

FY 2011

NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD (TPB)
Work Program Progress Report
JANUARY 2011

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

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

On January 7, TPB staff presented a preliminary budget and outline for the draft FY 2012 UPWP. This budget and draft outline was also presented to the TPB at their meeting on January 19.

B. Transportation Improvement Program (TIP)

No amendments or modifications were made to the FY 2011-2016 TIP in the month of January. Staff continued to work with a consultant on improvements to the iTIP database. These improvements will make data entry easier for member agencies and also make it easier for interested citizens to learn more about projects in the region.

C. Constrained Long-Range Plan (CLRP)

On January 12, staff presented information on the significant changes to and performance of the 2010 CLRP to the Metropolitan Development Policy Committee. During the month of January, TPB staff continued to work on the performance analysis of the 2010 CLRP. This was developed for the TPB Priorities Plan Scoping Task Force to consider as a baseline that any future planning scenarios might be compared against. TPB staff also worked to develop an outline for an expanded brochure to document the 2010 CLRP.

January 21 was the deadline for agencies to submit their project inputs for the 2011 Update to the CLRP. Staff also worked with TPB member agencies to before and after the deadline to finalize the new and updated information prior to presenting it to the Technical Committee in February.

D. Financial Plan

No work activity during the reporting period.

E. Public Participation

The 2010 CAC had its last meeting on January 13. The committee received and discussed two briefings on regional transit: an overview of light rail and streetcar projects and proposals in the Washington Region and a project overview of the TPB's TIGER grant for priority bus transit. The committee also extensively

discussed its 2010 annual report and held an after-action review of the past year that looked at expectations, realities and opportunities for improvement. The CAC' end-of-year report focused on the committee's long-term recommendation that the TPB should develop a regional transportation priorities plan.

During the month of January staff prepared for an Access for All Advisory Committee working with the new Chair, the TPB Member representing College Park, Patrick Wojahn. Staff invited presenters from Metro to discuss MetroAccess eligibility and the transit equity analysis conducted to review any disproportionate and adverse impacts on transportation disadvantaged populations groups from the fare and service changes implemented in July 2010. The meeting was cancelled due to inclement weather and rescheduled for February 25. During January, the AFA requested to have the Chair of the AFA Sign on to a letter to Metro in regard to a recent Metro Access policy requiring customers with cognitive disabilities to be accompanied by legal guardians or persons with power of attorney who can make decisions for them during eligibility assessment appointments. The AFA chair signed onto the letter which was sent by the Quality Trust on January 28.

F. Private Enterprise Participation

No work activity during the reporting period.

G. Annual Report

The January TPB News was produced and distributed. Staff began work on the 2011 annual report.

H. Transportation / Land Use Connection Program (TLC)

Work was underway for all eight TLC projects funded for FY 2011 (four of these projects are fully or partially funded under P.E. #6220.00.072, MDOT Technical Assistance – see 6.B.below).

At the TPB Technical Committee meeting on January 7, staff presented a review of the TLC program that summarized the 40 projects completed from FY2007 to FY2010. For this review, staff conducted follow-up interviews with recipients of TLC technical assistance to learn about implementation actions that have taken place. Together with the review of the TLC Program conducted by the organization Reconnecting America, this staff review will be used to recommend enhancements for future rounds of the TLC Program.

I. DTP Management

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

- The DTP Director participated in a panel session at the annual Transportation Research Board (TPB) meeting on future planning for Tyson's Corner.
- DTP staff presented a paper at the TRB meeting on the "What Would it Take?" Scenario Study, which has been accepted for publication by TRB.
- DTP staff participated in a meeting with FHWA staff and consultants on the 14th Street Bridge corridor study.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

Staff requested, downloaded and processed the I-95 Corridor Coalition/INRIX data for the time period from July 1, 2008 to December 31, 2010, in preparation for the congestion analysis that will be conducted in the 2011 CMP Technical Report.

Staff continued work on solving the Geographic Information System (GIS) issues encountered in applying the I-95 Corridor Coalition/INRIX data and linking the FHWA Transportation Technology Innovation and Demonstration (TTID) program sensors' vehicle volume data to the INRIX speed data.

Staff attended the 90th Annual Meeting of the Transportation Research Board and presented two papers on the use of the emerging private sector data in transportation planning and the development of travel time reliability measures.

On January 20, staff monitored the I-95 Corridor Coalition Vehicle Probe Project team webcast.

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

- The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee did not meet in January 2011. Staff worked with the Chair of the MOITS Technical Subcommittee on emerging priorities, including a focus on priority transit corridors in conjunction with the Regional Bus Subcommittee.
- Staff continued coordinating MOITS activities with the Regional Emergency Support Function #1 – Emergency Transportation Program, Committee (see also Item 2.C.).
- Staff guided work undertaken by the contractor team on the Metropolitan Area Transportation Operations Coordination (MATOC) Program (also see contractor work documented under Item 2.I.), and worked with the contractor and University of Maryland staff on continuing short-range planning issues for

MATOC. Of focus were MATOC's upcoming traveler information/website activities and their coordination with performance measurement aspects of the MOITS planning program, in conjunction with the MOITS Technical Subcommittee serving as a planning advisory committee for MATOC.

- Staff participated in the Transportation Research Board Annual Meeting in Washington, D.C., January 23 – 26.
- Staff examined the transportation impacts of the snow storm of January 26 – 27, and in conjunction with MATOC staff began planning for long-term follow-up actions addressing transportation issues that occurred during the storm.

C. Transportation Emergency Preparedness Planning

The Regional Emergency Support Function-1 – Transportation (RESF-1 – Transportation) Committee provides an interface between transportation and emergency management agencies and activities; and is staffed by a Public Safety Planner from COG's Department of Public Safety and Health. The RESF-1 committee meeting scheduled for January 14, 2011 was cancelled due to schedule conflicts for the Chairs. RESF-1 staff worked to assist the National Capitol Region WebEOC committee to designate and contact subject matter experts from the transit/transportation field to serve in the SimCell for the National Capitol Region WebEOC exercise. RESF-1 staff also worked to collect previous after action reports for the region's senior leadership following the January 26th rush hour snow event.

During the month of January work continued on the NCR Investment Planning Process for Homeland Security. Staff worked on contributing to the various Investment Plans and incorporating comments from various Subject Matter Experts. RESF-1 is scheduled to meet again on February 11th 2011.

D. Transportation Safety Planning

Staff provided transportation safety data to be used in the targets and indicators section of the *Region Forward* regional plan.

E. Bicycle and Pedestrian Planning

At its January 18th meeting the Bicycle and Pedestrian Subcommittee was briefed on and discussed proposed strategies for increasing the security of bicycle parking at Metrorail with WMATA representatives. TPB staff briefed the Subcommittee on draft brochures for promoting Capital Bikeshare to jurisdictions and private sector sponsors. TPB staff also briefed the Subcommittee on the Street Smart pedestrian and bicycle safety program, especially the funding aspect of the program. The Subcommittee made suggestions for improving the evaluation aspect of the program, to show its continuing relevance despite straightened budgetary circumstances. The Subcommittee also discussed the schedule for updating the bicycle and

pedestrian project database, and coordination of that update with the *Region Forward* planning process.

TPB staff attended the Transportation Research Board Annual Meeting in Washington, DC, including a number of sessions relating to walking and bicycling.

F. Regional Bus Planning

A submission form for the 2011 Regional Bus Projects Priority List (updating the 2008 list) was discussed and disseminated to participants. Member also discussed basic regional data collection, to support TPB data requests and regional outreach, and will start collecting monthly ridership figures on a quarterly basis. TPB staff also attended a kick-off meeting for the White Flint Rapid Transit Ad Hoc Committee, which discussed construction of a BRT guideway on Rockville Pike as part of the redevelopment of the activity center.

G. Human Service Transportation Coordination

Staff drafted the scope of services for an RFP for consultant assistance to conduct an assessment of the TPB's Job Access Reverse Commute and New Freedom program and projects. Staff worked with the contracts manager to finalize the RFP, release the RFP and advertise it. Staff prepared for and presented at a pre-proposal conference on the RFP and coordinated with the contracts manager to issue two amendments to the RFP. In preparation for the assessment, staff did a national literature search on JARC and New Freedom evaluations and created an annotated bibliography.

Staff compiled and reviewed the public comments on the Statement of Priorities developed by the Human Service Transportation Coordination Task Force for the 2011 JARC and New Freedom project solicitation. A response to comments about travel training was sent to several commenters'.

Staff worked with the Chair of the TPB to identify a chair of the Human Services Transportation Coordination Task Force.

Staff participated in a bi-monthly conference call of United We Ride coordination efforts.

H. Freight Planning

- Throughout the month, staff coordinated with freight stakeholders including the Class 1 and passenger railroads and the Departments of Transportation (DDOT, MDOT, and VDOT) to develop the draft Freight Transportation Highlighted Projects list.

- Staff organized a Freight Subcommittee meeting held on January 6, 2011 to discuss the draft Freight Projects with stakeholders.
- Staff updated the Technical Committee on January 7, 2011 regarding the progress made by the Freight Subcommittee on the Freight Projects list.
- Staff participated in a Maryland DOT sponsored Freight Peer-to-Peer exchange focused on freight performance measures. The event was hosted at the Baltimore Metropolitan Council on January 12th and 13th, 2011.
- Staff attended TRB freight-related sessions and committee meetings January 23-26, including the Urban Freight Transport Committee of which staff is an active member.
- Staff attended the January 27, 2011 Aviation Technical Subcommittee.
- Staff continued planning for a Regional Freight Forum to be held April 27, 2011 at the Hyatt Regency on Capitol Hill, including obtaining speaker confirmations.
- Staff prepared a *Focus on Freight* newsletter for January 2011.

I. Metropolitan Area Transportation Operations Coordination Program Planning (MATOC)

The Metropolitan Area Transportation Operations Coordination (MATOC) Program is an operational partnership of the region's major transportation agencies, funded outside the UPWP, but with planning support provided by TPB staff and a contractor team under this UPWP work task. In January 2011, under the guidance of staff, the contractor prepared for and participated the monthly MATOC Operations Subcommittee meeting on January 13. The contractor also prepared technical and administrative materials in support MATOC's overall activities throughout the month. Included was initiation of development of reports and proposals to follow up on the snow storm of January 26 – 27.

Staff reviewed draft deliverables and other materials and provided feedback to the contractor, and helped preparations for the February 2011 MATOC meetings.

3. **FORCASTING APPLICATIONS**

A. Air Quality Conformity

2010 CLRP & FY2011-2016 TIP: Staff calculated MSA rail and road mile summaries for the performance analysis of the 2010 CLRP for the TPB Priorities Scoping Task Force.

2011 CLRP : Staff continued the review of the 3722 TAZ 2040 forecast year highway network and made necessary corrections to the network database in preparation for the upcoming conformity analysis. Staff developed a draft scope for the air quality conformity analysis of the 2011 CLRP for the 30-day public comment period, which will start on February 10. The scope was also mailed to the TPB Technical Committee for review prior to the February 4 meeting. Staff reviewed project inputs received for the conformity analysis, started developing the highway and transit conformity tables. This work included comparison of new inputs to those in last year's analysis in order to identify changes and communication with state and local jurisdictions to clarify project details. Staff identified those projects which represent "significant changes" since the 2010 CLRP. Staff also completed a 60-page technical memorandum documenting jurisdiction level summaries of the FY2011-2016 air quality conformity analysis of the 2010 CLRP.

In accordance with TPB consultation procedures, staff forwarded the meeting agenda and a summary memorandum regarding the January meeting and air quality conformity consultation elements to the consultation agencies and public advisory committees. Staff also attended the joint MOVES/MWAQC TAC meeting on January 11.

In January, COG/DEP staff coordinated with COG/DTP staff in the development of MOVES-generated emissions inventories based on the 2010 CLRP inputs for milestone years 2011, 2020, 2030 and 2040. The goal of these analyses was the comparison of these inventories to existing mobile budgets for ozone, PM2.5 and CO. The material was presented at the joint MOVES/MWAQC TAC meeting on January 11.

B. Mobile Emissions Analysis

The conclusions of a series of sensitivity tests comparing criteria pollutant inventories based on the 2010 CLRP and FY2011-2016 TIP using MOVES and MOBILE6.2 were presented during a joint meeting between the MOVES Task Force and the MWAQC Technical Advisory Committee on January 11. The objective of the testing was to assess likely future emissions inventories at milestone years 2011, 2030 and 2040 using MOVES. The conclusions generated lively discussions among state air agencies participants on future air quality conformity requirements and SIP development. Since this meeting was the last regularly scheduled meeting of the MOVES Task Force, a summary matrix of the work completed thus far by the task force on local input development for MOVES was generated in order to organize and tabulate all the findings and milestone decision points of the group for future reference.

As a follow-up to a FHWA-sponsored webinar on MOVES, staff conducted a series of sensitivity analyses focusing on select input data categories for MOVES.

First, the feasibility of substituting default drive cycle data with local data for light duty vehicles, school buses and transit buses on arterial and local roadways. After preliminary analyses it was concluded that the potential emissions inventories changes would be marginal vis-à-vis the level of effort involved in integrating local input data. As a result, substitution of local data for default values was not deemed feasible.

Second, the feasibility of substituting default data with local start rates in MOVES. In this context, 2007/2008 HTS data were analyzed in order to extract the hourly start rates by day of week, vehicle type and jurisdiction and to develop local weekend start rates. The hourly jurisdictional start rates were compared with the MOVES default values. The analysis continues.

Third, in anticipation of the new COG/DTP regional travel demand model (Version 2.3) a series of tests were undertaken evaluating the impacts of 3%, 5%, and 10% regional VMT increases on annual, daily ozone and Winter CO emissions inventories for milestone years 2011, 2030 and 2040. Staff also conducted file maintenance and organization and uploaded the files to the server for future reference.

C. Regional Studies

Regional Transportation Priorities Plan: Staff performed work to prepare for the second meeting on December 15 of the Regional Transportation Priorities Plan Scoping Task Force. An initial draft work scope and schedule for the priorities plan was reviewed at this meeting. The next meeting of the task force is scheduled for February 15.

CLRP Aspirations Scenario: Cost and revenue calculating methods reported in the literature resources of federal agencies were studied in order to find appropriate methods to be used in this study. A study summary memorandum compiling the research findings is currently being developed.

Region Forward: Changes in the accessibility of the three area airports between different analysis years were calculated using the existing regional travel demand model as the basis and by making small-scale network changes to ensure adequate representation of transit destined to the airports. Following up on the airport accessibility analyses, staff has begun the evaluation of changes in accessibility of area activity centers over time.

Implementation Guidelines for Prioritizing Bus Transit: A Final report was delivered by the consultant. Contract is being extended to develop an executive summary and to support regional discussion of coordinating bus priority treatment implementation in support of the TIGER grant, BRT plan, and the WMATA Priority Corridor Network (PCN) implementation.

D. Coordination Cooperative Forecasting & Transportation Planning

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

Staff reviewed the detailed mapping and assignment of 3722-TAZs to Round 7.0 Regional Activity Centers and Clusters with local jurisdiction Cooperative Forecasting Subcommittee members.

Staff continued discussions with the Region's Planning Directors on the process to be followed in updating Regional Activity Centers and Clusters using the Round 8.0 Cooperative Forecasts for the 2010 to 2040 time horizon.

Staff arranged a presentation for the Cooperative Forecasting Subcommittee on Census Bureau American Community Survey (ACS) data and other products. This presentation was given by Census Bureau ACS staff.

Staff began an analysis of the 5-year (2005-2009) American Community Survey (ACS) socio-economic characteristics data for jurisdictions in the metropolitan Washington region.

4. **DEVELOPMENT OF NETWORK / MODELS**

A. Network Development

Staff continued the refinement of the 2040 highway and transit networks which will be used to test the Version 2.3 travel demand model. A detailed analysis of transit line files in the 2040 network led to the discovery of isolated coding problems affecting the 2007 network. The GIS-based network coding tools developed to facilitate network development on the 3,722-TAZ system is being used by several staff members throughout the department and is being refined as needed.

The updating of the 2010 highway network using schedule information obtained from the local transit providers also continued during January. Staff is analyzing Google Transit Feed Specification (GTFS) data to update transit schedule data and route alignments for most (95%) of the transit routes in the regional transit network. These data will inform the base year and forecast year transit networks to be used in the next air quality conformity cycle.

Network development staff also met with GIS and MOITS staff during January to discuss how best to deploy INRIX data to serve the needs of the department.

B. GIS Technical Support.

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

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

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

Staff updated GIS spatial data library technical documentation and user guides in response to comments received from departmental GIS users.

Staff continued the upgrade of GIS workstation to ArcGIS version 9.3.1.

Staff began the consolidation of various ArcGIS shapefiles into ArcGIS geodatabases to enhance operational efficiency.

Staff downloaded 2010 Census Tract, Block Group and Block GIS data files to the GIS server for the TPB modeled area and commuter shed.

C. Models Development

Models development staff continued worked on the year-2007 calibration/validation of the TPB Version 2.3 travel model on the 3,722-TAZ area system, using the 2007/2008 COG/TPB Household Travel Survey (HTS) and other data sources. Staff focused on trip distribution, traffic assignment, the speed feedback loop of the travel model, and preparing documentation that will be delivered with the model. Staff also prepared internal memoranda documenting work in the areas of trip generation, trip distribution, and mode choice.

The Travel Forecasting Subcommittee (TFS) met on January 21. Originally, it was planned that the Version 2.3 travel model would be completed by January and released, in draft form, at the January 21 TFS meeting. However, due to calibration difficulties, the release date has been deferred. The TFS will hold a special meeting on February 28 to release the draft Version 2.3 travel model, along with documentation. Presentations at the January 21 TFS meeting included a status report on the Version 2.3 travel model.

Staff also presented a status report on the Version 2.3 travel model development to the TPB Technical Committee, on January 7, and to the Transportation Planning Board, on January 19.

The consultant retained to provide technical assistance and support to models development activities, Cambridge Systematics, Inc., delivered work scope and proposed budget for the final two FY 2011 task orders: numbers 12 (a review of travel demand forecasting software being used by other MPOs) and 13 (support of the Version 2.3 model development). Staff has authorized CS to proceed with the proposed activities.

Several members of the models development staff attended the Transportation Research Board (TRB) 90th Annual Meeting, held in Washington, D.C. from January 23-27, 2011.

D. Software Support

Staff coordinated logistical details on Windows 7 upgrades with ITFM in order to minimize work interruption. The upgrade required verification of compatibility of existing software with Windows 7 and addressed compatibility issues prior to the scheduled software upgrade through a series of tests.

5. **TRAVEL MONITORING**

A. Cordon Counts

Staff continued processing of the traffic and transit data collected in the spring 2010 Regional HOV monitoring effort.

B. Congestion Monitoring and Analysis

The arterial highway speed/travel time data collection project got underway in January and data collection on 50 percent of the Virginia routes was completed by the end of the month. Despite minor disruptions due to the weather the work progressed and activities scheduled for February include data collection in Maryland using blue-tooth reader devices simultaneously with the travel time runs.

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

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

Staff responded to questions on the 2007/2008 HTS and data requests for the HTS household, vehicle, person and trip files.

Staff began development of the RFP for the TPB 2011 Household Travel Survey that is to be conducted in six geographically-focused subareas.

D. Regional Transportation Data Clearinghouse

Staff continued the re-design and programming of the user interface for the Regional Transportation Clearinghouse.

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

Staff continued the linking of monthly average weekday transit ridership by line to the 3722-TAZ transit network.

Staff gave presentations on the linking of monthly average weekday transit ridership by line to the 3722-TAZ transit network to the Travel Forecasting Subcommittee and the Regional Bus Subcommittee.

Staff began the linking and processing of available INRIX highway speed data to the Regional Transportation Clearinghouse highway network.

6. TECHNICAL ASSISTANCE

A. DISTRICT OF COLUMBIA

1. Program Development, Data Requests & Miscellaneous Services

No work activity during the reporting period.

2. FY10 DDOT Traffic Counts

Staff continued the reformatting of the CY 2010 7-day classification counts and 3-day volume counts in the spreadsheet format requested by DDOT.

Staff prepared the draft agenda for DDOT's monthly HPMS Coordinating Committee meeting.

Staff continued preparation of a DDOT Traffic Monitoring Program Report.

3. Bicycle Counts

Staff responded to a DDOT Bicycle Count request.

4. WARD 6 Performance Based Parking Pilot Curbside Data Collection

Staff completed the processing and tabulation of the Ward 6 and Columbia Heights curbside data with funding from a DDOT from a non-UPWP funding source. Staff transmitted the Ward 6 and Columbia Heights curbside data to DDOT.

Staff completed the data collection for a block by block parking capacity study for the Georgetown area of the District of Columbia.

5. Truck and Bus Restriction Sign Survey Phase I

No work activity during the reporting period.

6. 2009 Automobile Travel Time Survey – Phase II

Staff began analysis of the GPS data collected along 17 major arterials in the District of Columbia during the PM peak period.

B. **MARYLAND**

1. Program Development /Management

The reformatting of FY2012 UPWP comparatively to the FY2011 program to align the work more closely with current and planned work activities was discussed and agreed on with staff from MD SHA and MDOT. Consistent with current studies and upcoming planning activities funding allocation decisions among the various work tasks were also made.

2. Miscellaneous Services

No work activity during the reporting period.

3. MDOT Training / Technical Support

No work activity during the reporting period.

4. Western Mobility / I-270 Studies

As a part of the ongoing I-270 Study and in response to a Maryland SHA request, staff completed an evaluation of various measures of effectiveness. Staff created and executed a number of summary programs and began compiling a memorandum documenting the findings.

As a part of the ongoing I-270 Study and in response to a Maryland SHA request, staff compiled a draft technical memorandum documenting the applicability of different measures of effectiveness. The measures included delay, VMT, person throughput and peak congestion. The report findings were presented to MD SHA staff on January 21.

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

No work activity during the reporting period.

6. Project Planning / Feasibility Studies

Intercounty Connector (Before and After) Analysis: As the first segment of the Intercounty Connector (ICC) is approaching completion, MD SHA requested and evaluation of the ICC connector across a wide range of

performance measures. Staff developed a scope of work for the study and transmitted it to MD SHA for review.

Baltimore-Washington Parkway Feasibility Study: Following up on a Scope of Work/Schedule proposal, which was developed and transmitted to FHWA/Eastern Federal Lands Highway Division (FHWA/EFLHD) in December 2010, staff attended a project coordination meeting on January 13 hosted by FHWA/EFLHD. Several governmental agencies with vested interests in the project attended. Comments on the project scope of work were solicited by FHWA/EFLHD and technical issues pertaining to COG/DTP's input contributions to the project were addressed.

7. Traffic Impacts

No work activity during the reporting period.

8. Project Evaluation

No work activity during the reporting period.

9. Monitoring Studies

Staff attended a coordination meeting with the MD State Highway Administration and a vendor to coordinate the collection of data on the Inter-County Connector (scheduled to open in February 2011) with COG's Spring 2011 aerial survey of limited access highway facilities.

The Scope of Work for the freeway congestion monitoring program has been forwarded to the consultant for cost estimating.

10. MD Statewide Travel Demand Model

No work activity during the reporting period.

11. Development/Refinement of Technical Methods

A data input table was created as part of the inventorying of necessary input data for the BCA.Net model prior to requesting supplemental data from the MD SHA. Input data requirements were organized and tabulated and they were presented to MD SHA on January 21 during a project coordination meeting. Per MD SHA the data input matrix was forwarded to the agency for internal review and evaluation.

Familiarization with the model continued using case studies introduced in the manual.

12. Transportation Land Use Connection (TLC)

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

C. VIRGINIA

1. Program Development

No work activity during the reporting period.

2. Miscellaneous Services

No work activity during the reporting period.

3. Northern Virginia HOV Facilities Monitoring and Data Collection

Staff continued the processing of travel times runs and traffic and occupancy counts collected on VDOT HOV facilities. Staff transmitted I-66 travel time runs to VDOT.

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

No work activity during the reporting period.

5. Data Mine State of the Commute Survey

No work activity during the reporting period.

6. Northern Virginia Bicycle/Pedestrian Count Program

No work activity during the reporting period.

7. TransAction 2040 Plan Support

No work activity during the reporting period.

8. High Occupancy / Toll (HOT) lane Traffic Analyses

No work activity during the reporting period.

9. Travel Forecast Model Refinements

No work activity during the reporting period.

10. Internal NoVA Planning Database

No work activity during the reporting period.

11. Other tasks yet to be defined

No work activity during the reporting period.

D. WMATA

1. Program Development

The program manager reviewed the status of the projects in the technical assistance program.

2. Miscellaneous Services

No work activity during the reporting period.

3. Metrorail Station Access Alternatives Study

A pre-proposal meeting for prospective contractors to conduct this study was held, which was heavily attended. Responses were then received from seven firms in response to the Request for Proposals prepared by WMATA and COG staff.

7. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. Conduct 2009 Air Passenger Survey

This task is complete.

B. Process 2009 Air Passenger Survey

This task is complete.

C. Ground Access Forecast and Element Updates

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

Staff obtained updated FAA Terminal Area Forecasts and IHS Global Insight national economic growth projections to develop draft forecasts of the projected growth in air passenger travel at the region's three commercial airports in the 2030 to 2040 time period.

2. Ground Access Element Update

This task is complete

D. Ground Access Travel Time Study

The Project Management and Data Collection Plan for the Ground Access Travel Time Study – Phase 1 was completed and presented to the Aviation Technical Subcommittee.

E. Other CASP Activities

No activity to report during the reporting period.

8. SERVICES/SPECIAL PROJECTS

CONSULTANT SUPPORT

1. Cambridge Systematics, Inc. – Technical Assistance – Travel Demand Model Development and Application - \$150,000.
2. Cambridge Systematics, Inc – Analysis of Financial Resources for the 2010 CLRP for the Washington Region - \$50,000.
3. MCV Associates - Traffic Count Program - \$60,000.
4. Shapiro Transportation Consulting, LLC – Technical Assistance – Travel Demand Model Development and Application (\$25,000)

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

| | BUDGET TOTAL | FUNDS EXPENDED | % FUNDS EXPENDED |
|---|---------------------|---------------------|---------------------|
| 1. PLAN SUPPORT | | | |
| A. Unified Planning Work Program (UPWP) | 70,700.00 | 62,985.17 | 89% |
| B. Transportation Improvement Program (TIP) | 240,600.00 | 89,725.59 | 37% |
| C. Constrained Long-Range Plan | 588,400.00 | 418,893.03 | 71% |
| D. Financial Plan | 64,000.00 | 64,098.89 | 100% |
| E. Public Participation | 371,900.00 | 265,240.49 | 71% |
| F. Private Enterprise Participation | 18,300.00 | 5,299.17 | 29% |
| G. Annual Report | 80,100.00 | 11,374.23 | 14% |
| H. Transportation / Land Use Connection Program | 395,000.00 | 116,521.39 | 29% |
| I. DTP Management | 452,100.00 | 237,597.07 | 53% |
| SUBTOTAL | 2,281,100.00 | 1,271,735.02 | 56% |
| 2. COORDINATION PLANNING | | | |
| A. Congestion Management Process (CMP) | 205,000.11 | 84,364.44 | 41% |
| B. Management, Operations & ITS Planning | 340,300.00 | 152,913.20 | 45% |
| C. Emergency Preparedness Planning | 75,400.00 | 38,062.94 | 50% |
| D. Transportation Safety Planning | 125,000.45 | 22,515.22 | 18% |
| E. Bicycle and Pedestrian Program | 108,700.00 | 76,884.82 | 71% |
| F. Regional Bus Planning | 100,000.00 | 62,615.30 | 63% |
| G. Human Service Transportation Coordination Planning | 194,799.85 | 60,356.73 | 31% |
| H. Freight Planning | 149,999.96 | 74,780.49 | 50% |
| I. MATCO Program Planning & Support | 150,000.00 | 58,957.46 | 39% |
| SUBTOTAL | 1,449,200.36 | 631,450.60 | 44% |
| 3. FORECASTING APPLICATIONS | | | |
| A. Air Quality Conformity | 563,200.00 | 381,810.82 | 68% |
| B. Mobile Emissions Analysis | 640,100.00 | 491,686.25 | 77% |
| C. Regional Studies | 766,149.51 | 301,070.63 | 39% |
| D. Coord. Cooperative Forecasting & Trans Planning | 726,800.00 | 296,351.82 | 41% |
| SUBTOTAL | 2,696,249.51 | 1,470,919.53 | 55% |

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

| | BUDGET TOTAL | FUNDS EXPENDED | % FUNDS EXPENDED |
|--|----------------------|---------------------|---------------------|
| 4. DEVELOPMENT OF NETWORKS AND MODELS | | | |
| A. Networks Development | 769,700.00 | 469,175.25 | 61% |
| B. GIS Technical Support | 548,800.00 | 279,561.30 | 51% |
| C. Models Development | 1,221,200.00 | 483,455.90 | 40% |
| D. Software Support | 178,900.00 | 52,060.92 | 29% |
| SUBTOTAL | 2,718,600.00 | 1,284,253.36 | 47% |
| 5. TRAVEL MONITORING | | | |
| A. Cordon Counts | 250,800.00 | 41,880.49 | 17% |
| B. Congestion Monitoring and Analysis | 475,000.00 | 165,031.00 | 35% |
| C. Travel Survey and Analysis | | | |
| Household Travel Survey | 706,299.52 | 88,740.86 | 13% |
| D. Regional Transportation Clearinghouse | 368,100.00 | 191,498.39 | 52% |
| SUBTOTAL | 1,800,199.52 | 487,150.73 | 27% |
| SUBTOTAL CORE PROGRAM ITEMS 1-5 | | | |
| | 10,945,349.40 | 5,145,509.23 | 47% |
| 6. TECHNICAL ASSISTANCE | | | |
| A. District of Columbia | 405,050.00 | 133,884.41 | 33% |
| B. Maryland | 886,000.00 | 191,535.69 | 22% |
| C. Virginia | 787,600.00 | 147,196.50 | 19% |
| D. WMATA | 194,500.00 | 0.00 | 0% |
| SUBTOTAL | 2,273,150.00 | 472,616.60 | |
| TPB GRAND TOTAL | 13,218,500.00 | 5,618,125.83 | 43% |

**FY 2011 TRANSPORTATION PLANNING BOARD
FINANCIAL STATUS OF TECHNICAL ASSISTANCE**

FY-TO-DATE January 31, 2011
SUPPLEMENT 1

| | COST CODES | TOTAL AUTHORIZED BUDGET | TOTAL EXPENDITURES | FTA/STA/LOC | | PL FUNDS/LOC | |
|---|---------------|-------------------------------|-----------------------|----------------------|------------------|----------------------|-------------------|
| | | | | AUTHORIZED BUDGET | EXPENDITURES | AUTHORIZED BUDGET | EXPENDITURES |
| A. District of Columbia | | | | | | | |
| 1. Program Development, Data Requests & Misc. Services | 040 | 30,050 | 1,981.16 | 2,705 | 178.30 | 27,346 | 1,802.85 |
| 2. DDOT Traffic Counts | 041 | 200,000 | 46,384.58 | 18,000 | 4,174.61 | 182,000 | 42,209.97 |
| 3. Bicycle Counts | 042 | 60,000 | 21,806.63 | 5,400 | 1,962.59 | 54,600 | 19,844.04 |
| 4. Curbside Data Collection | 043 | 60,000 | 60,479.62 | 5,400 | 5,443.13 | 54,600 | 55,036.48 |
| 5. Truck and Bus Restriction | 044 | 25,000 | 0.00 | 2,250 | 0.00 | 22,750 | 0.00 |
| 6. 2009 Automobile Travel Time Survey | 045 | 30,000 | 3,232.43 | 2,700 | 290.92 | 27,300 | 2,941.51 |
| SUBTOTAL | | 405,050 | 133,884.41 | 36,455 | 12,049.55 | 368,597 | 121,834.86 |
| B. Maryland | | | | | | | |
| 1. Program Development/Management | 060 | 25,000 | 6,001.90 | 2,250 | 540.17 | 22,750 | 5,461.73 |
| 2. Miscellaneous Services | 061 | 121,000 | 5,761.18 | 10,890 | 518.51 | 110,110 | 5,242.67 |
| 3. MDOT Training /Technical Support | 062 | 50,000 | 5,309.46 | 4,500 | 477.85 | 45,500 | 4,831.61 |
| 4. SHA-Western Mobility/Capital Beltway Studies | 063 | 75,000 | 87,151.56 | 6,750 | 7,843.60 | 68,250 | 79,307.97 |
| 5. MTA- Corridor Cities Transit way / Purple Line Transit | 064 | 50,000 | 1,562.61 | 4,500 | 140.63 | 45,500 | 1,421.97 |
| 6. Project Planning / Feasibility Studies | 065 | 160,000 | 49,899.29 | 14,400 | 4,490.94 | 145,600 | 45,408.35 |
| 7. Traffic Impacts | 066 | 95,000 | 0.00 | 8,550 | 0.00 | 86,450 | 0.00 |
| 8. Project Evaluation | 067 | 40,000 | 1,692.50 | 3,600 | 152.32 | 36,400 | 1,540.17 |
| 9. Monitoring Studies | 068 | 45,000 | 0.00 | 4,050 | 0.00 | 40,950 | 0.00 |
| 10. Statewide Travel Demand Model | 069 | 50,000 | 3,102.96 | 4,500 | 279.27 | 45,500 | 2,823.70 |
| 11. Development/Refinement of Technical Methods | 070 | 75,000 | 23,017.22 | 6,750 | 2,071.54 | 68,250 | 20,945.68 |
| 12. Transportation /Land Use | 071 | 100,000 | 8,037.00 | 9,000 | 723.33 | 91,000 | 7,313.67 |
| SUBTOTAL | | 886,000 | 191,535.69 | 79,740 | 17,238.15 | 806,261 | 174,297.53 |
| C. Virginia | | | | | | | |
| 1. Program Development | 080 | 15,000 | 52.00 | 1,350 | 4.68 | 13,650 | 47.32 |
| 2. Miscellaneous Services | 081 | 43,000 | 9,831.19 | 3,870 | 884.80 | 39,130 | 8,946.39 |
| 3. NVA. HOV Facilities Monitoring & Data Collection | 082 | 275,000 | 136,705.15 | 24,750 | 12,303.48 | 250,250 | 124,401.67 |
| 4. Travel Forecast Model ("B-node model") Support | 083 | 70,000 | 0.00 | 6,300 | 0.00 | 63,700 | 0.00 |
| 5. Data Mine State of the Commute Survey | 084 | 50,000 | 0.00 | 4,500 | 0.00 | 45,500 | 0.00 |
| 6. Nova Bike/Pedestrian Count Program | 085 | 60,000 | 580.11 | 5,400 | 52.21 | 54,600 | 527.90 |
| 7. TraqsAction 2040 Plan Support | 086 | 64,000 | 28.05 | 5,760 | 2.52 | 58,240 | 25.53 |
| 8. High Occupancy /Toll (HOT) Lane Traffic Analyses | 087 | 50,000 | 0.00 | 4,500 | 0.00 | 45,500 | 0.00 |
| 9. Travel Forecast Model Refinements | 088 | 55,000 | 0.00 | 4,950 | 0.00 | 50,050 | 0.00 |
| 10. Internal NoVa Planning Database | 089 | 30,000 | 0.00 | 2,700 | 0.00 | 27,300 | 0.00 |
| 11. Other Tasks Yet to defined | 090 | 75,600 | 0.00 | 6,804 | 0.00 | 68,796 | 0.00 |
| SUBTOTAL | | 787,600 | 147,196.50 | 70,884 | 13,247.70 | 716,717 | 133,948.80 |
| D. WMATA | | | | | | | |
| 1. Program Development | 100 | 10,000 | 0.00 | 10,000 | 0.00 | \$0.00 | 0.00 |
| 2. Miscellaneous Services | 101 | 7,600 | 0.00 | 7,600 | 0.00 | \$0.00 | 0.00 |
| 3. A Study of the Development Impacts of Metrorail | 102 | 176,900 | 0.00 | 176,900 | 0.00 | \$0.00 | 0.00 |
| SUBTOTAL | | 194,500 | 0.00 | 194,500 | 0.00 | \$0.00 | 0.00 |
| GRAND TOTAL | | 2,273,150 | 472,616.60 | 381,579 | 42,535.40 | 1,891,574 | 430,081.20 |