

FY 2012

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

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

In March, the final draft FY 2013 UPWP and the carry over projects from FY 2012 were prepared and presented to the Technical Committee, and the TPB adopted them at its March 21 meeting. In April the FY 2013 UPWP will be submitted to FTA and FHWA for review and approval.

Work continued monitoring the FY 2012 UPWP which began on July 1, 2011.

B. Transportation Improvement Program (TIP)

At their March 2 meeting, the TPB Steering Committee approved two amendments to the FY 2011-2016 TIP. The first amendment, requested by the Virginia Department of Transportation (VDOT) included funding a high capacity transit study in the Route 7 corridor between the City of Alexandria and Tysons Corner. The second amendment was requested by the District Department of Transportation to update funding for eleven projects.

One administrative modification to the FY 2011-2016 TIP was requested by VDOT and processed by staff.

C. Constrained Long-Range Plan (CLRP)

Staff began developing content for the documentation of the next CLRP, including the policy framework, a description of programs and projects with maps, and the performance analysis. Staff worked with the modeling staff to analyze travel demand data based on the 2011 CLRP and produced draft charts and maps for this analysis.

D. Financial Plan

The financial summaries in the FY 2011-2016 TIP are reviewed and updated as amendments are approved.

E. Public Participation

Staff conducted a session of the TPB's Community Leadership Institute (CLI) on March 29 and 31. The CLI is a two-part workshop that aims to encourage successful community leaders to get involved in transportation-related decision-making. Over the course of two half-day sessions, participants learn about how, where, and when transportation decisions are made in the Washington region.

Sessions include information about the various planning processes at the state, regional and local levels for transportation project selection and development.

Throughout the month of March TPB staff members were active recruiting participants and revising/updating the CLI curriculum.

On March 16, TPB staff conducted listening session with the regionalism committee of the Urban Land Institute on the development of the Regional Transportation Priorities Plan. This was the last of a series of sessions that have provided input to refine the performance measures and public information materials in anticipation of a focus group to be held the spring.

Staff further developed a preliminary work scope for the development of a new web-based clearinghouse of transportation planning activities conducted by the TPB's member jurisdictions throughout the region.

At its meeting on March 15, the CAC discussed the TPB's draft Complete Streets Policy, received a briefing on the Commuter Connections Program, and discussed the committee's agenda for 2012.

Access for All Advisory Committee

Staff finalized the AFA comments on WMATA's proposed fare increases for Metrobus, Metrorail and MetroAccess. A letter from AFA Chair Patrick Wojahn was sent to the WMATA Board on the committee's concerns and recommendation on the proposed fare increases.

F. Private Enterprise Participation

TPB staff prepared an agenda, identified prospective speakers to invite, and prepared a list of invitees in preparation for the Annual Transit Forum to be held in May.

Regional Taxicab Regulators Task Force

No work activity during the reporting period.

G. Annual Report

The March TPB News was produced and distributed.

The TPB Staff wrote and distributed four editions of the new web-based publication, the TPB Weekly Report.

Staff completed a rough draft of the text for the 2012 Region magazine.

H. Transportation / Land Use Connection Program (TLC)

Work on all eight TLC projects for FY2012 proceeded during March.

On March 6, the TPB issued a solicitation for the next round of TLC projects. Applicants may apply for \$20,000 - \$60,000 in technical assistance. The TPB will provide \$220,000 for TLC technical assistance projects.

As a new feature of the program, up to \$80,000 will be available for a design pilot project focusing on completing 30 percent design work for a previously completed planning study. The goal of this new option is to bring innovative planning concepts one step closer to construction. The remaining funding for FY2013 technical assistance will be used for planning projects similar to previous years.

On March 23, TPB staff conducted a webinar for prospective TLC applicants. For the second year, potential TLC applicants were given the option of submitting an abstract for TPB staff to review and comment upon well in advance of the TLC application deadline. The abstracts were due on March 29.

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:

- The DTP Director gave a presentation on regional transportation issues to a meeting of Leadership in Fairfax.
- The DTP Director gave a presentation on the Regional Transportation Priorities Plan and the TPB's draft Complete Streets policy to the Fairfax County Transportation Advisory Committee.
- The DTP Director gave a presentation on regional transportation issues to a meeting of the Suburban Maryland Transportation Alliance in Prince George's County.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

2012 CMP Technical Report:

- Staff continued developing chapter 2 of the report, State of Congestion, and completed the freeway congestion portion. The results were presented to the Management, Operations and Intelligent Transportation Systems (MOITS) Subcommittee March 13 meeting.

- Staff developed new contents for Chapter 3 (Consideration and Implementation of Congestion Management Strategies) and Chapter 4 (Studies of Congestion Management Strategies), and compiled updated information from relevant programs for the two chapters.
- On March 20, staff distributed a memorandum to the Commuter Connections Subcommittee requesting updates on Local Jurisdictional Travel Demand Management Strategies.

On March 1st, staff attended the second meeting of Regional Use of Archived Operations Data at Delaware Valley Regional Planning Commission (DVRPC) in Philadelphia, PA.

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

- Staff prepared for and supported the March 13, 2012 MOITS Technical Subcommittee meeting and the March 14 MOITS Traffic Signals Subcommittee meeting (held at the offices of the District Department of Transportation).
- A major focus of discussion at the March 13 MOITS meeting, as well as in preparation and follow-up, was the Virginia Department of Transportation Integrated Corridor Management (ICM) study for the I-95/I-395 corridor. Staff also participated in a VDOT meeting on the ICM study on March 9 in Fairfax, Virginia.
- Analysis continued regarding the topic of traffic signal power back-up systems, with a major discussion at the March 14 Traffic Signals Subcommittee meeting regarding signal power back-ups on emergency routes. Work was anticipated to continue on this topic at least through the end of the fiscal year.
- Staff continued coordination with the *Multimodal Coordination for Bus Priority Hot Spots* study being undertaken through the Technical Assistance program of the UPWP, providing input to the consultant team, in anticipation of a major presentation in April.
- 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.).
- Staff enrolled for an online course on TURBO architecture version 7 offered by the National Highway Institute of USDOT and expects to complete the course and all the associated exercises by the end of April. Staff is reviewing the ITS architectures prepared by Virginia Department of Transportation.

C. Transportation Emergency Preparedness Planning

The Regional Emergency Support Function #1 (RESF-1) Emergency Transportation Committee met by conference call on March 14th. The committee received a briefing from staff on the current status of the Urban Area Security Initiative (UASI) FY 2012 process which included a reminder of all deadline dates. The Committee reviewed proposals for submission by Mr. Pack (UMD). Mr. Pack head of the Regional Integrated Transportation Information System (RITIS) programs at the University of Maryland presented four projects that were submitted on March 15th for possible funding by FY12 UASI funds. Staff assisted RESF-1 UASI participants in constructing the projects into formatted proposals, in preparation for proposal review meetings by UASI leadership on April 2 and April 12 .

Staff provided support for preparation and 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

The long-dormant Transportation Safety Subcommittee met on March 16, 2012. Michael Pack of the University of Maryland Center for Advanced Transportation Technology briefed the Subcommittee on the results of their Regional Safety Data Scoping Study. This 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. It describes the existing data analysis tool that was created for the State of Maryland, as well as options, risks, and a budget for creating regional analysis capabilities. Funding both to build the system and maintain it, as well as commitments from the Department of Transportation to provide crash data in a timely manner, are the major outstanding issues. Mr. Cheeks of DDOT expressed some interest in pursuing the idea further.

Staff briefed the Subcommittee on the latest available regional transportation safety data for a number of safety emphasis areas, the Safety Element of the long-range transportation plan, the Street Smart pedestrian and bicycle safety campaign, and the regional priorities plan currently under development. The Subcommittee will advise the revision of the Safety Element, which will be based on the regional safety data, as well as the State Strategic Highway Safety Plans, which are in the process of being updated.

E. Bicycle and Pedestrian Planning

Staff briefed the TPB Technical Committee on the draft regional Complete Streets guidance document and policy template. The Technical Committee's comments were incorporated into a revised version that was presented to the Citizens Advisory Committee on March 15th, and to a work session of the TPB

prior to the main meeting on March 21st. The work session was a one-hour version of the January Complete Streets Stakeholders Workshop.

The Complete Streets Guidance and Policy Template was presented to the full TPB in a very abbreviated manner. In response to comments from the CAC, several members of the TPB suggested that the draft be revised to incorporate a policy statement.

Staff presented the draft Guidance and discussed the comments received with the Bicycle and Pedestrian Subcommittee at their meeting on March 23rd. Since the direction from the TPB developed a Complete Streets policy contradicted earlier direction from the Technical Committee, it was decided to bring the issue back to the State Technical Working Group and the Technical Committee in April.

The Bicycle and Pedestrian Subcommittee was also briefed on Piney Branch Curb Marker Campaign in Montgomery County, and the overall results of Montgomery County's pedestrian safety initiative.

Staff briefed the TPB Technical Committee and the TPB on the Spring 2012 Street Smart pedestrian and bicycle safety campaign. Staff worked with the Office of Public Affairs, the advisory group, and the consultant to organize a press event in District Heights, Maryland on March 28th. The TPB Chair was the lead speaker at the press event, which was the first ever to be held in Prince George's County.

Staff led a multi-speaker "Train the Trainer" workshop on active commuting for Employer Outreach Sales Representatives, as part of the Commuter Connections program, on March 27th.

COG/TPB will host a series of meeting on a proposed inter-jurisdictional agreement to expand Capital Bikeshare. In order to learn more about the administrative structure of the Capital Bikeshare program, staff attended a Capital Bikeshare Transit Development Plan meeting on March 29th.

F. Regional Bus Planning

The TPB Regional Bus Subcommittee met in March. WMATA presented information on its bus rehabilitation program. TPB staff showcased an online regional transit data clearinghouse, which is in final testing prior to being made available. The main topic was a discussion of the Multimodal Coordination and Bus Hot Spots study, with results from the field surveys presented by the consulting team of Parsons Brinckerhoff and Sabra Wang & Associates.

TPB staff assisted Montgomery, Prince George's, Fairfax, and Charles Counties and WMATA in their applications for the FTA discretionary grants with

letters of TPB endorsement of the applications to meet MPO support requirements for the grants.

TPB staff supported the next steps in the NCHRP 8-36 study on Performance Measurement for Bus Priority Corridors in the Maryland Suburban region, in a joint effort with participants from MDOT, SHA, WMATA, Montgomery and Prince George's Counties. Highway performance data is being collected and is being compared with transit performance data from the Multimodal Coordination for Bus Hot Spots study and the TIGER Grant performance monitoring activities.

G. Human Service Transportation Coordination

During the month of March, additional updates were made to the website to post the final deliverables from the Assessment of the JARC and New Freedom programs. Staff coordinated and participated in initial conversations with WMATA and several DC agencies regarding existing taxi voucher projects and increased use of taxis for paratransit trips in DC. Staff also prepared for and conducted a final pre-application conference.

H. Freight Planning

- On March 8, 2012, staff organized the Freight Subcommittee meeting with speakers from the DVRPC and Virginia DOT freight programs, as well as a TPB staff presentation on the pending Complete Streets Guidance.
- Staff attended the Freight in the Southeast Conference organized by the Virginia DOT and the Institute for Trade and Transportation Studies from March 14-March 17, 2012.
- Staff assisted in the preparation of the Ten Highlighted Freight Transportation Projects *TPB News Weekly* publication released on March 27, 2012.
- Staff participated in the VTRANS 2030 feedback session on March 29, 2012.
- Staff continues ongoing monitoring of the Senate and House transportation legislation with regards to freight, performance management, adaptation, and metropolitan planning.
- Staff shared information on the Transportation and Land-Use Coordination program with Freight Subcommittee members at the Freight Subcommittee meeting and via the monthly newsletter.
- The March 2012 *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.

Staff participated in MATOC activities in March 2012, including the ad hoc task force on coordination of transportation mobilization for snow events on March 5; the MATOC Steering Committee on March 9; and the MATOC Operations Subcommittee Joint Roadway and Transit Groups Session on March 22. 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.

3. **FORCASTING APPLICATIONS**

A. Air Quality Conformity

2012 CLRP & FY2013-2018 TIP:

Staff continued coding the highway and transit networks in order to incorporate the 2012 CLRP project additions and updates. Staff reviewed current highway tolls and transit fares in order to identify potential changes since the last conformity analysis and to update the network input files. In addition, 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. Also, working with networks development and models development staff, models applications staff prepared and reviewed travel demand modeling inputs for analysis year 2007. Travel demand modeling work for 2007 is expected to be completed in early April, with other years to follow.

2011 CLRP:In response to a request from senior management, staff executed travel demand modeling work for the year 2010 and began preparing summaries designed to evaluate the 2011 Constrained Long Range Plan. Following the completion of modeling work in February, staff prepared and reviewed a number of summaries and worked closely with the DTP's CLRP team during the process.

B. Mobile Emissions Analysis

In March air quality staff performed the following:

- Staff completed worked on reviewing MOVES run specs and input and output databases for the onroad mobile emissions developed by DTP staff for all 10

jurisdictions of the Washington, DC-MD-VA PM2.5 NAA for the PM2.5 redesignation request and maintenance plan effort for the 1997 annual PM2.5 standard.

- Staff finalized the above MOVES emissions by county and vehicle class as required by EPA for the above PM2.5 redesignation request and maintenance.
- Staff coordinated with state air agencies and TPB staff regarding various issues related to the mobile budgets for NOx and PM2.5-Pri for 2017 and 2025 for the PM2.5 redesignation request and maintenance plan effort for the 1997 annual PM2.5 standard.
- Staff coordinated with state air agency and DTP staff regarding Mob6 inputs required for developing Mobile emissions for the 2012 CLRP analysis for ozone, PM2.5, and carbon monoxide for 2007.
- Staff coordinated with state air agencies and MARAMA to provide MARAMA staff the 2007/17/25 MOVES inventories by jurisdiction.
- Staff kept up to date with MARAMA MOVES modeling activities as part of the photochemical modeling exercise for the new ozone and fine particle standards.

In March TPB staff responded to data requests from:

- A consultant working a DDOT GHG projects. Staff provided MOVES model travel related input for years 2007, 2017 and 2015
- TPB staff for SO2 factors needed to evaluate emissions reductions for a grant application
- MDEQ staff for 2011 VIN output for Maryland jurisdictions

C. Regional Studies

Regional Transportation Priorities Plan

Work continued on the development of performance measures for the Regional Transportation Priorities Plan (RTPP). During January and February, TPB staff conducted listening sessions on the Priorities Plan performance measures and strategies with the Citizens Advisory Committee, the Air Quality Public Advisory Group, the Access for All Committee, and two groups of regional stakeholders.

During March, staff reviewed the feedback from the participants at these sessions to identify lessons to be applied in the development of a new RTPP document for upcoming focus groups. It was learned that both narrative and performance measures are needed to present regional goals and challenges, and that presenting performance measures will require more narrative and

qualitative analysis. Focus groups will be used to determine if the proposed challenges and strategies are meaningful to people, and if they can identify additional challenges or strategies that should be included. In April, work will begin on designing the focus group structure. It is anticipated that a pilot focus group with a sample of the general public will be conducted in late May or June.

Support for COG's Region Forward

To support the development of a Region Forward Baseline report, staff drafted narratives on six transportation-related targets: VMT per capita, Linking regional activity centers, Transportation system management and performance, Walk, bike and transit trips, Bike and pedestrian facilities, and Bike and pedestrian safety. Staff used the 2010 CLRP performance analysis, the Bike/Pedestrian Plan and the 2007/2008 Household Travel Survey.

Prepare Grant Applications for USDOT Grant Funding Programs

TPB staff worked to complete and submit the FY 2012 TIGER grant application for multimodal improvements around the region's rail stations. The application was submitted to USDOT on March 15, 2012.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff documented the development of the draft Round 8.1 TPB Model Area TAZ land activity data files prepared for use in the 2012 Constrained Long Range Plan Update and Air Quality Conformity Determination.

Staff gave a presentation to the TPB Travel Forecasting Subcommittee on the development, preparation, and review of the draft Round 8.1 TAZ land activity data files and identified the significant changes between the adopted Round 8.0A and the draft Round 8.1 Cooperative Forecasts.

Staff responded to technical questions on the development of the draft 8.1 Cooperative Forecasts.

COG's General Counsel continued to review a draft data use agreement sent by the Maryland Department of Labor, Licensing and Regulation (DLLR) to obtain access to ES-202 employment data for the Maryland members of the Cooperative Forecasting Subcommittee.

Staff continued discussions with the Region's Planning Directors on the process and criteria to be used followed in updating Regional Activity Centers for the 2010 to 2040 time horizon.

Staff responded to general questions on the adopted Round 8.0A and the draft 8.1 Cooperative Forecasts.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

Following the completion of running time and frequency updates to the base year (2012) transit network, staff facilitated the development of future networks reflecting the 2012 CLRP and 2013-18 TIP, to be used in the upcoming air quality conformity analysis. Staff has assisted the preparing 2011, 2017, and 2020 highway and transit networks. Networks reflecting 2030 and 2040 conditions are planned to be completed during April.

TPB staff has continued to compare 2012 transit line alignments in the regional network against available digital transit routing (GTFS) information. The comparison may lead to future refinements to the regional base year transit network.

Substantial updates to the existing network geodatabase editor (COGTOOLS) have been implemented during March. The updates relate to the development of so-called transit network “support files.” These relate to ancillary transit network elements (station files, transfers links, rail links, etc.). The updates now enable support files to be exported efficiently and directly from the geodatabase in a single step, thus obviating cumbersome post processing steps that were required to produce support files previously.

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 a problem with the ArcGIS server configuration of the ArcGIS FLEX viewer.

Staff completed the processing of land parcel assessment data for Frederick MD.

Staff participated in the discussions at the March 26th GIS Committee on the completion of the regional Geospatial Data Exchange project and Post-Geospatial Data Exchange goals and objectives.

C. Models Development

The Travel Forecasting Subcommittee met on March 23. TPB staff apprised the subcommittee of recent Version 2.3 model studies that have been undertaken for project planning work in northern Virginia. Staff apprised the

subcommittee of the status of key activities in the Models Development work program area. TPB staff also presented on the most recently released land activity forecasts (Round 8.1 Cooperative Forecasts) which will be used in the upcoming air quality conformity analysis.

TPB staff completed the update of inputs to the Version 2.3 Travel Model in preparation for its use for the air quality conformity assessment of the 2012 CLRP and 2013-2018 TIP. Specifically:

- 1) The historical consumer price index (CPI) schedule used to convert present year costs to constant year (2007) costs was updated using the most recently published US BLS data. The CPI schedule is an input to the travel model.
- 2) Round 8.1 Cooperative Forecast land use data was prepared (and analyzed) on a year-by-year basis as an input to the regional travel model.
- 3) Updated exogenous travel file inputs to the travel model were developed on a year-by-year basis using growth trends implied by the Round 8.1 Cooperative Forecasts. These files include external trip-ends, through trips, airport auto trips, visitor/tourist trips, taxis, and school-related trips.

Staff also investigated testing minor refinements to the existing Version 2.3 travel model. It remains unclear as to whether the refinements will be incorporated into the next conformity cycle, however.

Staff prepared a Version 2.3-based process for analyzing regional accessibility. This process will be used among several evaluation measures to assess the performance of the adopted CLRP.

The consultant support project for models development, also known as the “scan of best modeling practice,” has proceeded in earnest during March. TPB staff is currently overseeing three final task orders, all of which are involved with improving mode choice modeling in the Version 2.3 Travel Model. The task orders are:

- Task Order 3: Enhancements to LineSum transit assignment summary program
- Task Order 5: Begin migration to Public Transport transit path building model
- Task Order 6: Improving the model’s handling of three transit markets: External travel, airport passenger travel, and visitor/tourist travel

During March, TPB staff serviced four data requests pertaining to the regional travel model, or pertaining to specific modeling outputs. The requestors included Transurban Group, CH2M Hill, the University of Maryland and George Mason University.

Several members of the models development staff attended a Travel Model Improvement Program (TMIP) webinar on activity-based models on March 15.

D. Software Support

Staff coordinated work efforts with the 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. Staff also prepared and documented data back-up procedures specific to the models applications team.

5. TRAVEL MONITORING

A. Regional BRAC and Federal Employment Consultation Impact Analysis

Staff met with officials at BRAC count sites to obtain existing data and arrange for new data collection.

B. Congestion Monitoring and Analysis

Staff completed revising chapter 4 of the congestion management process technical report and it is undergoing internal review. Staff has compiled all the comments on the local congestion management strategies and is in the process of revising chapter 3 of the congestion management process technical report. Staff provided additional comments including new tables and charts on the 2011 Traffic Quality on the Metropolitan Washington Area Freeway System and the consultant is expected to release the final report in April.

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

Staff began the tabulations and analysis of the edited, geocoded household, vehicle, and person and trip survey data from the fall 2011 wave of the Geographically-focused Household Travel Survey.

The survey consultant began the mail out of survey materials and the recruitment of households to participate in the spring 2012 wave of the Geographically-focused Household Travel Survey areas. Recruitment of households occurred in seven focused geographical areas through the region.

Staff responded to a request for survey data from the geocoded 2007 Metrorail Passenger Survey.

D. Regional Transportation Data Clearinghouse

Staff continued working on the production version the new web-based user interface for Transportation Data Clearinghouse databases.

Staff contined the update regional Transportation Data Clearinghouse highway network databases with 2010 hourly count data received from DDOT, MDOT and VDOT.

6. **TECHNICAL ASSISTANCE**

A. **DISTRICT OF COLUMBIA**

1. Program Development, Data Requests & Miscellaneous Services

Staff discussed with DDOT staff the proposed FY2013 District of Columbia Technical Assistance projects for incorporation into the FY 2013 UPWP.

2. Traffic Counts

Staff continued processing the CY 2011 traffic counts and gave a status report to the members of the DDOT HPMS Coordinating Committee.

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

3. Bicycle Counts

No work activity during the reporting period.

4. Curbside Data Collection

No work activity during the reporting period.

5. Multimodal Coordination for Bus Priority Hot Spots

The contractor completed a technical memorandum for Task #3, summarizing the results of the two weeks of field surveys of hot spot locations and recommending the locations for Task #4 – the conceptual design and benefit-cost analysis of improvements (two locations in each major jurisdiction). Findings from Task #3 were presented to the TPB Regional Bus Subcommittee in March and were to be discussed at the MOITS subcommittee in April.

6. Truck and Bus Restriction Sign Survey – Phase 1

Staff transmitted the initial results of the survey and sign inventory to DDOT.

7. Motorcoach Counts

Staff conducted data collection at locations specified by DDOT.

B. **MARYLAND**

1. Program Development /Management

Staff developed budget estimates for the work to be performed for the remaining of the current year and prepared budget estimates for deferring portions of the remaining budget to FY2013. This work was incorporated into the material that was presented to both TPB Tech Committee and the TPB during their respective March meetings.

2. Project Planning Studies

Staff continued model validation tests and presented preliminary findings to MD SHA on March 14. The preliminary findings report consisted of a brief model output summary, screenline/cutline summaries with maps, and peak hour speeds comparison with INRIX data. During the meeting MD SHA was informed that certain count data did not seem credible for validation and the locations of such counts were provided to MD SHA for further investigation.

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 the first stage of the study, staff reviewed and revised transit and highway network coding in the study area to reflect the appropriate level of sub-area study detail. In addition, staff have prepared input files specific to the study. Using a refined network, staff compiled draft validation forecasts. Following the initial review, staff determined that additional network detail needed to be introduced in order to improve highway validation. Additional network refinement is currently under way.

4. Transportation Performance Measures

In response to a follow-up request from MD SHA and consistent with the scope of work, TPB staff prepared and transmitted congestion indicators for a before-and-after ICC evaluation. Staff used the 2010 INRIX travel-

time data in the specified ICC Study Area to calculate the percentage of congested lane miles in the corridor.

5. Training/Miscellaneous Technical Support

No work activity during the reporting period.

6. Statewide Transportation Model Support

No work activity during the reporting period.

7. Transportation / Land Use Connections Program

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

For FY 2013, the Maryland Department of Transportation (MDOT) is expected to commit \$160,000 in funding for projects in Maryland. MDOT has expressed interest in funding projects that focus on Transit-Oriented Development, an ongoing goal within the state.

8. Multimodal Coordination for Bus Priority Hot Spots

The contractor completed a technical memorandum for Task #3, summarizing the results of the two weeks of field surveys of hot spot locations and recommending the locations for Task #4 – the conceptual design and benefit-cost analysis of improvements (two locations in each major jurisdiction). Findings from Task #3 were presented to the TPB Regional Bus Subcommittee in March and were to be discussed at the MOITS subcommittee in April.

9. Other Tasks yet to be Defined

No work activity during the reporting period.

c. VIRGINIA

1. Program Development

Staff completed the technical assistance inputs to the FY13 UPWP and finalized the carryover for technical assistance for the FY12 UPWP.

Northern Virginia HOV Facilities Monitoring and Data Collection

No work activity during the reporting period.

3. Travel Demand Modeling

Staff reviewed the implications of using the Version 2.2 TPB travel demand model for the I-66 Tier 1 EIS rather than the Version 2.3 model.

4. Regional Survey – Analysis and Report

No work activity during the reporting period

5. Travel Demand Management and Non-Motorized Travel

No work activity during the reporting period.

6. Regional and Sub-Regional Studies

Staff attended the I-66 Tier 1 EIS meeting on March 19th and provided feedback to the study managers regarding the use of the TPB travel demand forecasting model. Staff attended the monthly I-66 Multimodal Study PARC meeting. In response to a VDOT request, staff conducted analysis of travel conditions and bus operations on I-66 inside the Beltway.

7. Other Tasks Yet to be Defined

No work activity during the reporting period.

8. Multimodal Coordination for Bus Priority Hot Spots

The contractor completed a technical memorandum for Task #3, summarizing the results of the two weeks of field surveys of hot spot locations and recommending the locations for Task #4 – the conceptual design and benefit-cost analysis of improvements (two locations in each major jurisdiction). Findings from Task #3 were presented to the TPB Regional Bus Subcommittee in March and were to be discussed at the MOITS subcommittee in April.

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 completed a technical memorandum for Task #3, summarizing the results of the two weeks of field surveys of hot spot locations and recommending the locations for Task #4 – the conceptual design and benefit-cost analysis of improvements (two locations in each major jurisdiction). Findings from Task #3 were presented to the TPB Regional Bus Subcommittee in March and were to be discussed at the MOITS subcommittee in April.

4. Regional BRAC and Federal Employment Consolidation Impact Analysis

No work activity during the reporting period.

5. Metrorail Station Access Alternatives Study

TPB staff discussed final steps to complete the study with WMATA staff. WMATA submitted a request for a UPWP budget amendment to slightly increase the budget for the contract. The contractor is completing the final report.

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

A. Ground Access Travel Time Study – Phase 2

No work activity during the reporting period.

B. Update Ground Access Forecast – Phase 2

Staff continued assembling data for the Phase 2 update of the ground access forecasts. Staff presented information on recently completed CASP projects to the TPB Technical Committee on March 2nd. Staff prepared materials for the Aviation Technical Subcommittee meeting of March 22nd. Staff began preparing the CASP 27 grant application.

C. Ground Access Element Update – Phase 1

No work activity during the reporting period.

D. Conduct 2011 Regional Air Passenger Survey

This task was completed in December.

E. Process 2011 Air Passenger Survey

Staff continued tabulation of the 2011 survey using SAS and other methods.

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 March 31, 2012**

	BUDGET TOTAL	FUNDS EXPENDEI	% FUNDS EXPENDED
1. PLAN SUPPORT			
A. Unified Planning Work Program (UPWP)	70,700.00	54,326.53	77%
B. Transportation Improvement Program (TIP)	240,600.00	205,803.81	86%
C. Constrained Long-Range Plan	588,400.00	286,296.63	49%
D. Financial Plan	64,000.00	43,819.10	68%
E. Public Participation	471,900.00	292,455.86	62%
F. Private Enterprise Participation	18,300.00	5,543.91	30%
G. Annual Report	80,100.00	40,702.74	51%
H. Transportation / Land Use Connection Program	395,000.00	197,702.53	50%
I. DTP Management	452,100.00	344,059.29	76%
SUBTOTAL	2,381,100.00	1,470,710.40	62%
2. COORDINATION PLANNING			
A. Congestion Management Process (CMP)	205,000.00	108,951.96	53%
B. Management, Operations & ITS Planning	340,300.00	170,332.74	50%
C. Emergency Preparedness Planning	75,400.00	27,212.02	36%
D. Transportation Safety Planning	125,000.00	91,276.47	73%
E. Bicycle and Pedestrian Program	108,700.00	92,396.25	85%
F. Regional Bus Planning	100,000.00	85,986.44	86%
G. Human Service Transportation Coordination Planning	134,828.00	97,492.71	72%
H. Freight Planning	150,000.00	105,685.54	70%
I. MATOC Program Planning & Support	120,000.00	106,201.04	89%
SUBTOTAL	1,359,228.00	885,535.16	65%
3. FORECASTING APPLICATIONS			
A. Air Quality Conformity	563,200.00	420,414.38	75%
B. Mobile Emissions Analysis	640,100.00	504,217.00	79%
C. Regional Studies	466,300.00	397,969.99	85%
D. Coord. Cooperative Forecasting & Trans Planning	806,800.00	538,961.38	67%
SUBTOTAL	2,476,400.00	1,861,562.75	75%
4. DEVELOPMENT OF NETWORKS AND MODELS			
A. Networks Development	769,700.00	485,297.21	63%
B. GIS Technical Support	548,800.00	339,309.68	62%
C. Models Development	1,076,176.00	678,380.38	63%
D. Software Support	178,900.00	122,914.89	69%
SUBTOTAL	2,573,576.00	1,625,902.17	63%
5. TRAVEL MONITORING			
A. Regional BRAC/Fed Consolidation Impact Analysis	250,800.00	98,151.83	39%
B. Congestion Monitoring and Analysis	350,000.00	242,663.11	69%
C. Travel Survey and Analysis			
Household Travel Survey	1,136,300.00	600,206.17	53%
D. Regional Transportation Clearinghouse	317,900.00	237,886.20	75%
SUBTOTAL	2,055,000.00	1,178,907.30	57%
SUBTOTAL CORE PROGRAM ITEMS 1-5	10,845,304.00	7,022,617.79	65%
6. TECHNICAL ASSISTANCE			
A. District of Columbia	396,593.00	228,574.30	58%
B. Maryland	1,042,951.00	337,320.44	32%
C. Virginia	777,689.00	233,906.85	30%
D. WMATA	280,283.00	97,833.38	35%
SUBTOTAL	2,497,516.00	897,635.00	
TPB GRAND TOTAL	13,342,820.00	7,920,252.77	59%

**FY 2012 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

FY-TO-DATE March 31, 2012
SUPPLEMENT I

	TOTAL		FTA/STA/LOC		FTA		PL FUNDS/LOC	
	AUTHORIZED	TOTAL	AUTHORIZED	EXPENDITURES	AUTHORIZED	EXPENDITURES	BUDGET	EXPENDITURES
	BUDGET	EXPENDITURES	BUDGET	EXPENDITURES	BUDGET	EXPENDITURES	BUDGET	EXPENDITURES
A. District of Columbia								
1. Program Development, Data Requests & Misc. Services	65,593	6,258.78	6,900	658	58,693	5,600.38		
2. Traffic Counts	200,000	127,602.15	21,039	13,423	178,961	114,179.02		
3. Bicycle Counts	56,000	3,725.93	5,891	392	50,109	3,333.98		
4. Curbside Data Collection	20,000	19,994.83	2,104	2,103	17,896	17,891.48		
5. Multimodal Coordination For Bus Priority Hot spots	30,000	30,000.00	3,156	3,156	26,844	26,844.15		
6. Truck and Bus Restriction Sign Survey-Phase 1	25,000	33,861.73	2,630	3,562	22,370	30,299.64		
SUBTOTAL	396,593	221,443.41	41,720	23,295	354,873	198,148.64		
B. Maryland								
1. Program Development/Management	30,000	18,634.21	3,156	1,960	26,844	16,673.98		
2. Project Planning Studies	200,000	96,836.90	21,039	10,187	178,961	86,650.13		
3. Feasibility/Specials Studies	200,000	103,315.56	21,039	10,868	178,961	92,447.26		
4. Transportation Performance Measures	211,000	21,278.92	22,196	2,238	188,804	19,040.48		
5. Training/Miscellaneous Technical Support	80,000	0.00	8,416	0	71,584	0.00		
6. Statewide Transportation Model Support	80,000	28,292.88	8,416	2,976	71,584	25,316.61		
7. Transportation/Land Use Connections Program	160,100	38,961.97	16,842	4,099	143,258	34,863.36		
8. Multimodal Coordination for Bus Priority Hot Spots	30,000	30,000.00	3,156	3,156	26,844	26,844.15		
9. Other Tasks yet to be defined	51,851	0.00	5,454	0	46,397	0.00		
SUBTOTAL	1,042,951	337,320.44	109,713	35,484	933,238	301,835.96		
C. Virginia								
1. Data/Documentation processing	25,000	17,333.29	2,630	1,823	22,370	15,509.92		
2. Northern Virginia HOV Facilities Monitoring and Data Collection	269,489	0.00	28,349	0	241,140	0.00		
3. Travel demand Modeling	150,000	74,038.66	15,779	7,789	134,221	66,250.15		
4. Regional Survey -Analysis and Report	75,000	24,202.79	7,890	2,546	67,110	21,656.77		
5. Travel Demand Management and Non-Motorized Travel	75,000	75,431.56	7,890	7,935	67,110	67,496.53		
6. Regional and Sub-regional Studies	128,200	30,648.49	13,486	3,224	114,714	27,424.42		
7. Other Tasks to be Defined	25,000	0.00	2,630	0	22,370	0.00		
8. Multimodal Coordination for Bus Priority Hot Spots	30,000	12,252.06	3,156	1,289	26,844	10,963.20		
SUBTOTAL	777,689	233,906.85	81,809	24,606	695,880	209,300.99		
D. WMATA								
1. Program Development	10,783	6,993.30	10,783	6,993	0	0.00		
2. Miscellaneous Services	8,500	0.00	8,500	0	0	0.00		
3. Multi-Modal Coordination for Bus Priority Hot Spot	126,000	6,336.22	126,000	6,336	0	0.00		
4. Regional BRAC/Fed Consolidation Impact Analysis	50,000	0.00	50,000	0	0	0.00		
5. Metrorail Station Access Alternatives Study	85,000	84,503.86	85,000	84,504	0	0.00		
SUBTOTAL	280,283	97,833.38	280,283	97,833	0.00	0.00		
GRAND TOTAL	2,497,518	890,504.09	513,525	181,219	1,983,991	709,285.59		