

**National Capital Region Transportation Planning Board**

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**Technical Committee Item 9**

**M E M O R A N D U M**

December 26, 2013

**TO:** Technical Committee

**\* \* \* EXCERPT \* \* \***

**FROM:** Gerald Miller  
Acting Co-Director  
Department of Transportation Planning

**SUBJECT:** Preliminary Budget and Outline for FY 2015 Unified Planning Work Program (UPWP)

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A preliminary FY 2015 budget estimate for the UPWP, the work activity funding changes compared to FY 2014 levels, and an outline of the proposed work activities for FY 2015 are attached.

The budget for the FY 2015 UPWP basic work program is based upon MPO planning funding allocations provided by the three DOTs of FTA Section 5303 and FHWA Section 112 PL funding that is determined by the FY 2014 USDOT budget. Due to the current uncertainty regarding the final FY 2014 USDOT authorization and budget levels, we assume that the FY 2015 funding allocations to be provided by the DOTs will be at the current FY 2014 levels. The estimated funding is shown on the next page. In addition, the budget estimate assumes the level of unobligated funds from FY 2013 will be \$1,075,210, which is the same as from FY 2012.

The preliminary estimated total budget excluding carryover funds is \$12,710,679, which is the same as the current total FY 2014 budget as amended November 20, 2013. The **basic work program budget is \$10,917,093** without carryover funds, which is the same as the corresponding current FY 2014 budget level.

The **technical assistance program budget is \$1,793,586**, unchanged from the current FY 2014 budget level. Technical assistance program budgets are based upon percentages of the estimated FY 2015 funding allocations, which are unchanged from FY 2014.

## TPB FY 2015 WORK PROGRAM FUNDING CHANGES FROM FY 2014

Work Activity	FY 2015	FY 2014	FY15-FY14	% Change
<b>1. PLAN SUPPORT</b>				
A. Unified Planning Work Program (UPWP)	72,800	72,800	0	0
B. Transp Improvement Program (TIP)	247,800	247,800	0	0
C. Constrained Long-Range Plan	636,100	606,100	30,000	5
D. Financial Plan	64,900	94,900	-30,000	-32
E. Public Participation	434,700	434,700	0	0
F. Private Enterprise Participation	18,800	18,800	0	0
G. Annual Report	82,500	82,500	0	0
H. Transportation/Land Use Connection Progr	430,300	430,300	0	0
I. DTP Management	482,800	482,800	0	0
Subtotal	2,470,700	2,470,700	0	0
<b>2. COORDINATION and PROGRAMS</b>				
A. Congestion Management Process (CMP)	211,000	211,000	0	0
B. Management, Operations, and ITS Planning	350,500	350,500	0	0
C. Emergency Preparedness Planning	77,600	77,600	0	0
D. Transportation Safety Planning	128,800	128,800	0	0
E. Bicycle and Pedestrian Planning	125,000	125,000	0	0
F. Regional Bus Planning	160,000	160,000	0	0
G. Human Service Transportation Coordination	141,200	141,200	0	0
H. Freight Planning	154,500	154,500	0	0
I. MATOC Program Planning & Support	123,600	123,600	0	0
Subtotal	1,472,200	1,472,200	0	0
<b>3. FORECASTING APPLICATIONS</b>				
A. Air Quality Conformity	584,600	584,600	0	0
B. Mobile Emissions Analysis	707,200	707,200	0	0
C. Regional Studies	531,800	531,800	0	0
D. Coord Coop Forecasting & Transp Planning	831,000	831,000	0	0
Subtotal	2,654,600	2,654,600	0	0
<b>4. DEVELOPMENT OF NETWORKS/MODELS</b>				
A. Network Development	792,800	792,800	0	0
B. GIS Technical Support	565,300	565,300	0	0
C. Models Development	1,103,400	1,103,400	0	0
D. Software Support	184,300	184,300	0	0
Subtotal	2,645,800	2,645,800	0	0
<b>5. TRAVEL MONITORING</b>				
A. Cordon Counts	258,400	258,400	0	0
B. Congestion Monitoring and Analysis	360,500	360,500	0	0
C. Travel Surveys and Analysis			0	
Household Travel Survey	727,500	727,500	0	0
D. Regional Trans Data Clearinghouse	327,400	327,400	0	0
Subtotal	1,673,800	1,673,800	0	0
<b>Core Program Total (I to V)</b>	<b>10,917,100</b>	<b>10,917,100</b>	0	0
<b>6. TECHNICAL ASSISTANCE</b>				
A. District of Columbia	360,470	360,470	0	
B. Maryland	646,043	646,043	0	
C. Virginia	564,195	564,195	0	
D. WMATA	222,878	222,878	0	
Subtotal	1,793,586	1,793,586	0	
<b>Total Program</b>	<b>12,710,686</b>	<b>12,710,686</b>	0	0
<b>GRAND TOTAL</b>	<b>12,710,686</b>	<b>12,710,686</b>	0	

## 2. COORDINATION and PROGRAMS

### A. CONGESTION MANAGEMENT PROCESS (CMP) (\$211,000)

- Undertake activities to address the federal requirement for a regional Congestion Management Process component of the metropolitan transportation planning process. Include information from regional Travel Monitoring programs (see Section 5 of the UPWP) addressing congestion and reliability, as well as information on non-recurring congestion as examined in the Management, Operations, and Intelligent Transportation Systems (MOITS) program (see also Task 2.B.).
- Identify and assess strategies that address congestion, in coordination with MOITS, the Metropolitan Area Transportation Operations Coordination Program (see also Task 2.I), the Air Quality Conformity program (see also Task 3.A.), and the regional Commuter Connections Program (see [www.commuterconnections.org](http://www.commuterconnections.org)).
- Analyze transportation systems condition data archives from private sector sources, especially the speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project, and the FHWA's National Performance Management Research Data Set (NPMRDS), as compiled in the Congestion Monitoring and Analysis Task (see also Task 5.B.).
- Address MAP-21 requirements related to the CMP, including:
  - Analyze data from the above sources to support the “congestion reduction”, “System Reliability” and other relevant National Goals for Performance Management.
  - Report regional congestion performance measures based on the available data, especially for congestion reduction and system reliability.
  - Coordinate with member states on congestion reduction and system reliability targets.
- Compile information and undertake analysis for development on four major aspects of the regional CMP:
  - CMP Components of the Constrained Long-Range Plan (CLRP), portions of the CLRP that specifically address CMP and its subtopics, in the form of interlinked web pages of the on-line CLRP, to be updated in conjunction with major updates of the CLRP;
  - CMP Documentation Form Information addresses federally-required CMP considerations associated with individual major projects, to be included with overall project information submitted by implementing agencies to the annual Call for Projects for the CLRP and Transportation Improvement Program (TIP) (see also Task 1.C), and incorporated into the regional CMP; and
  - A CMP Technical Report, published on an as-needed basis, compiling and

summarizing the results of monitoring and technical analysis undertaken in support of the regional CMP. Technical analysis will prepare for the next major update of the CMP Technical Report to be produced in FY2016 (last published in 2014).

- National Capital Region Congestion Report, released quarterly on the TPB website, reviewing recent information on congestion and reliability on the region's transportation system and featured CMP strategies, with a "dashboard" of key performance indicators.

**Oversight:** Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

**Products:** Updated CMP portions of the CLRP; CMP Documentation Form; National Capital Region Congestion Report; Technical analysis for the future FY2016 CMP Technical Report; documentation as necessary supporting MAP-21 requirements of the CMP; summaries, outreach materials, and white paper(s) on technical issues as needed

**Schedule:** Monthly

B. MANAGEMENT, OPERATIONS, AND INTELLIGENT TRANSPORTATION SYSTEMS (ITS) PLANNING (\$350,500)

- Regional transportation systems management and operations are vital considerations for metropolitan transportation planning, and have been emphasized in MAP-21. Under this work task, TPB will address these as well as coordination and collaborative enhancement of transportation technology and operations in the region, with a key focus on non-recurring congestion due to incidents or other day-to-day factors. The MOITS program includes planning activities to support the following major topics:
  - MAP-21: Address MAP-21 requirements related to MOITS, including:
    - Compile and analyze data to support the "system reliability" National Goal for Performance Management
    - Coordinate with member states on system reliability targets
  - ITS Data: The collection/compilation, processing, warehousing, and sharing of transportation systems usage and condition data from Intelligent Transportation Systems (ITS) sources
  - Regional Transportation Management: Particularly in conjunction with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Task 2.1.); support the MOITS Technical Subcommittee in its long-range planning advisory role for the MATOC Program

- Multi-modal Coordination: Examination of traffic and transit management interactions in daily operations
- Coordination of day-to-day transportation operations planning with emergency preparedness in conjunction with the COG Regional Emergency Support Function 1 – Emergency Transportation Committee (see also Task 2.C.)
- Traveler Information: Real-time traveler information made available to the public, including addressing federal Section 1201 requirements on making real-time incident data available
- Congestion Management Process: Technology and operations strategies to address non-recurring congestion aspects of the regional Congestion Management Process (see also Task 2.A.)
- Maintenance and Construction Coordination: Regional sharing of available maintenance and construction information for coordination purposes, in conjunction with MATOC's regional construction coordination system
- Intelligent Transportation Systems (ITS) Architecture: Maintain the regional ITS architecture in accordance with federal law and regulations
- Traffic Signals: Assist member agencies in the exchange and coordination of interjurisdictional traffic signal operations information and activities; examine traffic signal systems and operations from the regional perspective, including in conjunction with emergency planning needs
- Climate Change Adaptation: Monitor local and national practices regarding transportation operational procedures to adapt to climate change effects. Coordinate with COG Regional Climate Adaption Plan activities to identify transportation operations-related climate change adaptation activities for the region's transportation agencies to consider
- MOITS Strategies: Analysis of strategies designed to reduce congestion, reduce emissions, and/or better utilize the existing transportation system.
- Member Agency Activities: Work as needed with the MOITS activities of the state and D.C. departments of transportation, the Washington Metropolitan Area Transit Authority, and other member agencies
- Coordinate with supra-regional management and operations activities of the Federal Highway Administration, the I-95 Corridor Coalition, and other relevant stakeholders
- Provide staff support to the MOITS Policy Task Force, MOITS Technical Subcommittee, MOITS Regional ITS Architecture Subcommittee, and MOITS Traffic Signals Subcommittee.

**Oversight:** Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

**Products:** Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; revised regional ITS architecture; MOITS input to the CLRP as necessary; review and advice to MOITS planning activities around the region; documentation as necessary supporting MAP-21 requirements of MOITS planning

**Schedule:** Monthly

C. TRANSPORTATION EMERGENCY PREPAREDNESS PLANNING (\$77,600)

Under this work task, TPB will provide support and coordination for the transportation sector's role in overall regional emergency preparedness planning, in conjunction with the Metropolitan Washington Council of Governments (COG) Board of Directors, the National Capital Region Emergency Preparedness Council, and other COG public safety committees and efforts. This task is the transportation planning component of a much larger regional emergency preparedness planning program primarily funded outside the UPWP by U.S. Department of Homeland Security and COG local funding. Here specialized needs for transportation sector involvement in Homeland Security-directed preparedness activities will be addressed. Efforts are advised by a Regional Emergency Support Function #1 - Transportation Committee in the COG public safety committee structure, with additional liaison and coordination with the TPB's Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee.

MAP-21 requires the metropolitan planning to address the security of the transportation system for motorized and nonmotorized users.

Major topics to be addressed under this task include the following:

- Liaison and coordination between emergency management and TPB, MOITS, and other transportation planning and operations activities.
- Planning for the role of transportation as a support agency to emergency management in catastrophic or declared emergencies, including:
  - Emergency coordination and response planning through the emergency management and Homeland Security Urban Area Security Initiative (UASI) processes
  - Emergency communications, technical interoperability, and capabilities
  - Public outreach for emergency preparedness
  - Coordination with regional critical infrastructure protection and related security planning
  - Emergency preparedness training and exercises

- Conformance with U.S. Department of Homeland Security (DHS) directives and requirements
- Applications for and management of UASI and other federal Homeland Security funding.

**Oversight:** Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee

**Products:** Agendas, minutes, summaries, outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to TPB and MOITS as necessary; materials responding to DHS and UASI requirements; documentation as necessary supporting MAP-21 requirements of transportation emergency preparedness planning

**Schedule:** Monthly

D. TRANSPORTATION SAFETY PLANNING (\$128,800)

The Washington metropolitan area is a diverse and rapidly growing region, a major tourist destination, and a gateway for immigrants from all over the world. Growth has meant more people driving more miles and more people walking, especially in inner suburban areas where pedestrians were not common in years past. MAP-21 requires metropolitan planning to increase the safety of the transportation system for motorized and nonmotorized users. These and other factors, along with heightened awareness of the safety problem, have demonstrated the need for the regional transportation safety planning program.

- Under this work task, TPB will provide opportunities for consideration, coordination, and collaboration planning for safety aspects of the region's transportation systems. Safety planning will be in coordination with the State Strategic Highway Safety Plan efforts of the District of Columbia, Maryland, and Virginia, as well as other state, regional, and local efforts. Coordination will be maintained with the regional Street Smart pedestrian and bicycle safety outreach campaign. Major topics to be addressed in the Transportation Safety Planning task include the following:
  - Support of the Transportation Safety Subcommittee
  - Safety data compilation and analysis
  - Address MAP-21 requirements related to the CMP, including:
    - Compile fatality and injury data to support the “safety” National Goal for Performance Management.
    - Provide information on performance measures for safety.

- Coordinate with member states on addressing safety targets.
- Coordination on metropolitan transportation planning aspects of state, regional, and local safety efforts, and with transportation safety stakeholders
- Coordination with other TPB committees on the integration of safety considerations
- Maintenance of the safety element of region's long-range transportation plan.

**Oversight:** Transportation Safety Subcommittee

**Products:** Safety element of the CLRP; summaries, outreach materials, and white paper(s) on technical issues as needed; documentation as necessary supporting MAP-21 requirements of transportation safety planning

**Schedule:** Quarterly

E. BICYCLE AND PEDESTRIAN PLANNING (\$125,000)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for pedestrian and bicycle safety, facilities, and activities in the region, advised by its Bicycle and Pedestrian Subcommittee. An updated Regional Bicycle and Pedestrian Plan was completed in FY2014, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Advise the TPB, TPB Technical Committee, and other TPB committees on bicycle and pedestrian considerations in overall regional transportation planning.
- Maintain the Regional Bicycle and Pedestrian Plan and supporting Bicycle and Pedestrian Plan database on the TPB Web site for member agency and public access.
- Provide the TPB an annual report on progress on implementing projects from the Regional Bicycle and Pedestrian Plan. Provide the public with information on the status of bicycle and pedestrian facilities planning and construction in the Washington region.
- Monitor regional Complete Streets and Green Streets activities.
- Compile bicycle and pedestrian project recommendations for the Transportation Improvement Program (TIP).



- Coordinate with the annual "Street Smart" regional pedestrian and bicycle safety public outreach campaign (Street Smart is supported by funding outside the UPWP).
- Advise on the implementation and potential expansion of the regional bikesharing system and associated marketing materials.
- Examine regional bicycle and pedestrian safety issues, their relationship with overall transportation safety, and ensure their consideration in the overall metropolitan transportation planning process, in coordination with task 2.D above.
- Examine bicycle and pedestrian systems usage data needs for bicycle and pedestrian planning, and ensure their consideration in the overall metropolitan transportation planning process.
- Coordinate and host one or more regional bicycle and pedestrian planning or design training, outreach, or professional development opportunities for member agency staffs or other stakeholders.
- Provide staff support to the Bicycle and Pedestrian Subcommittee, supporting the regional forum for coordination and information exchange among member agency bicycle and pedestrian planning staffs and other stakeholders.

**Oversight:** Regional Bicycle and Pedestrian Subcommittee

**Products:** Compilation of bicycle and pedestrian facilities for the TIP; maintenance of the regional bicycle and pedestrian plan on the TPB Web Site; one or more regional outreach workshops; Subcommittee minutes, agendas, and supporting materials; white papers or other research and advisory materials as necessary

**Schedule:** Bimonthly

~~F. REGIONAL BUS PLANNING (\$160,000)~~

~~This work activity will provide support to the Regional Bus Subcommittee for the coordination of bus planning throughout the Washington region, and for incorporating regional bus plans into the CLRP and TIP. The Regional Bus Subcommittee is a forum for local and commuter bus, rail transit, and commuter rail operators and other agencies involved in bus operation and connecting transit services. The Subcommittee focuses on bus planning as well as regional transit issues, such as data sharing and technical projects.~~

~~The major topics to be addressed in FY 2015 include the following:~~

- ~~• Evaluate federal rulemaking for the performance provisions of MAP-21, specifically transit safety and transit state of good repair, including changes in the~~

~~**Oversight:** Transportation Planning Board~~

~~**Products:** Updated Coordinated Plan, Project Priorities for 2014 Solicitation, and Project Recommendations for Enhanced Mobility Funding~~

~~**Schedule:** June 2015~~

#### H. FREIGHT PLANNING (\$154,500)

Under this work task, TPB will provide opportunities for consideration, coordination, and collaborative enhancement of planning for freight movement, safety, facilities, and activities in the region. An updated Regional Freight Plan was completed in FY2010, and provides guidance for continued regional planning activities. Major topics to be addressed include the following:

- Support the Regional Freight Subcommittee.
- Complete a new Regional Freight Plan.
- Maintain the Regional Freight Plan and supporting information on the TPB Web site for member agency and public access.
- Ensure consideration of freight planning issues in overall metropolitan transportation planning, including:
  - Work proactively with the private sector for consideration of private sector freight issues. Identify topics of interest to private sector, often competing trucking and freight stakeholders.
  - Continue following up on recommendations from the Regional Freight Forum held in FY2011.
  - Advise the TPB and other committees in general on regional freight planning considerations for overall metropolitan transportation planning.
  - Coordinate with federal, state, and local freight planning activities.
- Address MAP-21 requirements related to freight planning, including:
  - Analyze available freight movement data for the region including FHWA Freight Analysis Framework total tonnage and total value data for truck, rail, air cargo, and maritime movements in our region; this data may inform freight performance measures.
  - Monitor federal rulemaking on freight performance measures.
  - Coordinate with member states on the establishment of freight targets.
- Complete a set of "Freight Around the Region" outreach materials focusing on individual jurisdictions' freight activities and their links to regional activities.
- Coordinate with TPB travel monitoring and forecasting activities on freight

considerations.

- Examine truck safety issues.
- Develop ongoing freight component input to the Constrained Long Range Plan (CLRP).
- Keep abreast of regional, state, and national freight planning issues.
- Undertake data compilation and analysis on freight movement and freight facilities in the region.
- Undertake freight stakeholder outreach with representatives of the freight community, including carriers, shippers, and other stakeholders, to gain their input on regional freight movement, safety and other issues and to gauge their interest in state and MPO planning and programming processes.

**Oversight:** TPB Freight Subcommittee

**Products:** New Regional Freight Plan; data compilation and outreach materials as needed; white paper(s) on technical issues as needed; structured interviews and summarized results; documentation as necessary supporting MAP-21 requirements of freight planning

**Schedule:** Bimonthly

#### I. METROPOLITAN AREA TRANSPORTATION OPERATIONS COORDINATION PROGRAM PLANNING (\$123,600)

Under this work task, TPB will provide planning support for the Metropolitan Area Transportation Operations Coordination (MATOC) Program, in conjunction with the MATOC Steering Committee, subcommittees, and partner agencies. This task is the metropolitan transportation planning component of a larger set of MATOC Program activities, including operational and implementation activities, funded outside the UPWP. The Metropolitan Area Transportation Operations Coordination (MATOC) Program's mission is to provide situational awareness of transportation operations in the National Capital Region (NCR) through the communication of consistent and reliable information, especially during incidents. MATOC's information sharing is undertaken in large part through the Regional Integrated Transportation Information System (RITIS). RITIS is an automated system that compiles, formats, and shares real-time traffic and transit data among the region's transportation agencies. RITIS was developed on behalf of the region by the Center for Advanced Transportation Technology Laboratory at the University of Maryland. Data provided through RITIS is in daily use by the region's major transportation operations centers.

As a complement to the externally-funded operations activities of MATOC, this UPWP task is to provide ongoing TPB staff planning assistance to the MATOC Program, as a part of the TPB's metropolitan transportation planning activities. Planning activities under this task include:

- **Committee Support:** Provide administrative support of MATOC Steering Committee and subcommittee meetings, including preparation of agendas and summaries and tracking of action items.
- **TPB Reports:** Provide regular briefings to the TPB on MATOC Program progress.
- **TPB Staff Participation:** Provide input and advice to the MATOC Information Systems Subcommittee and Operations Subcommittee.
- **Coordinate as necessary with the Management, Operations, and Intelligent Transportation Systems (MOITS) Technical Subcommittee**
- **Outreach:** Coordinate the work of MATOC with other organizations, for example, with public safety or emergency management groups and media representatives; prepare articles, presentations and brochures to convey MATOC concepts, plans, and accomplishments. Also coordinate with the COG Regional Emergency Support Function # 1 - Emergency Transportation Committee.
- **Implementation Planning:** Prepare implementation plans describing the work required to reach defined stages of MATOC operating capability, including expert input from MATOC subcommittees.
- **Financial and Legal Analysis:** Support discussion of the identification of funding sources, estimation of funding needs, as well as preparation of legal agreement materials that provide for the long term sustainability of MATOC.
- **Performance Measurement:** Support MATOC committee discussions of assessing progress against MATOC's defined goals and objectives.
- **Risk Management:** Identify and monitor major risks to progress and identify actions to be taken in order to avoid incurring risks or mitigating their consequences.
- **Supporting Materials:** Develop supporting or informational materials for the above activities as necessary.

**Oversight:** MATOC Steering Committee; MOITS Technical Subcommittee

**Products:** Agendas, minutes, summaries, and outreach materials as needed; white paper(s) on technical issues as needed; regular briefings and reports to the TPB, MATOC committees, and the MOITS Policy Task Force and Technical Subcommittee.

**Schedule:** Monthly

## 5. TRAVEL MONITORING

### A. CORDON COUNTS (~~\$258,400~~)

- ~~• In fall of 2014 staff will complete data collection for the Regional HOV Monitoring Project and process this data.~~
- ~~• Prepare a technical report documenting the procedures and results of the HOV and other data collected for this project in the spring and fall of 2014.~~
- ~~• Technical report will include information on vehicle volumes by time of day, vehicle classification, auto occupancy, transit passenger volumes, and analysis of travel time data collected.~~

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~~**Oversight:** Travel Forecasting Subcommittee~~

~~**Estimated Cost:** \$250,800~~

~~**Products:** Regional HOV Monitoring Project data and Technical Report~~

~~**Schedule:** January 2015~~

### B. CONGESTION MONITORING AND ANALYSIS (\$360,500)

Congestion Monitoring supplies data for the Congestion Management Process (CMP - Item 2.A.) and Models Development (Item 4.C.). The program monitors congestion on both the freeway and the arterial highway systems, to understand both recurring and non-recurring congestion. Data collection methods include a combination of aerial surveys, field data collection, and/or data procured from private sources. Examples of emerging technologies include probe-based data and Bluetooth-based data. Activities will include:

- Analyze and publish the results of the triennial aerial survey of congestion on the region's freeway system, based upon the data collection that took place in spring 2014; coordinate this information with other congestion data sources.
- Compile, review, and format transportation systems condition information from sources including:
  - The speed data archive from the I-95 Corridor Coalition/INRIX, Inc. Vehicle Probe Project (VPP) and associated VPP Suite developed by the University of Maryland Center for Advanced Transportation Technology;
  - The Regional Integrated Transportation Information System (RITIS) of the Metropolitan Area Transportation Operations Coordination (MATOC) Program;

- The FHWA's National Performance Management Research Data Set (NPMRDS)
- Private sector sources as available.
- Examine potential new sources of archived operations data.
- Provide data to the products of the Congestion Management Process (see also Task 2.A.)

**Oversight:** MOITS Technical Subcommittee

**Products:** Final report of the spring 2014 aerial survey of congestion on the region's freeways; transportation systems monitoring data sets and analysis reports from archives, provided for the products of the Congestion Management Process (2.A.) and other regional transportation planning activities; documentation as necessary supporting MAP-21 requirements of congestion monitoring and analysis

**Schedule:** June 2015

~~C. TRAVEL SURVEYS AND ANALYSIS~~

~~Household Travel Survey (\$727,500)~~

- ~~● Provide data, documentation, and technical support to users of 2007/2008 Regional Household Travel Survey and 2011-2014 Geographically-Focused Household Travel Surveys. Update user documentation as required.~~
- ~~● Complete the processing and analysis of data collected in the 2014 Geographically-Focused Household Travel Surveys to support analysis of regional growth and transportation issues of topical interest to the members of the TPB. Prepare information reports on various aspects of daily household and vehicle travel in the region.~~
- ~~● Update vehicle flows and commuter rail ridership across the external cordon for the TPB modeled area with data from third party vehicle trip data providers and commuter rail operators.~~
- ~~● Begin planning and seek funding for a large sample methodologically enhanced activity-based region-wide household travel survey to begin in FY 2016-FY2017. The pre-test and data collection for the methodologically enhanced activity-based region-wide household survey will not begin until funding for the full survey can be identified. It is currently estimated that between \$2.1 and \$2.6 million in funding will be needed to collect survey data from approximately 10,000 households in the TPB modeled area.~~