

FY 2013

**NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB)
WORK PROGRAM PROGRESS REPORT
SEPTEMBER 2012**

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS

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PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

Work continued monitoring the FY 2013 UPWP which began on July 1, 2012.

B. Transportation Improvement Program (TIP)

At their September 7 meeting, the TPB Steering Committee approved four amendments to the FY 2013-2018 TIP. The first amendment was requested by the Maryland Department of Transportation (MDOT) to include additional funding for the MD 5/MD 373/Brandywine Road interchange and Star Spangled Banner Byway Signage projects. The second amendment was requested by the Virginia Department of Transportation (VDOT) to include funding for the Virginia Statewide Vehicle Fuel Conversion Program. The final two amendments were to the TPB portion of the TIP to 1) modify funding and descriptions for the Job Access/Reverse Commute and New Freedom programs, and 2) to include a project entitled "High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region."

TPB staff processed three administrative modifications to projects the FY 2013-2018 TIP in September at the request of MDOT and VDOT.

C. Constrained Long-Range Plan (CLRP)

The draft Call for Projects for the 2013 CLRP and FY 2013-2018 TIP was presented to the TPB Technical Committee at their September 7 meeting. A revised draft was presented to the TPB as an information item at their meeting on September 19.

During September, TPB staff began development of a draft brochure for the 2012 CLRP. This brochure will include documentation of the TPB's planning activities, regionally significant road and transit projects included in the plan, and a performance analysis detailing population and employment growth, changes in travel patterns, congestion and job accessibility.

D. Financial Plan

The Financial summaries in the FY 2013-2018 TIP are reviewed and updated as administrative modifications and amendments are approved.

E. Public Participation

Staff worked extensively on the development of a web-based public involvement tool that will use the MetroQuest software designed by Envision Sustainability Tools. MetroQuest has been used effectively by MPOs and other planning agencies throughout the country. Later this year, MetroQuest will be used to conduct a survey of 600 randomly selected individuals to learn their opinions and preferences regarding the region's transportation challenges and potential strategies to address them. The tool will also be used for public discussion and engagement in the winter and spring. In September, staff proceeded with the development of content for MetroQuest and conducted intensive discussions with the consultants about the site's design.

Throughout September, staff wrote content for a new web-based clearinghouse called the Information Hub on Transportation Planning Activities. This site will serve as a one-stop-shop for activities conducted by the TPB's member jurisdictions throughout the region. It will include information on the planning processes of the TPB's members, high-profile projects, and links to documents and resources.

The CAC's meeting on September 13 included a briefing on COG's Economy Forward report, progress in developing the new clearinghouse website on transportation planning activities throughout the region, and a discussion of issues for the committee to focus on for the remainder of the year.

Staff began outreach for the next session of the TPB's Community Leadership Institute (CLI), which will be conducted on November 29 and December 1. The CLI is a two-part workshop designed to encourage local leaders to get more involved in transportation decision-making and to better understand the regional planning context.

On September 20, staff conducted a two-hour workshop for the Urban Land Institute's Regional Leadership Institute. The session was a reprise of the "What If" scenario forums that staff conducted throughout the region in 2006-2007.

F. Private Enterprise Participation

No work activity during the reporting period.

G. TPB Annual Report and TPB News

The September *TPB News* was produced and distributed. Four editions of *The TPB Weekly Report* were produced and emailed during the reporting period.

H. Transportation / Land Use Connection Program (TLC)

The process for initiating FY2013 technical assistance projects continued. In August, staff issued Requests for Proposals to a range of consultants for each of the nine new project. The proposal deadline was set for September 14. During the last two weeks of September, staff reviewed the proposals and conferred with jurisdictional staff to determine their preferences. Consultant selection was set to be finalized in October. Projects will begin in October and November, and will be completed by the end of the fiscal year.

I. DTP Management

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

- The DTP Director attended the annual meeting of the Association of Metropolitan Planning Organizations (AMPO) and gave presentations at sessions on travel modeling and on the evaluation of metropolitan planning activities over the past 50 years, including likely changes under the new MAP-21 legislation.
- The DTP Director and DTP staff met with senior staff at the Brookings Institution to discuss draft recommendations under the FHWA funded study of the public acceptability of road user pricing in the Washington region.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

The I-95 Corridor Coalition Vehicle Probe Project was expanded to cover all freeways and major arterials in DC, MD and VA in early September. Staff started requesting and downloading the data, which is a month-long process given the large amount of data – about five hundred gigabytes.

On September 11, staff participated in the webinar “Transportation Performance Management Overview of MAP-21’s New Focus on Performance” offered by FHWA. On September 18, staff monitored the I-95 Corridor Coalition Vehicle Probe Project team webcast.

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

- Staff prepared for and conducted the September 11, 2012 regular meeting of the MOITS committees. Topics included the draft Congestion Management Process Technical Report (see also Item 2.A.), the Virginia Department of Transportation I-95/I-395 Integrated Corridor Management study, the Virginia Traffic Video and Data distribution project, and traffic signal power back-up systems.
- Analysis continued regarding the topic of traffic signal power back-up systems. Staff continued compiling key information from member agencies on power back-ups along emergency routes. Staff analyzed the recently conducted surveys of the region's signals agencies regarding power back-ups in general, and on impacts of the June 29, 2012 "Derecho" windstorm that knocked electric power out to a large number of the traffic signals in the region. Information from these efforts was presented and discussed at the September 11 meeting of the MOITS Traffic Signals Subcommittee, and was slated to be presented to the COG Incident Management and Response Steering Committee on October 17.
- Staff continued coordinating MOITS activities with the Regional Emergency Support Function #1 – Emergency Transportation Committee (see also Item 2.C), and the Metropolitan Area Transportation Operations Coordination (MATOC) Program (see also Item 2.I.). Activities also included staff attending the quarterly meeting of the COG Emergency Preparedness Council on September 12, as well as staff participating in a September 20 meeting regarding the update of the District of Columbia Department of Transportation emergency transportation plan (annex).
- On September 13, staff participated via conference call in the mid-year meeting of the Transportation Research Board Regional Transportation Systems Management and Operations Committee being held in Woods Hole, Massachusetts. Discussions were on MOITS-related topics.

C. Transportation Emergency Preparedness Planning

The Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee held a conference call for the month of September. The committee received an update from the Chair on the Urban Area Security Initiative (UASI) FY 2011 Reprogramming process. The committee discussed areas of opportunity regarding the Derecho Storm in June.

RESF1 members were briefed on the activities of the Traffic Signals Subcommittee of MOITS and the latest "Traffic Signal" survey results, including information to be presented to the IMR Steering Committee regarding traffic signals power backup systems.

Staff provided support prior to and in follow-up to this meeting, ongoing participation of RESF-1 representatives in the UASI process, and ongoing emergency transportation planning/RESF-1 efforts.

D. Transportation Safety Planning

- Briefed the Bicycle and Pedestrian Subcommittee on the Street Smart Pedestrian and Bicycle Safety campaign, including the Annual Report and evaluation for FY 2012.
- Attended webinars on Safety provisions in MAP-21, MPO planning provisions of MAP-21.
- Attended a meeting on the Safe Routes to School programs in the Washington region.
- Prepared, staffed a booth on pedestrian safety at USDOT for their Security and Education Awareness Day event.

E. Bicycle and Pedestrian Planning

As a follow-up action to TPB's regional Complete Streets policy, staff completed and distributed an electronic survey on Complete Streets Policies and Implementation to the TPB member jurisdictions.

At the September 18th meeting of the Bicycle and Pedestrian Subcommittee, which was held at the Loudoun County offices in Leesburg, staff briefed the Subcommittee on the Complete Streets Policy Survey. The Subcommittee was also briefed on other follow-on actions for the regional Complete Streets Policy, including the revised Transportation Project Improvement program project description form, the status of the regional bike/ped project database, and a grant that the TPB has received for a study of "High-Impact Complete Streets Access Improvements for Rail Station Areas in the Washington Region".

The new Transportation Improvement Program form will be used in the next call for projects, as called for the regional Complete Streets policy.

- Chris Pauley of the Northern Virginia Regional Park Authority briefed the Subcommittee on an intersection safety study for the W&OD Trail.
- The Subcommittee was briefed on results of the FY 2012 Street Smart Pedestrian and Bicycle Safety Campaign, and planned Activities for FY 2013. Loudoun County host the Fall press event at one of the problem intersections identified in the W&OD safety study. A field view of the site was held directly after the meeting.

- The Subcommittee approved a list of top priority unfunded bicycle and pedestrian projects.

F. Regional Bus Planning

The Regional Bus Subcommittee met in September. Members discussed the Crystal City – Potomac Yard Transitway design, construction and operation plan, and its implications as the region's first Bus Rapid Transit (BRT) system in instituting precedents for future BRT systems in the region. Members also received an update on the TPB's Transit Data Clearinghouse, which will provide a GIS layer of ridership history and route maps for all transit services in the region. The meeting also included a discussion of the work program for the next months, which will include a revision of the 2008 "Moving Forward" brochure of the region's bus systems. Other activities include TPB staff participation in the technical review of proposals submitted for NVTC's transit Alternatives Analysis for VA-7 (Leesburg Pike) and on the WMATA Technical Advisory Committee for their Regional Transit Systems Plan.

A major activity during this period was the development and briefing of a proposed membership, work plan and schedule for the establishment of a TPB Bus On Shoulders (BOS) Task Force. First requested at the July TPB meeting, TPB staff prepared a work plan and presented it for comment at the Technical Committee and other several committee meetings before presenting it to the TPB at the September 19 meeting, at which meeting the proposal was approved by the board. TPS staff then began preparations for the first meeting of the BOS Task Force in October. In addition, TPB staff also assisted VDOT in the corresponding development of that agency's pilot program initiative for BOS on I-66 inside the Capital Beltway.

G. Human Service Transportation Coordination

Staff began preparation for the October meeting of the Human Service Transportation Coordination Task Force including a review of the membership list in preparation for updating it and outreach to new members.

H. Freight Planning

- Staff coordinated and participated in the September 18 Council of Supply Chain Management Professionals meeting.
- Staff continued preparations for a planned future Freight Subcommittee tour of Union Station and the adjacent Ivy City railroad yard.
- Staff participated in the ongoing Regional Transportation Priorities Plan (RTPP) materials development for the fall web outreach

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.

Staff participated in a number of MATOC activities in September, including a meeting of the MATOC Severe Weather Working Group on September 17, as well as meetings of the MATOC Transit Task Force and Roadway Operations Subcommittee on September 26. Staff undertook extensive preparatory and follow-up activities for these meetings, in coordination with the MATOC staff from the University of Maryland Center for Advanced Transportation Technology. Staff also began preparations for the next MATOC Steering Committee meeting scheduled for October 12 (no Steering Committee meeting was held in September).

3. **FORCASTING APPLICATIONS**

A. Air Quality Conformity

2012 CLRP & FY2013-2018 TIP

Staff reviewed the 2008 Ozone NAAQS regulations and guidance, and developed plans for satisfying the requirements established with the new standards. Staff developed a Scope of Work to complete an analysis of a 2015 forecast year to meet these requirements. Staff presented the Scope of Work to the TPB Technical Committee, the MWAQC TAC, and the TPB at their respective September meetings.

Staff completed network coding, travel demand and emissions analysis for the 2015 forecast year. Staff began report preparation for the updated conformity analysis of the 2012 CLRP.

2013 CLRP:

Staff presented the Call for Projects document to the TPB Technical Committee and the TPB at their respective September meetings.

Staff began review of TERMS in the TERM tracking sheet (Exhibit 25 in the conformity report) in order to remove outdated projects and clarify forecast year benefits.

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

B. Mobile Emissions Analysis

Staff completed the following:

- Staff continued coordination with state air and transportation agencies, and TPB staff in an effort to finalize the SIP language pertaining to the on road mobile emissions inventories for precursor NO_x, primary PM_{2.5} and SO₂. Staff continued interagency consultations and also completed the technical documentation pertaining to the development of the on road mobile emissions inventories.
- Staff coordinated with state air agencies and TPB staff for the Mobile6.2 inputs for the 2015 analysis. Staff also reviewed this additional 2015 analysis performed as part of the 2008 ozone standard requirement for transportation conformity for the Washington region. This additional analysis will supplement the 2012 CLRP & 2013-2018 TIP analysis prepared earlier by TPB. The 2015 analysis was developed to demonstrate conformity with mobile budgets in the SIPs for the Washington, DC-MD-VA PM_{2.5} and ozone NAAs and Carbon Monoxide maintenance areas.
- Staff developed MOVES-based emissions rates and planning-level estimates of benefits realized from the 2012 Car Free Day Program at the request of the Commuter Assistance Program. Also, staff provided technical assistance to a consultant analyzing emissions estimates associated with DDOT's L Street NW Cycle Track Bikeway.

C. Regional Studies

Regional Transportation Priorities Plan (RTPP)

Work continued on the development of RTPP content for inclusion in a web-based tool that will be used to survey a wide sample of citizens to determine their attitudes about which strategies they consider to be most beneficial, and to see how the public might want to pay for them. The list of challenges and strategies under consideration was tweaked. Additionally, succinct draft descriptions of the goals, challenges, and strategies were developed.

Envision Sustainability began work on developing the web-based tool. The tool contains a combination of "off the shelf" screens as well as customized screen to accommodate the needs of the next round of RTPP public outreach. Work focused on creating mock-ups of what screens Envision Sustainability will create.

Work also continued on conceptualizing and preparing the benefit cost analysis for the proposed strategies. In late September, a kickoff meeting was held with HDR, Inc to create a framework for preparing a benefit cost analysis. In October, work will continue on development of content, the web-based tool, and the benefit cost analysis.

Support for COG's Region Forward

No work activity during this reporting period.

Prepare Grant Applications for USDOT Grant Funding Programs

No work activity during the reporting period.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff continued to review the proposed Regional Activity Centers and further discuss proposed analysis geographies for these centers with local jurisdiction planning staffs. Staff emphasized that the geographies for these centers must map to the TPB 3722 Transportation Analysis Zone (TAZ) system and that if the analysis geography splits any existing 3722-TAZ, then, the local planning staffs will need to provide household, population and employment forecasts for each split of the TAZ.

Staff continued the review of ES-202 employment data for the Maryland jurisdictions in the metropolitan region and initiated procurement of ES-202 employment data for Northern Virginia jurisdictions.

Staff continued assembly of data on new commercial construction in the metropolitan Washington region for the Commercial Construction Indicators report.

Staff briefed the members of the Cooperative Forecasting and Data Subcommittee on the results and findings from the Update of the TPB's Financially Constrained Long-Range Transportation Plan (CLRP).

Staff reviewed the schedule for the Round 8.2 Cooperative Forecasts update with the members of the Cooperative Forecasting and Data Subcommittee and asked each jurisdiction to formally communicate to staff their intent to participate in the Round 8.2 update by the October Cooperative Forecasting Subcommittee meeting.

Staff met with consultants about a study being conducted for the Archdiocese of Washington, DC and provided them with background information about the Round 8.1 Cooperative Forecasts, the TPB Household Travel Surveys and other potential data sources for their study.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

During September staff completed its evaluation of facility type coding in the 2010 highway network using Federal Functional Classification information

provided by the state DOTs. A memorandum documenting the changes implemented was prepared. Staff work on the refinement of zonal access connections in the 2010 highway network is ongoing and is anticipated to be completed in October.

Staff has begun work on refining the existing GIS-based network editing tool used to develop the base- and future-year highway networks. Staff is developing an integrated editing function that will enable added highway network links to conform to the actual alignment as reflected in the NAVTEQ base map (as opposed to “stick” representations).

Staff resources were also allocated for the preparation of highway and transit network inputs which will support the Regional Transit Priorities Plan (RTPP). This work is currently ongoing.

B. GIS Technical Support.

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

Staff continued to work with Esri to resolve the issue in displaying secure map services in ArcGIS.com. Esri technical staff reported that the problem will be resolved in the next update of ArcGIS.com.

Staff fulfilled requests to upgrade and/or install new ArcGIS Desktop 10.1 software on DTP user’s workstations.

Staff prepared the agenda and meeting materials for the September COG GIS Committee meeting. At this meeting, staff participated in discussions on the project update and governance of the National Capital Region Geospatial Data Exchange project (NCR GDx) as well as discussion on using the NCR GDx for inauguration planning. Staff prepared the meeting minutes for the September 17th meeting. Staff also attended and prepared notes for a special September meeting of the NCR GDx Steering Committee and NCRNet staff.

Staff arranged and participated in a presentation on the NCR GDx to the Chief Information Officers (CIOs) Committee meeting on September 20th.

Staff updated Metrorail layer information and produced a new web map service for use in the Regional Transportation Data Clearinghouse.

Staff produced maps of traffic volumes near BRAC sites for inclusion in the BRAC Travel Monitoring presentation at the Travel Forecasting Subcommittee meeting on September 21st.

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

C. Models Development

The TPB Travel Forecasting Subcommittee (TFS) convened on September 21. Staff apprised the TFS of the current status of the Version 2.3 Travel Model and also presented staff plans for consultant-assisted improvements to the TPB travel model.

TPB staff continued work on a year-2010 model validation, including comparing the COG's Cooperative Forecasts of housing and employment (Round 8.1) to the Census and the American Community Survey (ACS). A memorandum describing this work will be prepared in October.

Staff executed sensitivity tests to re-evaluate the light rail mode representation in Version 2.3 model. The sensitivity test results and suggestions for improvements were presented to the models development management and modeling consultants.

TPB staff completed testing of proposed enhancements to decrease running times of the regional travel model. The enhancements were proposed by AECOM during the last fiscal year (FY 2012). The testing results have been documented in a memorandum. Staff has found substantial time savings will be realized by some, but not all, of the proposed enhancements. Staff plans to implement selected changes into the next model version.

TPB staff formulated a list of potential task orders for the consultant currently on retainer to improve the TPB's travel demand modeling practice, AECOM. During September, TPB staff and AECOM met to discuss the possible task orders, and subsequently communicated via several email exchanges. At this point in time, staff is preparing to authorize two task orders:

- Task Order 9: Traffic Assignment – investigating how the process might be streamlined and improved with respect to HOT lane modeling
- Task Order 10: Mode Choice and Transit Modeling – Beginning a migration from TRNBUILD to PT as a means of improving how transit Level-of-Service (LOS) matrices are developed and reviewed.

At the staff's request, AECOM prepared a memorandum, dated 9/24/12, that explained how zonal percent-walk-to-transit values are used in the nested-logit mode choice model application software to define transit access segments.

TPB staff attended a TMIP webinar on September 20 on the subject of activity-based modeling performance measures, calibration and validation. Although TPB staff is not actively engaged in the development of an activity-based travel model, staff seeks to remain current on emerging travel forecasting methods.

TPB staff responded to five technical data requests from COG member transportation agencies (or consultants) during the month of September.

D. Software Support

Staff coordinated work efforts with the COG Information, Technology and Facilities Management (ITFM) team in order to improve the performance of travel demand servers. Additional work has been performed to consolidate and free up additional storage on the servers.

5. **TRAVEL MONITORING**

A. Cordon Counts

Staff began development of the work plan for the Spring 2013 Central Employment Area Cordon Counts.

B. Congestion Monitoring and Analysis

Staff underwent training in the use and analysis of INRIX data and developed average speed estimates using 2009 INRIX data for two routes in Maryland (MD 564 and MD 450) and compared them with observed speeds for the same routes during the PM peak period from the FY 2010 Arterial Travel time Survey. Staff participated at the September RESF meeting and briefed the subcommittee on MOITS activities including the impacts of the Derecho storm on the signal systems in the region. Staff participated at the DDOT's meeting on Emergency Transportation Annex & Support Functions Update Project being undertaken to support evacuation planning. Staff participated at the Signal Systems Subcommittee and the MOITS Committee meetings.

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

Staff continued an initial review of the spring 2012 household travel survey household, vehicle, person and location data file delivered by the survey contractor in August.

Staff began preparation of the RFP for the re-bid FY 2013 Geographically-Focused Household Travel Surveys.

D. Regional Transportation Data Clearinghouse

Staff worked with ESRI technical support to resolve the issue of running Geoprocessing services in the Regional Transportation Data Clearinghouse (RTDC) Flex viewer application.

Staff created configuration files to enable pop-up attribute ability on several layers in the Regional Transportation Data Clearinghouse viewer application.

Staff completed processing of the current Functional Classification GeoDatabase received from VDOT and established linkages between that database and the Regional Transportation Data Clearinghouse.

Staff received 2011 AADT and AAWDT estimates and directional hourly counts from Virginia and began the process of linking these volume estimates to RTDC.

Staff corrected an issue that caused annualized traffic volumes to be misrepresented on some Virginia dual-centerline freeways in the RTDC and researched the possibility of displaying a dual-link layer of traffic volumes in the RTDC.

Staff organized regional transit route ridership tables and prepared a new master table containing all transit route ridership information available data as of September 2012. Staff then extracted 2011 year base transit route information from the master transportation network database and updated the transit data in the RTDC. The updated regional transit route ridership tables table will also be used to replace the current transit route ridership map service layer in the RTDC.

Staff attended and participated in the Regional Bus Subcommittee meeting held on 25th September.

The Clearinghouse Team met to plan for the release of the updated RDTDC at the November 30th Travel Forecasting Subcommittee Meeting.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

Staff refined work scopes for FY13 technical assistance projects.

2. Traffic Counts and HPMS Support

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

Staff processed the 32 volume counts and six classification counts performed by the traffic count contractor in August.

Staff processed and reviewed with the HPMS Coordinating Committee the Traffic.com continuous traffic counts collected from July 1, 2012 through July 31, 2012.

Staff gave a status report on the technical documentation for DDOT's Traffic Monitoring Program and circulated a first draft of this document at the September the HPMS Coordinating Committee.

3. Bicycle Counts

No staff activities.

4. Weigh In Motion (WIM) Station Analysis

Staff reviewed research on WIM calibration sample size for use in the DDOT study.

5. Peak Period Street Restrictions Inventory

No work activity during the reporting period.

6. Other tasks yet to be defined

No work activity during the reporting period.

MARYLAND

1. Program Development /Management

MDOT requested staff to develop a scope of work for conducting counts at select locations. Staff assessed current workload demands and is in the process of developing a scope of work for review and approval by MDOT prior to starting the work.

2. Project Planning Studies

Based on supplemental analysis requests that were made by MD SHA staff during a project coordination meeting in July, staff restricted the draft technical report to include additional data and conclusions – reflecting the supplemental analyses – and the report is at its final stages of development.

3. Feasibility/Special Studies

In response to a request from MD SHA, staff continued working on the Veirs Mill Road and Georgia Avenue multi-modal studies. In response to a request from MD SHA, staff continued working on the Veirs Mill Road

and Georgia Avenue multi-modal studies. Upon completion of travel demand modeling work, staff documented 2007 Validation, 2040 No Build, and associated 2040 latent demand sensitivity tests findings and shared them with MD SHA and MTA representatives at a coordination meeting. Following the meeting, staff transmitted the requested model validation files to MTA consultants. In addition, staff prepared inputs for a Georgia Avenue latent demand sensitivity test.

4. Transportation Performance Measures

No work activity during the reporting period.

5. Training/Miscellaneous Technical Support

No work activity during the reporting period.

6. Statewide Transportation Model Support

In response to an MD SHA data request pertaining to the Statewide Model, staff prepared, quality-assured and transmitted Round 8.1 land use forecasts compatible with the 2,191 TAZ system. Round 8.1 data compatible with the 2,191 TAZ system were also transmitted to Montgomery County M-NCPPC to aid the county's transit planning efforts.

7. Transportation / Land Use Connections Program (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. See 1.H. above for further details about the TLC Program.

8. Human Services Transportation Study

In coordination with Maryland DOT and WMATA, staff reviewed submitted proposals for the technical assistance to conduct this study. Additional questions for proposers were developed and sent out to the proposing firms for response by September 28.

9. Other Tasks yet to be Defined

No work activity during the reporting period.

c. VIRGINIA

1. Data/Documentation Processing

Staff discussed the travel monitoring work plan with VDOT staff.

2. Travel Monitoring and Survey

Staff refined the travel monitoring plan by identifying key travel corridors for analysis and providing cost estimates for different types of data collection along those corridors.

3. Travel Demand Modeling

No work activity during the reporting period.

4.. Regional and Sub-Regional Studies

Staff began preparing materials for the first meeting of the I-66 bus on shoulder working group work.

5 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. Bus Passenger Counts in Support of Cordon Count

No work activity during the reporting period.

4. Geocode and Tabulate 2012 Rail Passenger Survey

No work activity during the reporting period.

5. Human Services Transportation Study

In coordination with Maryland DOT and WMATA, staff reviewed submitted proposals for the technical assistance to conduct this study. Additional questions for proposers were developed and sent out to the proposing firms for response by September 28.

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

CASP 26

A. Ground Access Element Update (Phase 1)

Staff began gathering information from planning documents for the transportation supply update.

B. Process 2011 Air Passenger Survey (Phase 1)

No work activity during the reporting period.

C.. Update Ground Access Forecast (Phase 2)

Staff continued finalizing the ground access forecasts report based on subcommittee comments.

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D. Ground Access Element Update (Phase 2)

No work activity during the reporting period.

E. Process 2011 Air Passenger Survey (Phase 2)

Staff began geocoding the survey responses.

F. Update Ground Access Forecasts (Phase 1)

No work activity during the reporting period.

8. **SERVICES/SPECIAL PROJECTS**

**FY 2013 TRANSPORTATION PLANNING BOARD
COG/TPB BUDGET EXPENDITURE SUMMARY**

September 30, 2012

	BUDGET TOTAL	FUNDS EXPENDEI	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	70,700.00	21,719.28	31%
B. Transportation Improvement Program (TIP)	240,600.00	29,737.03	12%
C. Constrained Long-Range Plan	588,400.00	147,169.16	25%
D. Financial Plan	64,000.00	0.00	0%
E. Public Participation	421,900.00	85,565.55	20%
F. Private Enterprise Participation	18,300.00	0.00	0%
G. Annual Report	80,100.00	20,106.91	25%
H. Transportation / Land Use Connection Program	395,000.00	15,135.98	4%
I. DTP Management	452,124.00	85,705.79	19%
SUBTOTAL	2,331,124.00	405,139.71	17%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	205,000.00	42,264.10	21%
B. Management, Operations & ITS Planning	340,300.00	81,966.12	24%
C. Emergency Preparedness Planning	75,400.00	7,340.49	10%
D. Transportation Safety Planning	125,000.00	21,213.52	17%
E. Bicycle and Pedestrian Program	108,700.00	26,475.59	24%
F. Regional Bus Planning	100,000.00	14,227.81	14%
G. Human Service Transportation Coordination Planning	114,800.00	24,361.47	21%
H. Freight Planning	150,000.00	32,968.36	22%
I. MATOC Program Planning & Support	120,000.00	10,755.15	9%
SUBTOTAL	1,339,200.00	261,572.62	20%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	563,200.00	129,620.81	23%
B. Mobile Emissions Analysis	640,100.00	119,783.36	19%
C. Regional Studies	516,300.00	101,428.89	20%
D. Coord. Cooperative Forecasting & Trans Planning	806,800.00	152,216.95	19%
SUBTOTAL	2,526,400.00	503,050.01	20%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Networks Development	769,700.00	151,403.70	20%
B. GIS Technical Support	548,800.00	164,704.23	30%
C. Models Development	1,071,200.00	216,513.54	20%
D. Software Support	178,900.00	37,908.86	21%
SUBTOTAL	2,568,600.00	570,530.32	22%
5. TRAVEL MONITORING			
A. Cordon Counts	250,800.00	17,094.03	7%
B. Congestion Monitoring and Analysis	350,000.00	68,277.49	20%
C. Travel Survey and Analysis			
Household Travel Survey	706,300.00	36,862.43	5%
D. Regional Transportation Clearinghouse	317,900.00	57,230.01	18%
SUBTOTAL	1,625,000.00	179,463.96	11%
SUBTOTAL CORE PROGRAM ITEMS 1-5	10,390,324.00	1,919,756.62	18%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	371,600.00	53,379.02	14%
B. Maryland	1,003,000.00	114,638.68	11%
C. Virginia	853,689.00	68,147.77	8%
D. WMATA	195,200.00	22,578.97	12%
SUBTOTAL	2,423,489.00	258,744.47	11%
TPB GRAND TOTAL	12,813,813.00	2,178,501.07	17%

**FY 2013 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

September 30, 2012
SUPPLEMENT 1

	TOTAL		FTA/STA/LOC		PL FUNDS/LOC	
	AUTHORIZED BUDGET	TOTAL EXPENDITURES	AUTHORIZED BUDGET	FTA EXPENDITURES	AUTHORIZED BUDGET	FHWA EXPENDITURES
A. District of Columbia						
1. Program Development, Data Requests & Misc. Services	10,000	1,054.15	1,506	159	8,494	895.38
2. Traffic Counts & Highway Performance Mgmt System	235,000	41,981.43	35,394	6,323	199,606	35,658.56
3. Bicycle Counts	55,000	4,435.46	8,284	668	46,716	3,767.43
4. Weight In Motion Station Counts	20,000	1,220.60	3,012	184	16,988	1,036.77
5. Peak Period Street Restrictions Study	20,000	4,687.39	3,012	706	16,988	3,981.41
6. Other tasks to be defined	31,600	0.00	4,759	0	26,841	0.00
7. NOT IN USE	0	0.00	0	0	0	0.00
SUBTOTAL	371,600	53,379.02	55,967	8,039	315,633	45,339.55
B. Maryland						
1. Program Development/Management	40,000	2,962.02	6,024	446	33,976	2,515.91
2. Project Planning Studies	190,000	26,829.46	28,616	4,041	161,384	22,788.65
3. Feasibility/Specials Studies	230,000	38,484.31	34,641	5,796	195,359	32,688.14
4. Transportation Performance Measures	173,000	44,233.46	26,056	6,662	146,944	37,571.41
5. Training/Technical Support	30,000	1,036.71	4,518	156	25,482	880.57
6. Statewide Transportation Model Support	60,000	944.62	9,037	142	50,963	802.35
7. Transportation/Land Use Connections Program	160,000	0.00	24,098	0	135,902	0.00
8. Human Services Transportation Study	30,000	148.11	4,518	22	25,482	125.80
9. Other Tasks to be defined	90,000	0.00	13,555	0	76,445	0.00
SUBTOTAL	1,003,000	114,638.68	151,063	17,266	851,937	97,372.83
C. Virginia						
1. Data/Documentation processing	25,000	4,849.09	3,765	730	21,235	4,118.76
2. Travel Monitoring Survey	200,000	51,373.59	30,122	7,737	169,878	43,636.16
3. Travel Demand Modeling	125,000	4,292.17	18,826	646	106,174	3,645.72
4. Regional and Sub-Regional Studies	417,641	7,632.92	62,901	1,150	354,740	6,483.32
5. Other Tasks to be Defined	86,048	0.00	12,960	0	73,088	0.00
6. NOT IN USE	0	0.00	0	0	0	0.00
7. NOT IN USE	0	0.00	0	0	0	0.00
8. NOT IN USE	0	0.00	0	0	0	0.00
SUBTOTAL	853,689	68,147.77	128,575	10,264	725,114	57,883.96
D. WMATA						
1. Program Development	5,200	816.22	5,200	816	0	0.00
2. Miscellaneous Services	5,000	1,696.17	5,000	1,696	0	0.00
3. Multi-Modal Coordination for Bus Priority Hot Spot	50,000	0.00	50,000	0	0	0.00
4. Regional BRAC/Fed Consolidation Impact Analysis	75,000	20,066.58	75,000	20,067	0	0.00
5. Metrorail Station Access Alternatives Study	60,000	0.00	60,000	0	0	0.00
SUBTOTAL	195,200	22,578.97	195,200	22,579	0.00	0.00
GRAND TOTAL	2,423,491	258,744.45	530,805	58,148	1,892,684	200,596.34