

FY 2012

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB)
WORK PROGRAM PROGRESS REPORT
OCTOBER 2011**

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 2012 UPWP which began on July 1, 2011.

Staff presented to the Technical Committee meeting on October 7 the proposed revisions to the FY 2012 budget allocations of “new FY 2012 funds” and “unobligated FY 2010 funds” from DDOT, MDOT and VDOT. Text amendments were also presented to implement 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 DC-VA-MD Transportation Management Area (TMA). On October 19, the TPB approved amendments to the FY 2012 UPWP to revise the budget allocations and to include the text amendments to implement the federal certification recommendations.

B. Transportation Improvement Program (TIP)

At their October 7 meeting, the TPB Steering Committee approved three amendments to the FY 2011-2016 TIP. The first amendment was requested by the Maryland Department of Transportation (MDOT) to include funding for engineering for the I-95/I-495 Branch Avenue Metro Access – Phase 2 Project in Prince George’s County. The second amendment, requested by the Montgomery County Department of Transportation (MCDOT), was to include funding for the construction of the MD 355 Multimodal Crossing Project. The third amendment was requested by the Virginia Department of Transportation (VDOT) to include funding for the Route 659/Belmont Ridge Road Reconstruction Project in Loudoun County.

TPB staff processed one administrative modification to the FY 2011-2016 TIP on October 20, at the request of the Maryland Department of Transportation.

C. Constrained Long-Range Plan (CLRP)

Staff presented the draft materials for the 2011 Update to the CLRP to the Technical Committee at their October 7 meeting. These materials, describing the new projects and significant changes, to the CLRP were released for a 30 day public comment period on October 13. The public comment period was announced via newsprint, the TPB and CLRP websites, and via email.

The TPB was briefed on the draft 2011 Update to the CLRP at their meeting on October 19th. At the same meeting, the TPB approved the Call for Projects for the 2012 Update to the CLRP and the FY 2013-2018 TIP.

Staff continued work on the analysis of the 2010 CLRP for disproportionate and adverse impacts of transportation-related improvements on 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 2010. A report on the Impact of the CLRP on Minority and Disadvantaged Population Groups was presented to the Access For All Advisory Committee at their meeting on October 27.

D. Financial Plan

The financial summaries in the FY 2011-2016 TIP were reviewed and updated to reflect approved project TIP adjustments and amendments.

E. Public Participation

The CAC meeting on October 15 included a briefing on the TPB's draft TIGER grant application, a briefing on the new "streamlined" version of the CLRP Aspirations Scenario, and an update on the development of a regional complete streets policy.

The final draft of the 2012 CLRP and related conformity assessment was released for public comment on October 13. These documents were scheduled for TPB approval on November 16.

Staff worked on the development of a new web-based publication, called the TPB Weekly Report, which will provide short stories on regional transportation.

Staff put together displays and attended an open house as part of VDOT's Multimodal Forum in Northern Virginia, which was focused on the development of Virginia's six-year transportation program.

Access for All Advisory Committee

During the month of October, staff prepared for the October 27 Access for All (AFA) Advisory Committee meeting. Staff developed a presentation on the analysis of the 2010 CLRP for potential disproportionately adverse impact on traditionally disadvantaged population groups. Staff also worked with the University of Maryland professor working on a public transportation gap study (funded with a TPB Job Access Reverse Commute (JARC) grant) to refine a presentation for the AFA to comment on. The AFA also discussed

recommendations for the next MetroAccess contract that will be sent in a letter from the AFA chair to the WMATA Board.

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)

TPB staff received approximately 40 proposals from pre-qualified firms in response to a request for proposals for the eight new TLC projects. TPB staff and staff from the jurisdictions receiving technical assistance selected consultants for each of the projects. Contracts were developed. Kickoff meetings for two of the projects occurred 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 met with a journalist and photographer from Washingtonian magazine to discuss an article on transportation for the November 2011 issue.
- The DTP Director gave a presentation on TPB studies greenhouse gas emissions at the annual AMPO meeting in Dallas.
- The DTP Director gave a presentation on transportation issues in the Washington region to a graduate class at George Mason University.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

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

- Staff presented the draft National Capital Regional Congestion Report to the TPB Technical Committee at its October 7 meeting.

- Using the most recent data, staff started to develop the Congestion Report for the 3rd quarter of 2011.
- Staff went through the development process of the report once again and re-examined the analytical calculations and made several improvements:
 - Incorporated newly available 1-min source data to calculate performance measures.
 - Refined the calculation process of vehicle miles of travel (VMT).
 - Developed route travel time analysis for 22 major commute routes in the region.

On October 5, staff participated (via phone) in the Information Exchange Forum on Using Multiple Data Sources for Planning & Operations and I-95 Corridor Coalition's Travel Information Services Program Track Committee Meeting. On October 18, staff monitored a webinar on Congestion Management Performance Measures offered by ICF International.

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

- 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, including assistance with October 12 and 26 meetings of the Committee and release of the final report on October 26.
- Staff provided input to the consultant team for the ongoing FY 2012 Technical Assistance Account work item "Multimodal Coordination for Bus Hot Spots" Project.
- Staff continued coordinating MOITS activities with the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Item 2.I.).
- On October 19, staff gave a presentation entitled "Data Use for Operations Performance and Planning" at the ITS World Congress in Orlando, Florida.
- On October 20, staff participated in a webinar as part of a continuing Federal Highway Administration expert panel on operations benefit/cost analysis.
- On October 24, staff participated in a periodic meeting of the Operations Work Group of the Association of Metropolitan Planning Organizations, in Dallas, Texas.

- The MOITS Technical Subcommittee did not meet in October, but staff began preparing for the November 8 meeting.

C. Transportation Emergency Preparedness Planning

The Regional Emergency Support Function #1 (RESF-1) Committee for transportation emergency preparedness did not meet in October, and there were no activities to report. External to this task, the final report of the COG Incident Management and Response (IMR) Steering Committee was released on October 26. See also Item 2.B.

D. Transportation Safety Planning

There was no progress with respect to regional traffic death, injury, and crash data gathering in October. 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 until it has hired additional staff, which it is in the process of doing.

University of Maryland CATT lab completed a feasibility study for MWCOG on extending 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.

The feasibility study includes a thorough comparison analysis of Virginia, Maryland, and District of Columbia Police Accident Databases to determine the level of effort in creating a regional data visualization and analysis tool. The document describes in detail:

- 1) the existing data analysis tool that was created for the State of Maryland,
- 2) an analysis of the similarities and differences between the MD, DC, and VA police accident dataset, and
- 3) options, risks, and a budget for creating regional analysis capabilities.

The study found that the overall cost of creating a highly intuitive, full-feature, regional safety analysis tool will be approximately \$195,000 and take approximately 1-year from receipt of agency data and notice to proceed.

The Transportation Safety Subcommittee will review the results of the feasibility study at its next meeting, and assuming the results are positive the Subcommittee will consider means of funding and implementing a regional EVC system.

Montgomery County will host the Fall press event for the “Street Smart” campaign on November 14th. In support of the Fall campaign, staff held a regional seminar on best practices in pedestrian and bicycle enforcement for law enforcement officers as the target audience on October 18th. There were 45 attendees.

E. Bicycle and Pedestrian Planning

- Staff briefed the Citizens Advisory Committee at its October 19th meeting on the draft regional “Complete Streets” policy. The Committee suggested that while the policy should be voluntary that the proposed reporting requirements should be stiffer.
- Staff reviewed and discussed comments on the draft Complete Streets policy with individual Subcommittee members and members of the public and advocacy community, including the Access for All Committee, which submitted written comments.
- Staff briefed the Bus Subcommittee on the Complete Streets draft policy on October 25th. There were some adverse comments at that meeting, as well as from members of the Surface Transportation Work Group and some members of the TPB Technical Committee, who questioned whether it was the proper role of the MPO to have a Complete Streets policy in the absence of a federal requirement.
- Following conversations with the DOT representatives on the Bicycle and Pedestrian Subcommittee, TPB staff prepared some revisions to the draft policy. The policy will not be considered by the TPB until we have a draft that the DOT’s can approve.
- The Regional and Long Distance Bikeways task force met on October 13th and allocated tasks among members.
- Staff worked with Bicycle and Pedestrian Subcommittee members and agencies to update the regional bicycle and pedestrian project database. Staff also worked with Subcommittee members to update the list of top priority unfunded bicycle and pedestrian projects in the region.
- Staff briefed the TPB Technical Committee and the TPB on the FY 2011 Street Smart Pedestrian and Bicycle Safety Campaign, and funding and proposed activities for FY 2012. Incorporation of local contributions to the Street Smart campaign into the COG dues is under consideration, and the

topic was raised by the Chair at the October 19 TPB meeting .This topic will be addressed at the November 16 meeting.

- Staff organized a regional seminar on Best Practices in Pedestrian and Bicycle Enforcement, which was held in October, with a target audience of law enforcement officers.
- Staff worked with the consultant, the advisory committee, and Montgomery County Office of Public Affairs to plan the Fall Street Smart campaign, particularly the Fall press event to be held on November 14th in Montgomery County.

F. Regional Bus Planning

The Regional Bus Subcommittee met in October and discussed the proposed TPB Complete Street Policy, the Multimodal Coordination for Bus Priority Hot Spots Study, and the Virginia Department of Rail and Public Transportation I-95 Corridor Transit and TDM Plan. Members discussed how the complete street policy might impact transit, with potential impacts on bus operations but accessibility benefits for transit users.

Consultants spoke to their progress in the Hot Spots study and there was considerable discussion on how to best collect and use bus operations and ridership data to inform locations and conceptual design of bus priority treatments. TPB staff developed a process and forms for collection of bus project data in preparation for further development of a regional bus project inventory.

G. Human Service Transportation Coordination

Nelson/Nygaard, the consultant conducting the Assessment of the TPB's Job Access Reverse Commute and New Freedom program and grants, continued work on the Assessment. Staff suggested additional revisions and refinements to the draft report. The Human Service Transportation Coordination Task Force will review the draft report; the final report is expected by February 2012.

Staff prepared for the October 13 meeting of the Human Service Transportation Coordination Task Force. Staff prepared a handout on the 15 projects selected for funding in the 2011 solicitation and prepared an activity to gather feedback on the draft assessment report. A meeting summary was prepared.

H. Freight Planning

- Throughout October, staff coordinated to develop a program for the Freight Subcommittee meeting on "Green Goods Movement of the Future" to be held November 10, 2011.

- October 5, 2011, staff attended and participated in the MD State Highway Administration/MD Transportation Authority Freight Implementation Plan stakeholder workshop held at the Baltimore Metropolitan Council.
- October 7, 2011 staff met with two associates from Smith Electric Vehicles to learn about how electric vehicles apply to the commercial sector.
- October 18, 2011, staff participated in the ICF Congestion Management Webinar.
- The October 2011 *Focus on Freight* e-newsletter was prepared and distributed.

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 October 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 October 13 MATOC Operations Subcommittee and Information Systems Subcommittee meetings, and in the MATOC Steering Committee meeting of October 14. Staff also participated in a special October 11 MATOC workshop on coordination of transportation mobilization for snow events. Staff also undertook preparatory and follow-up activities for these meetings.

3. **FORECASTING APPLICATIONS**

A. Air Quality Conformity

2011 CLRP & FY2012-2017 TIP: Staff completed the draft summary conformity report in time for the beginning of the public comment period on October 3. Staff presented the material to the TPB Technical Committee, MWAQC TAC and TPB at their monthly meetings.

During a review of the travel demand estimates for the 2011 CLRP, a technical issue with the Version 2.3 model was discovered, which prompted staff to conduct a sensitivity test to ascertain whether it would affect the Air Quality

Conformity results. It did not. Consequently, the staff proceeded with the public comment period as minor network adjustments were implemented. The revised results will be presented to TPB Technical Committee and the updated report will be available at the time of TPB approval in November.

In October air quality staff performed the following:

- Coordinated with state air agencies on the development of meteorology, fuel and I/M program data to be used as inputs in the emissions modeling for the upcoming PM2.5 SIP Update. Based on the recommendations received staff worked on developing inputs for years 2002, 2007, 2017 and 2025.
- Continued post-decoding work on the 2011 Vehicle Identification Number (VIN) data in order to format it for integration in the emissions modeling for the upcoming PM2.5 SIP Update. In addition, staff organized key features and trends from the VIN databases into presentations to TPB Technical Committee, MWAQC TAC, and ACPAC committees.
- Performed a sensitivity test with the 2040 model in the 2011 CLRP, in which the Beltway HOT lane ramps were disabled north of Old Dominion Road. The outputs were summarized and evaluated internally by the staff.
- Staff completed several tasks related to the tabulation, summation and graphics needed for the 2011 CLRP Air Quality Conformity report.
- Kept up-to-date with MARAMA MOVES modeling activities as part of the photochemical modeling exercise for the new ozone and fine particles standards.
- Attended TPB and TPB-Tech Committee meetings.

B. Mobile Emissions Analysis

Staff completed emissions estimates for the air quality determination of the 2011 CLRP. As part of this analysis staff completed the documentation of off-line emissions estimates related to transit and school bus operation and travel related to auto access to transit. The documentation was to be included in the Air Quality Conformity report.

Staff customized the model Version 2.3 post processor to generate MOVES inputs for the upcoming PM2.5 SIP. The customized post processors were

applied to the model results from the 2011 CLRP. In addition, preparatory work for running MOVES started by: installing MOVES, reviewing MOVES folders, inputs and model configuration scripts; finalized the vehicle age distribution and vehicle population inputs for years 2002 and 2007.

Greenhouse gas emissions were calculated reflecting the new fuel economy standards for light and heavy duty vehicles using the same methodology as in "What Would It Take?" scenario study. The impacts of these standards on climate change planning in the region were identified. This work was presented in the AMPO Annual Conference in Dallas, Texas.

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. This amendment was approved by the TPB on October 19.

The results of the Streamlined VPL Network Sensitivity Test were presented to the TPB Technical Committee, the Citizens Advisory Committee and the TPB. The results were also presented to the Suburban Maryland Transportation Alliance.

Support for COG's Region Forward

TPB staff completed work 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 application was submitted on October 6.

Prepare Grant Applications for US DOT Grant Funding Programs

TPB staff prepared and submitted an application for an FY 2011 TIGER Grant, for "Multimodal Access Improvements for Rail Station Areas in the Washington Region", including a narrative application and supporting benefit-cost analysis. The grant seeks just under \$25 million in federal funds, matched by 22% local funds, to construct pedestrian and bicycle improvements around rail stations in the District of Columbia, Maryland, and Virginia. The TPB and Technical Committee were briefed on the finalized application and the TPB endorsed submission.

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 briefed the Cooperative Forecasting Subcommittee on the crosswalk table between the 2010 Census Summary File 1 (SF-1) Summary File1 Census Block data and the COG/TPB 3722 Transportation Analysis Zone System (TAZ) for the update of TAZ-level household and population forecasts.

Staff briefed the Cooperative Forecasting Subcommittee on the geocoded 2010 InfoUSA private sector employment data for the update of TAZ-level employment forecasts.

Staff presented the Commercial Construction Indicators 2010 Summary Report to Cooperative Forecasting Subcommittee.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

Staff continued documentation of highway and transit network files that were recently used in recent air quality work supporting the 2011 Constrained Long

Range Plan. The network report will address new network development and management procedures and practices that have been set in place for network development over the 3,722 TAZ system. The documentation is planned for completion by the end of the calendar year.

Staff has begun work on updating the regional base year transit network. The updating is based on the latest scheduling and routing information obtained from the local transit providers. This work will inform the 2012 CLRP networks used in the next round of conformity work.

Maintenance and “housecleaning” has been undertaken on the geodatabase which stores multi-year highway and transit network data. Several unused data fields in the geodatabase have been removed to minimize the size of the file. Staff also conducted tests to ensure that the data streamlining did not affect the operation and results of existing network files.

B. GIS Technical Support.

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

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

Staff coordinated with the Geospatial Data Exchange Project consultant on the NCR Data Needs and Resources Survey and Stakeholder Design Review meetings scheduled for November 9th and 10th.

Staff provided technical assistance and instruction on DDOT project that required the GIS buffering of DC street segments.

Staff attended the October 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 completed the development and documentation the mobile emissions post processor used in the 2011 CLRP air quality conformity work. A considerable amount of effort went into updating the existing post processor to conform to the outputs of the new Version 2.3 model on the 3,722 TAZ system.

A review of draft Version 2.3 model forecasts results indicated that HOV trips in the I-95/I-395 corridor were under-simulated. In response, staff revisited the observed data used in the mode choice calibration and determined that commuter occupancy targets were in the household travel survey were not representative. Staff updated the observed occupancy targets using 2000 Census data as a basis for auto occupancy. The updated targets were used to recalibrate the mode choice model. Staff also implemented several minor updates to the Version 2.3 model during October. Staff closely monitored the application of the revised model during its application for final 2011 CLRP air quality work.

The consultant contract, "Assistance with the development and application of the TPB travel demand model," was active during October. TPB staff issued a memorandum, dated October 5, 2011, authorizing AECOM to proceed with task orders 2 and 4 for FY 2012. Task Order 2 is focused on recommending improvements to the existing mode choice process in the Version 2.3 model. Task Order 4 addresses assisting staff in reducing the time needed to run the TPB Version 2.3 Travel Model. This work is ongoing.

Models development staff responded to three data requests in October. Models development staff also helped with on one other data request, from the state of Maryland regarding special formatting of observed data. This work is ongoing

D. Software Support

During the 2011 CLRP Air Quality Conformity model runs staff experienced model failures whose causes have not been identified yet. Staff coordinated

internally in order to share their respective error messages in order to identify the causes of these failures. Staff prepared figures showing the performance of assignment results in different stages of modeling in 2014 and discussed them internally.

5. TRAVEL MONITORING

A. Cordon Counts

Staff began development of a draft scope of work on conducting BRAC-related traffic counts under this work item.

B. Congestion Monitoring and Analysis

Staff received the draft Sky Comp report on the system performance of the limited access highway system. Staff reviewed the report, and started analyzing the data for changes to the system. Staff prepared a list of comments met with the consultant and reviewed the proposed comments. Staff prepared a power point presentation on the findings which will be presented to the MOITS Technical Committee during their November meeting.

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

The consultant continued telephone recruitment and travel diary retrieval survey interviews with 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. By the end of October, the consultant had recruited 1,897 household surveys to participate in the survey and obtained completed travel day survey interview from 568 of these households.

Staff responded to several questions received from survey participants about the 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 began the update Regional Transportation Data Clearinghouse highway network databases with 2011 hourly count data received from MDOT and VDOT.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

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

2. Traffic Counts

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

3. Bicycle Counts

No work activity during the reporting period.

4. Curbside Data Collection

Staff began development of the structured data collection plan for the Ward 6 Stadium.

5. Multimodal Coordination for Bus Priority Hot Spots

The contractor, Parsons Brinckerhoff Americas, Inc., contacted local bus operators and began collection of data to use in building a database of speeds and bus volumes on the regional bus network. The TPB Regional Bus Subcommittee was also briefed on the scope of work and next steps for the study.

6. Truck and Bus Restriction Sign Survey – Phase 1

Staff met with DDOT to discuss the details and requirements for this project, reviewed prior DDOT work on the collection of Truck and Bus Restriction sign data, and began development of a revised scope of work based on DDOT's comments and guidance.

B. MARYLAND

1. Program Development /Management

No work activity during the reporting period.

2. Project Planning Studies

In response to a request from MD SHA, staff worked with the SHA, MTA and the project consultants to document the assumptions used in the ongoing I-270/CCT Multimodal Corridor Study.

3. Feasibility/Special Studies

In response to a request from MD SHA, staff researched the available transit data resources and prepared observed transit data in support of MD SHA's MD 586 study.

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

Staff continued to examine the Statewide Travel Demand Model internally in a sensitivity analysis setting. Additional feedback was provided to MD SHA and the University of Maryland project staff.

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. See 1.H. above for further details about the TLC Program.

8. Multimodal Coordination for Bus Priority Hot Spots

The contractor, Parsons Brinckerhoff Americas, Inc., contacted local bus operators and began collection of data to use in building a database of speeds and bus volumes on the regional bus network. The TPB Regional Bus Subcommittee was also briefed on the scope of work and next steps for the study.

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 on additional work scopes for FY2012 Technical Assistance.

2. Northern Virginia HOV Facilities Monitoring and Data Collection

No work activity during the reporting period.

3. Travel Demand Modeling

Staff responded to requests for model input and network files from VDOT staff.

4. Regional Survey – Analysis and Report

Staff reviewed processing requirements for analyzing data at the VDOT “JRS” level of geography.

5. Travel Demand Management and Non-Motorized Travel

Staff collected additional bicycle and pedestrian counts at locations specified by VDOT.

6. Regional and Sub-Regional Studies

Multimodal Coordination for Bus Priority Hot Spots: The contractor, Parsons Brinckerhoff Americas, Inc., contacted local bus operators and began collection of data to use in building a database of speeds and bus volumes on the regional bus network. The TPB Regional Bus Subcommittee was also briefed on the scope of work and next steps for the study.

Staff attended the I-66 Multimodal Study PARC meeting and completed the benefit-cost analysis for VDOT’s TIGER application project in Loudoun County.

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

The contractor, Parsons Brinckerhoff Americas, Inc., contacted local bus operators and began collection of data to use in building a database of speeds and bus volumes on the regional bus network. The TPB Regional Bus Subcommittee was also briefed on the scope of work and next steps for the study.

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

TPB staff provided data modeling support as the consultants completed mode choice assignment model to forecast the impact on Metrorail travelers of changes in access options. A benefit-cost analysis model was developed to compare the impact of the different options quantitatively, in terms of annualized unit costs by mode. Draft deliverables were reviewed by staff and a regional stakeholders meeting scheduled for November.

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

A. Ground Access Travel Time Study – Phase 2

Staff continued preparation of the ground access travel time report.

B. Update Ground Access Forecast – Phase 2

Staff finalized the ground access forecasts.

C. Ground Access Element Update – Phase 1

Staff began assembling the inputs for updating the ground access element.

D. Conduct 2011 Regional Air Passenger Survey

Staff completed all pre-survey activities, including survey printing and packaging, security screening, and delivery of all survey materials to the airports.

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 OCTOBER 31, 2011**

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	70,700.00	40,953.47	58%
B. Transportation Improvement Program (TIP)	240,600.00	95,547.38	40%
C. Constrained Long-Range Plan	588,400.00	118,185.75	20%
D. Financial Plan	64,000.00	2,525.81	4%
E. Public Participation	371,900.00	104,005.79	28%
F. Private Enterprise Participation	18,300.00	0.00	0%
G. Annual Report	80,100.00	9,612.52	12%
H. Transportation / Land Use Connection Program	395,000.00	30,555.60	8%
I. DTP Management	452,100.00	108,061.97	24%
SUBTOTAL	2,281,100.00	509,448.29	22%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	205,000.00	53,876.14	26%
B. Management, Operations & ITS Planning	340,300.00	75,209.59	22%
C. Emergency Preparedness Planning	75,400.00	13,082.95	17%
D. Transportation Safety Planning	125,000.00	56,931.45	46%
E. Bicycle and Pedestrian Program	108,700.00	37,928.10	35%
F. Regional Bus Planning	100,000.00	16,970.20	17%
G. Human Service Transportation Coordination Planning	134,828.00	18,691.58	14%
H. Freight Planning	150,000.00	44,947.58	30%
I. MATCO Program Planning & Support	120,000.00	9,202.50	8%
SUBTOTAL	1,359,228.00	326,840.11	24%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	563,200.00	242,576.12	43%
B. Mobile Emissions Analysis	640,100.00	198,784.15	31%
C. Regional Studies	566,300.00	270,349.24	48%
D. Coord. Cooperative Forecasting & Trans Planning	806,800.00	241,226.42	30%
SUBTOTAL	2,576,400.00	952,935.93	37%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Networks Development	769,700.00	222,246.90	29%
B. GIS Technical Support	548,800.00	123,501.30	23%
C. Models Development	1,321,200.00	280,767.25	21%
D. Software Support	178,900.00	66,431.97	37%
SUBTOTAL	2,818,600.00	692,947.42	25%

FY 2012 TRANSPORTATION PLANNING BOARD
 FINANCIAL STATUS OF TECHNICAL ASSISTANCE

FY-TO-DATE OCTOBER 31, 2011

SUPPLEMENT 1

	COST CODES	TOTAL AUTHORIZED BUDGET	TOTAL EXPENDITURES	FTA/STALOC		EXPENDITURES		PL FUNDS/LOC	
				AUTHORIZED BUDGET	EXPENDITURES	AUTHORIZED BUDGET	EXPENDITURES		
A. District of Columbia									
1. Program Development, Data Requests & Misc. Service	040	10,000	3,308.04	1,129	373.62	8,871	2,934.42		
2. Traffic Counts	041	200,000	19,663.84	22,589	2,220.92	177,411	17,442.92		
3. Bicycle Counts	042	56,000	0.00	6,325	0.00	49,675	0.00		
4. Curbside Data Collection	043	20,000	11,138.98	2,259	1,258.08	17,741	9,880.89		
5. Multimodal Coordination For Bus Priority Hot spo	044	30,000	0.00	3,388	0.00	26,612	0.00		
6. Truck and Bus Restriction Sign Survey-Phase	045	25,000	8,397.65	2,824	948.47	22,176	7,449.18		
SUBTOTAL		341,000	42,508.51	38,514	4,801.09	302,486	37,707.42		
B. Maryland									
1. Program Development/Managerer	060	30,000	6,824.94	3,388	770.83	26,612	6,054.11		
2. Project Planning Studie:	061	200,000	14,089.61	22,589	1,591.33	177,411	12,498.28		
3. Feasibility/Specials Studie	062	200,000	2,279.02	22,589	257.40	177,411	2,021.62		
4. Transportation Performance Measure	063	211,000	3,019.78	23,831	341.06	187,169	2,678.72		
5. Training/Miscellaneous Technical Suppo	064	80,000	0.00	9,035	0.00	70,965	0.00		
6. Statewide Transportation Model Suppo	065	80,000	18,029.50	9,035	2,036.31	70,965	15,993.19		
7. Transportation/Land Use Connections Prograr	066	160,100	0.00	18,082	0.00	142,018	0.00		
8. Multimodal Coordination for Bus Priority Hot Spo	067	30,000	1,144.33	3,388	129.24	26,612	1,015.09		
9. Other Tasks yet to be define	068	75,000	0.00	8,471	0.00	66,529	0.00		
SUBTOTAL		1,066,100	45,387.20	120,409	5,126.19	945,691	40,261.01		
C. Virginia									
1. Dat/Documentation processing:	080	25,000	7,356.72	2,824	830.89	22,176	6,525.83		
2. Northern Virginia HOV Facilities Monitoring and Data Collectic	081	275,000	0.00	31,059	0.00	243,941	0.00		
3. Travel demand Modelin	082	150,000	5,361.32	16,941	605.52	133,059	4,755.80		
4. Regional Survey -Analysis and Repo	083	75,000	21,046.67	8,471	2,377.07	66,529	18,669.59		
5. Travel Demand Management and Non-Motorized Trav	084	75,000	29,994.51	8,471	3,387.67	66,529	26,606.84		
6. Regional and Sub-regional Studie	085	128,200	6,735.71	14,479	760.75	113,721	5,974.96		
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		
SUBTOTAL		783,198	70,494.94	88,457	7,961.91	694,741	62,533.03		
D. WMATA									
1. Program Developer	100	10,000	965.70	10,000	965.70	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 Sp	102	126,000	48,138.79	126,000	48,138.79	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 Stud	104	85,000	15,271.91	85,000	15,271.91	0	0.00		
SUBTOTAL		279,500	64,376.41	279,500	64,376.41	0.00	0.00		
GRAND TOTAL		2,469,800	222,767.05	526,880	82,265.60	1,942,918	140,501.45		

**FY 2012 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY
FY-TO-DATE OCTOBER 31, 2011**

	BUDGET TOTAL	FUNDS EXPENDED	% FUNDS EXPENDED
5. TRAVEL MONITORING			
A. Cordon Counts	250,800.00	4,145.09	2%
B. Congestion Monitoring and Analysis	350,000.00	47,496.23	14%
C. Travel Survey and Analysis Household Travel Survey	1,136,300.00	46,274.30	4%
D. Regional Transportation Clearinghouse	317,900.00	116,448.33	37%
SUBTOTAL	2,055,000.00	214,363.94	10%
SUBTOTAL CORE PROGRAM ITEMS 1-5			
	11,090,328.00	2,696,535.70	24%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	341,000.00	42,508.51	12%
B. Maryland	1,066,100.00	45,387.20	4%
C. Virginia	783,200.00	70,494.94	9%
D. WMATA	279,500.00	64,376.41	23%
SUBTOTAL	2,469,800.00	222,767.07	
TPB GRAND TOTAL	13,560,128.00	2,919,302.75	22%