49</b>	<b>28%</b>
<b>3. FORECASTING APPLICATIONS</b>			
A. Air Quality Conformity	563,200.00	290,281.79	52%
B. Mobile Emissions Analysis	640,100.00	303,579.68	47%
C. Regional Studies	565,800.00	111,917.70	20%
D. Coord. Cooperative Forecasting & Trans Planning	726,800.00	154,129.94	21%
<b>SUBTOTAL</b>	<b>2,495,900.00</b>	<b>859,909.11</b>	<b>34%</b>

**FY 2011 TRANSPORTATION PLANNING BOARD  
COG/TPB BUDGET EXPENDITURE SUMMARY  
FY-TO-DATE OCTOBER 31, 2010**

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
<b>4. DEVELOPMENT OF NETWORKS AND MODELS</b>			
A. Networks Development	769,700.00	213,082.10	28%
B. GIS Technical Support	548,800.00	185,164.24	34%
C. Models Development	1,221,200.00	295,282.36	24%
D. Software Support	178,900.00	10,043.89	6%
<b>SUBTOTAL</b>	<b>2,718,600.00</b>	<b>703,572.59</b>	<b>26%</b>
<b>5. TRAVEL MONITORING</b>			
A. Cordon Counts	250,800.00	11,966.50	5%
B. Congestion Monitoring and Analysis	475,000.00	59,721.13	13%
C. Travel Survey and Analysis			
Household Travel Survey	456,300.00	69,663.50	15%
D. Regional Transportation Clearinghouse	368,100.00	105,361.73	29%
<b>SUBTOTAL</b>	<b>1,550,200.00</b>	<b>246,712.86</b>	<b>16%</b>
<b>SUBTOTAL CORE PROGRAM ITEMS 1-5</b>	<b>10,320,000.00</b>	<b>2,834,315.66</b>	<b>27%</b>
<b>6. TECHNICAL ASSISTANCE</b>			
A. District of Columbia	401,050.00	109,607.97	27%
B. Maryland	815,500.00	66,783.03	8%
C. Virginia	764,600.00	83,294.77	11%
D. WMATA	194,500.00	0.00	0%
<b>SUBTOTAL</b>	<b>2,175,650.00</b>	<b>259,685.77</b>	<b>12%</b>
<b>TPB GRAND TOTAL</b>	<b>12,495,650.00</b>	<b>3,094,001.42</b>	<b>25%</b>

**FY 2011 TRANSPORTATION PLANNING BOARD  
FINANCIAL STATUS OF TECHNICAL ASSISTANCE  
FY-TO-DATE OCTOBER 31, 2010  
SUPPLEMENT 1**

	<b>COST CODES</b>	<b>TOTAL AUTHORIZED BUDGET</b>	<b>TOTAL EXPENDITURES</b>	<b>FTA/STA/LOC AUTHORIZED BUDGET</b>	<b>EXPENDITURES</b>	<b>PL FUNDS/LOC AUTHORIZED BUDGET</b>	<b>EXPENDITURES</b>
<b>A. District of Columbia</b>							
1. Program Development, Data Requests & Misc. Services	040	26,050	1,981.16	2,345	178.30	23,706	1,802.85
2. DDOT Traffic Counts	041	200,000	29,748.96	18,000	2,677.40	182,000	27,071.56
3. Bicycle Counts	042	60,000	19,486.19	5,400	1,753.75	54,600	17,732.44
4. Curbside Data Collection	043	60,000	58,391.67	5,400	5,255.22	54,600	53,136.45
5. Truck and Bus Restriction	044	25,000	0.00	2,250	0.00	22,750	0.00
6. 2009 Automobile Travel Time Survey	045	30,000	0.00	2,700	0.00	27,300	0.00
<b>SUBTOTAL</b>		<b>401,051</b>	<b>109,607.97</b>	<b>36,095</b>	<b>9,864.67</b>	<b>364,957</b>	<b>99,743.30</b>
<b>B. Maryland</b>							
1. Program Development/Management	060	25,000	1,770.60	2,250	159.35	22,750	1,611.25
2. Miscellaneous Services	061	50,500	0.00	4,545	0.00	45,955	0.00
3. MDOT Training /Technical Support	062	50,000	5,309.87	4,500	477.89	45,500	4,831.99
4. SHA-Western Mobility/Capital Beltway Studies	063	75,000	48,768.92	6,750	4,389.18	68,250	44,379.74
5. MTA- Corridor Cities Transit way / Purple LineTransit	064	50,000	0.00	4,500	0.00	45,500	0.00
6. Project Planning / Feasibility Studies	065	160,000	8,155.57	14,400	734.00	145,600	7,421.57
7. Traffic Impacts	066	95,000	0.00	8,550	0.00	86,450	0.00
8. Project Evaluation	067	40,000	0.00	3,600	0.00	36,400	0.00
9. Monitoring Studies	068	45,000	0.00	4,050	0.00	40,950	0.00
10. Statewide Travel Demand Model	069	50,000	2,321.65	4,500	208.95	45,500	2,112.70
11. Development/Refinement of Technical Methods	070	75,000	456.42	6,750	41.08	68,250	415.34
12. Transportation /Land Use	071	100,000	0.00	9,000	0.00	91,000	0.00
<b>SUBTOTAL</b>		<b>815,502</b>	<b>66,783.03</b>	<b>73,395</b>	<b>6,010.44</b>	<b>742,107</b>	<b>60,772.59</b>
<b>C. Virginia</b>							
1. Program Development	080	15,000	52.00	1,350	4.68	13,650	47.32
2. Miscellaneous Services	081	20,000	7,690.62	1,800	692.15	18,200	6,998.47
3. NVA. HOV Facilities Monitoring & Data Collection	082	275,000	74,972.03	24,750	6,747.49	250,250	68,224.54
4. Travel Forecast Model ("B-node model") Support	083	70,000	0.00	6,300	0.00	63,700	0.00
5. Data Mine State of the Commute Survey	084	50,000	0.00	4,500	0.00	45,500	0.00
6. Nova Bike/Pedestrian Count Program	085	60,000	580.11	5,400	52.21	54,600	527.90
7. TraqnsAction 2040 Plan Support	086	64,000	0.00	5,760	0.00	58,240	0.00
8. High Occupancy /Toll (HOT) Lane Traffic Analyses	087	50,000	0.00	4,500	0.00	45,500	0.00
9. Travel Forecast Model Refinements	088	55,000	0.00	4,950	0.00	50,050	0.00
10. Internal NoVa Planning Database	089	30,000	0.00	2,700	0.00	27,300	0.00
11. Other Tasks Yet to defined	090	75,600	0.00	6,804	0.00	68,796	0.00
<b>SUBTOTAL</b>		<b>764,600</b>	<b>83,294.77</b>	<b>68,814</b>	<b>7,496.54</b>	<b>695,786</b>	<b>75,798.23</b>
<b>D. WMATA</b>							
1. Program Development	100	10,000	0.00	10,000	0.00	0	0.00
2. Miscellaneous Services	101	7,600	0.00	7,600	0.00	0	0.00
3. A Study of the Development Impacts of Metrorail	102	176,900	0.00	176,900	0.00	0	0.00
<b>SUBTOTAL</b>		<b>194,500</b>	<b>0.00</b>	<b>194,500</b>	<b>0.00</b>	<b>0</b>	<b>0.00</b>
<b>GRAND TOTAL</b>		<b>2,175,654</b>	<b>259,685.77</b>	<b>372,804</b>	<b>23,371.65</b>	<b>1,802,850</b>	<b>236,314.11</b>