

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

The final progress report was prepared on the work activities in the FY 2009 UPWP. Activities under the FY 2010 UPWP began on July 1, 2009.

B. Transportation Improvement Program (TIP)

On June 5, the TPB Steering Committee approved an amendment to the FY 2009-2014 TIP at the request of VDOT. At the TPB meeting on June 17, the Board approved two amendments to the FY 2009-2014 TIP for projects receiving funds from the American Recovery and Reinvestment Act (ARRA). The first amendment was requested by VDOT to program ARRA funds on four road improvement projects. The second amendment, requested by Charles County, added additional ARRA funding to and changed the description of a road improvement project that had been previously amended into the TIP. At the same meeting the Board was notified of two administrative modifications made to projects in the TIP on behalf of Prince George's County and WMATA that are receiving ARRA funds.

A draft version of the FY 2010-2015 TIP was distributed to the TPB Technical Committee at their meeting on June 5. A final draft was presented at the Public Forum on the TIP, held on June 11. The Forum included a financial analysis and status report on several key projects in the TIP. The forum also marked the beginning of a 30-day public comment period on the TIP.

In fiscal year 2009, the following projects related to the TIP were produced:

- The FY 2009-2014 TIP, including a financial plan and comments received on the Plan and TIP
- A summary brochure on the FY 2009-2014 TIP with expanded financial analysis and case studies of projects in the TIP.

C. Constrained Long-Range Plan (CLRP)

At the TPB meeting on June 17, the Board was briefed on the comments received during the public comment period on the proposed addition of two projects to the 2009 CLRP; the Purple Line Light Rail project in Maryland and the Return to L'Enfant project on I-395 in the District. The board accepted the suggested responses to comments and approved the addition of both projects for an additional air quality conformity analysis of the 2009 CLRP.

On June 11, the TPB released the draft 2009 CLRP for a 30-day public comment period, prior to its approval at the July meeting.

Following a review by TPB staff, a final set of revisions were made to the online, searchable CLRP and TIP database by the consultant team. The database will be complete in July.

In fiscal year 2009, the following products related to documentation of the plan were produced:

- Staff documented the 2008 CLRP with a revised website for the Plan. Content included the plan performance and how the TPB is meeting federal requirements related to SAFETEA-LU (www.mwcog.org/clrp). An accompanying brochure for the 2008 CLRP was developed and printed.
- The “Call for Projects” for the 2009 Constrained Long Range Plan (CLRP) and FY 2009-2014 Transportation Improvement Program (TIP) was prepared and finalized.
- Materials describing the significant changes proposed for the 2009 CLRP were created, including user-friendly descriptions and maps of the projects.

D. Financial Plan

The third working group meeting on the financial analysis for the 2010 plan update was held on May 26. Staff from the implementing agencies reported on their progress in preparing revenue and expenditure forecasts. Staff from WMATA distributed and reviewed the key assumptions used for forecasting WMATA rail, bus and MetroAccess operating expenditures and revenues. During June, consultant staff continued work with the implementing agency staffs to assemble cost and revenue data and forecasts. The next meeting of the working group is scheduled for July 21.

E. Public Participation

In Fiscal year 2009, staff supported the TPB Access for All Advisory Committee (AFA). The AFA oversaw an independent review of MetroAccess, conducted by a consultant. A report was produced and transmitted to the WMATA Board in November 2008. The AFA committee had a roundtable discussion about how low-income communities are being impacted by the economic downturn and these concerns were forwarded to the TPB in May 2009.

On June 11, the Citizens Advisory Committee (CAC) hosted a public forum on the draft FY2010-2015 Transportation Improvement Program (TIP). Staff provided an overview briefing on the TIP and representatives from the state DOTs and WMATA were on hand to answer questions. The TIP was released for public comment on June 11.

F. Private Enterprise Participation

The highlights of the twentieth annual Public Transit Forum were prepared.

In Fiscal year 2009, staff supported the TPB Regional Taxicab Regulators Task Force. The Task Force met six times throughout the fiscal year. They produced a working draft of a regional taxicab reciprocity agreement and identified major areas of further study. The Task Force also served as an important information sharing forum, with roundtable discussions on current issues of taxicab regulation, such as green taxis, extra fees and charges, fuel surcharges, enforcement, and industry perceptions of regional reciprocity.

G. Annual Report

The annual report was printed and distributed in May.

The June edition of the TPB News was produced and distributed.

H. Transportation / Land Use Connection Program (TLC)

Consultant work proceeded on the eight FY2009 TLC technical assistance projects. Four of the projects were completed by June 30, which represented the end of the fiscal year.

The Selection Panel for the FY2010 round of projects met on June 17 and selected seven projects to recommend to the TPB for funding.

The application deadline for FY2010 projects in Maryland was extended to July 10. Additional Maryland projects, selected from the new applications and funded with funds from the Maryland Technical Assistance Account, will be selected in August.

TPB staff continued to work with TLC lead consultant Reconnecting America on the development of regional toolkits for the program. A web/communications firm was hired to create a video from a previously developed presentation called "Understanding Density." In addition, work continued on the development of a toolkit on housing/transportation affordability.

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 with senior officials of DDOT, MDOT, and VDOT on a panel at the ITS American Annual Meeting dealing with strategic visioning and incident management.

- The DTP Director participated in a panel discussion with EPA and HUD officials at a meeting of the Smart Growth Alliance Information Network (SGAIN).
- The DTP Director participated in a FHWA-sponsored Multi-state Transportation Roundtable on Institutions for Improving Freight Movement in Interstate Corridors.
- The DTP Director gave a presentation to the Montgomery County Planning Board on regional coordination of land use and transportation planning.
- The DTP Director participated as a panel member in a roundtable discussion sponsored by the Brookings Institution on the potential for VMT-based pricing schemes in the Washington region.

2. **COORDINATION PLANNING**

A. **Congestion Management Process (CMP)**

Staff completed a white paper on the technical review of the various data sources that could be used in the revised CMP. This draft is being reviewed and revised.

During June 1-3, 2009 staff volunteered for the ITS America Annual Meeting at National Harbor, Maryland and monitored sessions that are closely related to congestion management process such as "I-95 Corridor Coalition Vehicle Probe Project", "Recent Advances in Traveler Information" and "Travel Time Estimation", etc.

On June 10, staff attended a meeting at District of Columbia Department of Transportation (DDOT) of the Information Systems Subcommittee of the Metropolitan Area Transportation Operations Coordination (MATOC) Program and provided initial inputs to the MATOC Data Archiving Plan.

Staff re-extracted and re-analyzed events data from Regional Integrated Transportation Information System (RITIS) due to the latest changes of the RITIS event data structure.

Based upon the preliminary analyses on the extracted traffic and events data along I-66 EB corridor, staff started drafting a white paper focusing on identifying the causes of congestion. With the same set of data, staff started looking into travel time reliability measures that could be developed along this corridor.

End-of-year recap:

FY2009 programmed activities under this task have been completed or extended to FY2010. During FY2009, the major topics listed in the UPWP CMP task were addressed, coordinated with the Travel Management Subcommittee

and other involved committees. Staff undertook and completed programmed major activities under the CMP:

- Reviews of national and local congestion monitoring programs and existing and potential data sources for congestion monitoring and evaluation were completed, with the goal to improve the TPB Congestion Management Process.
- CMP Components of the CLRP 2008 Update was revised and is available at www.mwcog.org/clrp/elements/cmp. The CLRP identified congestion in the region, developed and documented a process describing how congestion management is considered at critical stages in the metropolitan transportation planning process, and addressed federal requirements. The TPB approved the 2008 CLRP, including the CMP, on November 19, 2008.
- Congestion Management Documentation Forms for the CLRP and TIP: based on forms and supporting reference material developed in 2008, CMP information associated with TIP projects (provided by member agencies) were made available with the published TIP.
- CMP Technical Report: Information began to be compiled for an update of the CMP Technical Report to be published in FY2010.

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

- The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee met jointly on June 9, 2009. The group discussed MOITS Strategic Plan development activities, as well as the status of MOITS and related work program items. Staff continued coordinating with the Regional Emergency Support Function #1 – Emergency Transportation Program and Committee (the RESF-1 Committee did not meet in June). Staff also continued coordination work with the Metropolitan Area Transportation Operations Coordination (MATOC) Program, including participation in MATOC meetings or conference calls on June 2, 4, 10, 11, 16, 19, 22, and 29. See also Item 2.C.
- Staff issued a Request for Qualifications (RFQ) for consultant assistance with MOITS Strategic Plan development on June 3, with a proposal due date of June 30. Consultant selection and notice to proceed were anticipated for the July – August time frame.
- Traffic Signals Activities: The MOITS Traffic Signals Subcommittee did not meet in June. Staff continued supporting technical work in this area.
- Regional ITS Architecture Activities: The MOITS Regional ITS Architecture Subcommittee did not meet in June. Staff continued supporting technical work in this area.

- Staff undertook preparatory and supporting work in the above areas.
- Staff participated in the Intelligent Transportation Society of America (ITS America) annual national conference in National Harbor, Maryland, June 1-4.

End-of-year recap:

- FY2009 programmed activities under this task have been completed or will be continued into FY2010. Staff supported the MOITS Policy Task Force and Technical Subcommittee on their variety of activities throughout the year, including active Traffic Signals and Regional ITS Architecture subcommittees and activities.
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- Liaison activities with regional transportation emergency preparedness planning were accomplished throughout the year. (See also 2.C.)
- Also throughout the year, staff was extensively involved in complex activities to continue moving forward with the Metropolitan Area Transportation Operations (MATOC) Program for coordinating regional transportation operations and information sharing. (This work was supported in part by funding outside the UPWP.)
- Development of a MOITS Strategic Plan began. As advised by the MOITS Technical Subcommittee, work on this task was extended into FY2010 to engage expert consultant support.

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 COG's Department of Human Services, Planning, and Public Safety.

The RESF-1 Committee did not meet during the month of June. Staff continued RESF-1 support work during the month. However, the RESF-1 support staff person left COG during June 2009. COG managerial staff focused on hiring a replacement staff person, which was anticipated for July.

End-of-year recap:

- FY2009 programmed activities under this task have been completed or will be continued into FY2010. Staff supported the RESF-1 Committee on their variety of activities throughout the year, including support of RESF-1 involvement in the U.S. Department of Homeland Security Urban Area Security Initiative (UASI) Program; planning for and participating in after-action review of the 2009 Presidential Inauguration; and supporting and participating in regional emergency preparedness planning as necessary with emergency management agencies and other functional sectors.
- Liaison activities with MOITS regional transportation operations and technology planning were accomplished throughout the year. (See also 2.B.)

D. Transportation Safety Planning

TPB staff attended a meeting on the MAARS (police crash records) data mining tool at the University of Maryland CATT Lab (Center for Advanced Transportation Technology Laboratory) on June 17th. The CATT Lab is refining the tool with the assistance of a committee of likely users. By September 2009 the CATT Lab will be able to tell whether incorporating the Virginia crash data into the data mining tool will be practical, and will offer an estimate of the time and resources necessary to do it.

The Transportation Safety Subcommittee met on June 18th, with the purpose of receiving a presentation on fatalities, injuries, and crashes for the various traffic safety emphasis areas in the Safety Element of the Constrained Long-Range Plan, and an update on the Street Smart Pedestrian and Bicycle Safety Campaign. Unfortunately the meeting was very lightly attended. This was a contrast with the first meeting of 2009 in February, which was very well attended. In the future staff will avoid scheduling Safety Subcommittee meetings in the same week as other Safety-related seminars, and try to have at least one major outside speaker who will generate interest.

End-of-year recap:

TPB staff compiled regional crash data using published sources provided by the District of Columbia Department of Transportation, the Maryland Highway Safety Office, and by running queries on the statewide Access database of crashes provided by the Virginia Department of Transportation. Due to some unresolved discrepancies within the data provided by DDOT, and some compatibility and reporting differences between the two States, fatality and injury data could not be reported for most of the safety emphasis areas. If the discrepancies in the DDOT data can be resolved, however, it should be possible to report fatality and injury data on a regional basis for most if not all of the emphasis areas. That information will be made part of the Safety Element of the Constrained Long-Range Plan.

TPB staff participated in the Maryland State Highway Safety Plan and local Safety planning processes, attending meetings relating to those efforts when invited. The Management, Operations, and ITS subcommittee were briefed on regional transportation safety planning. The Transportation Safety Subcommittee met twice in 2009. At the first meeting a great deal of useful information was exchanged, and a possible regional transportation safety project utilizing the MAARS data-mining tool was initiated.

E. Bicycle and Pedestrian Planning

TPB staff conducted a workshop on the new AASHTO (American Association of State Highway and Transportation Officials) Bike Design Guide, in conjunction with the authors of the Guide, Toole Design, on June 15th. 45 people from around the region attended, primarily bicycle planning staff at TPB member agencies and consultants.

TPB staff attended the Scenarios Study Task force meeting, and suggested that pedestrian improvements be considered in the regional bus priority corridors project which is being submitted for TIGER federal stimulus funds. Regional bike sharing, a topic of interest to the bicycle and pedestrian subcommittee, will also be a part of the regional bus priority corridors funding application.

TPB staff gave a presentation on the Street Smart program at the STIPDA Pedestrian Injury Prevent conference on June 3.

End-of-year recap:

The Pedestrian Safety Work group with the assistance of McAndrew Company created Street Smart's most highly rated public education materials. The program garnered more press coverage and public attention than ever before, and achieved the highest levels of law enforcement participation. Campaign waves were carried out in November 2008 with the materials from Spring 2008 and in March-April 2009, with new materials.

A list of list of top priority unfunded bicycle and pedestrian projects for inclusion in the TIP was adopted by the bicycle and pedestrian subcommittee in September 2008, and the TPB was briefed and recommended the listed projects for inclusion in the TIP in November 2008.

Phase II of the Bicycle Route-finding project was completed in FY 2009 trails the system can be accessed through the Commuter Connections web site. Commuter Connections will be responsible for the maintenance of the route-finding web site.

Two professional development events were conducted. The first was a Pedestrian Enforcement Seminar, held in the COG Board Room on March 10, 2009. Thirty-five law enforcement officers this seminar. The second was the AASHTO Bike Design Guide Seminar in June.

F. Regional Bus Planning

The Regional Bus Subcommittee did not meet in June of 2009. Instead, the TPB hosted a one-time regional conference on priority bus transit on June 24, 2009. With 200 people in attendance, this conference galvanized support for the region's transportation planning efforts by bringing together key stakeholders to learn about options for prioritizing bus transit and building consensus for a regional priority bus network. The keynote speaker was Roy Kienitz, Under Secretary of Transportation for Policy, US Department of Transportation. Additional speakers from around the country included representatives from many successful priority bus transit systems in Los Angeles, Cleveland, Houston, Pittsburgh and Minneapolis.

G. Human Service Transportation Coordination

There is no work activity to report for June.

In the past twelve months, staff completed the MetroAccess review with the assistance of a consultant and transmitted the report to the WMATA board. Staff continued the coordination of Human Service Transportation Coordination Task Force activities with those of the Access for All Advisory Committee by hosting two joint meetings of the committees to share preliminary findings from the MetroAccess review and to gather consumer feedback on the recommendations to go into the report.

The Human Service Transportation Coordination Task Force reviewed how the Coordinated Plan was utilized by applicants and grantees under the JARC and New Freedom program. With the guidance of the task force, the application for JARC and New Freedom projects was changed to provide separate sections of program detail, and to clarify allowable soft match and questions of scalability. The Task Force also recommended that the Coordinated Plan be more directive in the solicitation of priority projects defined in the Coordinated Plan.

As a result, staff worked with the Task Force to guide the development of priorities for the 2009 solicitation, developed a statement of priorities, and released it for public comment. Staff also worked on the development of a regional project, funded in the 2008 solicitation, to provide comprehensive information about the variety of transportation options available for transportation-disadvantaged individuals throughout the region.

The changes to the solicitation process, the revised application and the focus on priority projects will be incorporated into the update to the Coordinated Human Service Transportation Plan, and as will priority issues that have been identified by the Task Force, when the Task Force begins that work in the Fall of 2009.

H. Freight Planning

- Staff finalized the report entitled “Integrating Freight into the 2010 Constrained Long Range Plan” for delivery to the TPB in July 2009. This report highlights freight data trends in the region, strategies to incorporate freight into the CLRP, results from a Freight Stakeholder Survey, and next steps.
- Staff volunteered at the Intelligent Transportation Systems (ITS) America Conference on June 1, 2009. Staff monitored a session on commercial vehicles and guided attendees in the appropriate direction.
- Staff presented on the Freight Program to the Technical Committee on June 5, 2009.
- Staff participated in the Federal Highway Administration sponsored *Talking Freight Web Seminar* on June 9, 2009. The Seminar addressed the Tiger Grant Funds available as part of the Stimulus Package.
- TPB staff helped coordinate with various freight stakeholders to make public comment at the June 17, 2009 TPB meeting.
- Staff coordinated with CSX Transportation staff to have them present at the June 26, 2009 Technical Committee meeting. CSX Transportation’s staff introduced their National Gateway Initiative and made a verbal request for TPB support of this Initiative. A written request from CSX Transportation was received later the same day.
- Staff coordinated with FedEx to hold a tour of the FedEx Express Freight Facility in Washington D.C. for the Freight Subcommittee meeting to be held July 9, 2009.
- Staff participated in the I-95 Corridor Coalition Intermodal Program Track Web Conference on June 30, 2009.
- Staff has begun to compile truck safety data information from federal and state data resources. This will be developed into a presentable information sheet to be shared with the Safety Committee at their Fall 2009 meeting.
- Staff prepared and distributed the monthly *Focus on Freight*-June 2009 newsletter.

3. **FORECASTING APPLICATIONS**

A. **Air Quality Conformity**

Consistent with the approved schedule for the air quality conformity assessment of the 2009 CLRP and FY2010-15 TIP, staff completed the draft summary report and presented it to the TPB Technical Committee, Conformity Subcommittee and its MWAQ TAC, and TPB at their respective monthly meetings. Staff completed the draft full report, including all appendices. Both reports were posted on the COG/TPB website for the public comment period that BEGAN ON June 11th. Staff continued review of the results for quality assurance purposes.

MDOT and DDOT requested amendments to the 2009 CLRP and FY2010 – 2015 TIP that would require an off-cycle air quality conformity analysis. MDOT's amendment includes the addition of the Purple Line in Montgomery and Prince George's Counties. DDOT's amendment includes the addition of a project involving the development of the air rights above the I-395 trough near Massachusetts Ave. Staff presented the work scope for this analysis to the TPB in June and the Board approved it. Staff continued coordinating with both DOTs in order to organize input assumptions for the projects and began network development work.

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

With the performance of the above work elements, staff has now completed all FY2009 work activities on the project.

B. **Mobile Emissions Analysis**

As part of work activities in the Climate Change planning area, staff continued work activities to re-estimate baseline forecast CO2 emissions and the impacts of the latest official CAFE standards (35.5 mpg by 2016). Staff continued analysis of transportation measures with greenhouse gas reduction benefits. Staff continued work activities to test the new draft version of EPA's MOVES model. Several COG, state and local staff members and consultants participated in the 2 day MOVES training session reported below under Software Support. Staff participated in meetings / conference calls of MWAQC, its Executive Committee, its Technical Advisory Committee, and its Air Quality Conformity Subcommittee.

Staff received TERM status reports from the implementing agencies and updated the TERM Tracking Sheet to reflect the status reports. Staff completed the Potential Transportation Emissions Reduction Measures (TERMs) for the 2009 CLRP and FY 2010-FY 2015 TIP. These two reports were used to

complete the conformity assessment of the 2009 CLRP and FY 2010-2015 TIP. Analyses of Greenhouse Gas (GHG) reduction measures in the Climate Change report is continuing and results of completed work were presented to the Travel Management Subcommittee and the TPB Technical Committee.

The Travel Management Subcommittee did not meet during June, 2009; the next meeting of the subcommittee will be held on July 21, 2009, if needed.

In June COG/DEP staff performed the following:

- Coordinated activities to establish a task force to address technical issues associated with a transition to EPA's new MOVES model.
- Continued to work collaboratively with COG/DTP staff on analysis of data inputs needs for the MOVES model.
- Developed joint presentation between TPB staff and COG/DEP to the MWAQC Technical Advisory Committee on technical issues associated with a transition to EPA's new MOVES model.
- Coordinated with TPB staff on issues related to criteria pollutant air quality impacts of EPA's proposed Renewable Fuels Standard.
- Reviewed lifecycle greenhouse emissions analysis for biofuels presented in EPA's proposed Renewable Fuels Standard.
- Reviewed the EPA/DOT announcement of joint rulemaking to harmonize greenhouse gas emission and new CAFE standards for motor vehicles.
- Tracked developments on the EPA CAL LEV II Waiver request.
- Reviewed draft conformity results and coordinated with COG/DTP staff on reports to the MWAQC Technical Advisory Committee.
- Coordinated development of comments regarding the draft conformity results for the 2009 CLRP.

C. Regional Studies

In Fiscal year 2009, staff supported the TPB Scenario Study Task Force. The Task Force met eleven times throughout the fiscal year. Staff completed development of CLRP Aspirations and What Would it Take Scenarios in collaboration with the COG Planning Directors Technical Advisory Committee, the TPB Regional Bus Subcommittee, and local jurisdiction and state DOT planning staff. Staff also completed part of the analysis of the What Would it Take scenario and began preparing the transit and highway networks and land use inputs for the analysis of the CLRP Aspirations scenario. The Task Force also oversaw the creation of an ARRA TIGER Grant proposal to be submitted by the TPB.

D. Coordination Cooperative Forecasting & Transportation Planning

The George Mason University contractor completed the technical report on 2005 to 2040 benchmark regional econometric model employment, household, and population projections for 8.0 Cooperative Forecasts. The contractor presented this technical report to the Cooperative Forecasting Subcommittee and briefed the Subcommittee on the Round 8.0 econometric model projections. The employment projections from this model were detailed by major North American Standard Industrial Classification (NASIC) sectors.

Staff reviewed the proposed schedule and timelines for the development of Round 8.0 Cooperative Forecasts with the Cooperative Forecasting Subcommittee.

Staff completed all requested local jurisdiction refinements to the new more detailed Transportation Analysis Zone (TAZ) system that will be used in the development of Round 8.0 Cooperative Forecasts. Staff also assisted local jurisdictions in preparation of new land activity data for these new smaller TAZs.

Staff worked with the Cooperative Forecasting Subcommittee and the Planning Directors' Technical Advisory Committee to develop draft Round 7.2A Cooperative Forecasts that reflect changes in land activity related to the proposed inclusion of the Maryland "Purple Line" transit project and the DC "Return to L'Enfant" project in the TPB's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP).

Staff responded to questions on the Cooperative Forecast Round TAZ-level 7.2 database of forecast employment, households and population growth that was completed in April.

With the performance of the above work elements, staff has now completed all FY2009 work activities on the project.

4. **DEVELOPMENT OF NETWORK / MODELS**

A. Network Development

TPB staff continued work on conflating existing highway network nodes and links with the NAVTEQ street base map. This activity will improve the precision of the highway alignments depicted in the TPB's highway and transit networks. During June, conflation work on the freeway system progressed (the arterial system conflation was completed last month). This work will ultimately support the highway and transit networks coded on the new TAZ system.

TPB staff work on the GIS-transportation networks project continued in June with the assistance of the TPB's contractor, Daniel Consultants, Inc. (DCI). This effort is being undertaken to improve the network development process by implementing improved GIS-based technology. During early June staff worked

with the consultant to implement a batch updating capability that will facilitate TIP updates to the network geodatabase. The consultant met with COG staff on June 18 to provide demonstration the final network editing tools and to test the software on COG's Spatial Database Engine (SDE) server. The server will enable the software to support editing by multiple, simultaneous users. Unfortunately, problems using the software on the SDE platform were discovered. Some of the program commands (relating to transit editing) are not operable on the server platform. TPB is working with the consultant to resolve the issues quickly as possible.

Staff also worked on the preparation of end-of-fiscal-year documentation describing activities undertaken in network development.

With the performance of the above work elements, staff has now completed all FY2009 work activities on the project.

B. GIS Technical Support

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

Staff completed testing of the regional transit network in the Master Transportation Network geo-database developed by the consultant for improved Master Highway and Transit Network editing and provided the consultant with additional comments on the results of this testing.

Staff completed the update of the commuter park and ride lot spatial data library layer and updated the metadata and technical documentation for this layer.

Staff completed the metadata and technical documentation for the public transportation facilities spatial data library layer that was completed in April. .

Staff updated the NAVTEQ streets layer in the GIS spatial data library.

Staff implemented the GIS application for the geometric realignment of the TPB Master Network to the NAVTEQ street database and training the transportation network coding team on the use of this application.

Staff completed development of training materials for new staff and continued to maintain the web-based GIS Support Center.

The GIS Committee met on June 16th to discuss status of the MD PSIC Project, CGIS/COG Regional Projects and the DC Google Earth project.

Staff attended the monthly MD MSGIC executive committee meeting to increase GIS coordination among COG and state and local government agencies in Maryland.

With the performance of the above work elements, staff has now completed all FY2009 work activities on the project.

C. Models Development

Staff documented activities undertaken during the fiscal year including updates to the Version 2.2 model inputs, substantial developmental work on the Version 2.3 model, and data cleaning of the latest wave of surveys. This documentation will be shared with the Travel Forecasting Subcommittee next month.

Cambridge Systematics, Inc. (CS) the consultant presently retained to conduct focused research on modeling practices around the U.S., continued work on two research tasks that were assigned on May. These tasks were: 1) to investigate how the Version 2.3 model might be improved with respect to land use policy and non-motorized travel, and 2) to recommend possible changes to the regional model regarding feedback convergence methods. TPB staff met with CS staff on June 19 to discuss the later tasks. The final reports on these tasks are expected to be transmitted in July.

With the performance of the above work elements, staff has now completed all FY2009 work activities on the project.

D. Software Support

Staff continued work activities and assistance to the consultant to implement the new GIS database network development application. As a part of this work, staff attended a demonstration / Q&A for the new network development/GIS software that the consultant has been developing over the last year. Staff offered feedback to the consultant on various components of the software.

Staff finalized the planning arrangements and hosted a MOVES training workshop in the COG offices in June. This was one in a series of training sessions being sponsored nationwide by EPA and an FHWA, to provide guidance in use of the new emissions factor model being developed by EPA.

With the performance of the above work elements, staff has now completed all FY2009 work activities on the project.

5. TRAVEL MONITORING

A. Cordon Counts

An unseasonably rainy spring, with most rain days occurring on scheduled counting days, resulted in staff's inability to complete all scheduled counts for the Spring 2009 Central Employment Area. Uncounted stations included river crossings, the George Washington Memorial Parkway, stations from Canal Road, NW, to 16th Street, NW, as well as several bus counts. Although numerous rainout days resulted in incomplete counts, staff will in FY2010 prepare a Central Employment Area Cordon Count report using data collected. These data will be

analyzed and compared to previous years' counts to help develop adjustment factors that will be used to account for missing data

Following completion of the analysis and documentation, staff will evaluate the effectiveness of the current data collection approach employed in prior years and develop methodological recommendations needed to minimize risk of incomplete counts in the future. Options considered will include, lengthening of the data collection period, evaluating appropriateness of all collection stations, and identifying alternative, more efficient ways to collect data.

B. Congestion Monitoring and Analysis

Level of service analysis of the arterial travel time data was completed and all the appendices of the report were completed. The findings section and the full report will be completed by the end of July. The delay was caused by the five additional routes added to the study, and due to additional travel time data collection on a new technical assistance project in the District of Columbia. In anticipation of this delay the 2009 UPWP was amended and funds were carried over to FY2010 to complete the full report with the additional routes. The remaining products identified under this UPWP element were completed.

With the performance of the above work elements, staff has now completed all FY2009 work activities on the project.

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

Staff validated the TPB 2007/2008 Household Travel Survey results with the Census American Communities Survey (ACS) and the 2007 Metrorail Passenger Survey. Factored Household Travel Survey results matched ACS household totals within 1% and matched jurisdictional ACS household size and vehicle availability distributions for comparable geography extremely well. Factored Metrorail linked trips from Household Travel Survey matched the Metrorail average weekday ridership for the survey period within 1,000 trips and matched the May 2007 Metrorail Survey totals for a comparable geography area within 4%. Staff prepared handouts of these validation results for the Travel Forecasting Subcommittee meeting scheduled for July.

Staff completed the final geocoded, edited and factored Household Travel Survey household, person and vehicle files and completed preparation of a draft final geocoded, edited and factored Household Travel Survey trip file. Staff coordinated finalization of the factored Household Travel Survey trip file with the Baltimore Metropolitan Council which jointly participated in the 2007.2008 HTS.

Staff assisted BMC with the geocoding, editing, factoring and trip-linking of survey trips over-lapping the combined TPB and BMC modeled areas. BMC Transportation Analysis Zone (TAZ) numbers were appended to TPB modeled area trip file records and TPB TAZ numbers were appended to BMC modeled area trip file records.

Staff prepared survey file documentation and a draft report documenting the results of the Household Travel Survey results and the processing of the survey data.

Staff procured private vendor employment data for 2007 and 2008 to update small area baseline employment estimates by sector for the new more detailed TAZ system and to enable the calculation and analysis of employment-based trip rates from the 2007/2008 Household Travel Survey.

Supplemental Regional Bus Passenger Survey

This project was completed with the contractor's submittal of the technical report for this survey.

D. Regional Transportation Data Clearinghouse

Staff completed processing of DDOT 2006-2008 hourly volume and classification traffic count data for incorporation into the Regional Transportation Clearinghouse.

Staff completed the update of Transportation Data Clearinghouse databases with FY07-FY08 data and the updated the Clearinghouse documentation for these databases. Staff also completed development of a Data Clearinghouse database viewing tool that permits users to access hourly count volume data in the Clearinghouse database.

Staff completed processing of the additional traffic volume data collected for the enhanced HPMS sample in DC and prepared a brief report on the 2007 to 2008 change in DC Vehicle Miles of Travel on Interstate, Principal Arterial, Minor Arterial and Collector roadways.

6. **TECHNICAL ASSISTANCE**

A. **DISTRICT OF COLUMBIA**

Program Development, Data Requests & Miscellaneous Services

Staff attended a meeting of the 14th Street Bridge Corridor EIS Interagency Working Group. Regarding the technical work on this project, staff provided the following support to DDOT / FHWA. Staff reviewed 2030 'no-build' inputs and outputs delivered by the study consultants, and compared them with results from the 2030 CLRP. Staff reviewed drawings of 10 'build' options to assess whether any needed to be re-estimated with revised toll structures for the HOT lanes assumed in the forecasts.

FY2009 DDOT Traffic Counts

All the counts have been completed and are undergoing quality control checks. The consultant will deliver the quality checked raw counts at the end of July. DDOT requested counts at additional locations and staff is preparing contract amendments.

DDOT Auto Travel Time Survey

Data collection on the 2009 automobile travel time survey on the 17 routes in the District was completed and quality control checks of the data are ongoing.

FY2009 DDOT HPMS Project

Staff prepared the draft agenda for DDOT's monthly HPMS Coordinating Committee meeting, participated in this meeting and drafted the meeting minutes.

Staff assisted DDOT with its 2009 HPMS submittal to FHWA.

Bicycle Counts

Data collection for this project began in May and was successfully concluded in June 2009. Staff compiled and transmitted all data to DDOT to conclude this effort.

Ward 6 Performance Based Parking Pilot Curbside Data Collection

Following the delayed delivery of the license plate reader (LPR) and other data collection equipment at the end of May, staff worked with the vendor to install and configure the equipment in early June. Once the equipment was successfully configured, staff completed data collection for game days and non-game days during June. Staff expects to conduct additional data collection for this project during the summer. This project was funded, in part, by the FY2009 UPWP District of Columbia Technical Assistance account, but will be ultimately completed using corresponding FY2010 funds and other non-UPWP District of Columbia funding, in accordance with its scope of work.

B. MARYLAND

Program Development /Management

Staff continued coordination with MDOT and MD SHA staff regarding completion of FY2009 work program activities and initiation of FY2010 work. With the performance of the following work elements, staff has now completed all FY2009 work activities in this program area.

Maryland Miscellaneous Services

In response to a consultant data request, staff transmitted VMT per capita data based on the 2008 CLRP for Prince George's, Montgomery, Frederick and Charles County.

MDOT Training / Technical Support

Staff reviewed documentation reports, e.g., draft environmental impact study, alternatives retained for detailed study, for various project planning studies in Maryland.

Corridor Cities Transit way / Bi-County Transitway

Staff attended public hearings in Gaithersburg (June 14) and Frederick (June 16) on the CCT/I-270 Study. Both meetings were well attended, and most speakers supported the project. Selection of the locally preferred alternative is the next step in the process.

Project Planning Support

This program area is being used to support additional work activities on the Managed Lanes Project (reported below).

Managed Lanes Project

Staff moved forward with the US 50 HOT lane corridor analysis and evaluated the 2005 validation data. Upon the completion of validation, staff coded an expanded 2030 build network, which now includes the US 50 corridor and previously not included section of Capital Beltway between I-95 (MD) and US 50.

As a separate activity, staff evaluated a potential use of TPB's emissions post-processor in speed estimates and documented the results in a memorandum. Subsequently, some of the results were incorporated into the May 22 Memorandum and transmitted to MD SHA for senior management review.

Traffic Impacts

No activity to report during the reporting period.

Development / Refinement of Technical Methods

No activity to report during the reporting period.

Statewide Travel Demand Model

No activity to report during the reporting period.

Transportation Land Use Connection (TLC)

See report under project I.H Transportation Land Use Connections Program (TLC) on page 3.

C. VIRGINIA

Program Development

No activity to report during the reporting period.

Miscellaneous Services

The FY2009 UPWP was amended to allocate the remaining funding in this task to the High Occupancy / Toll (HOT) Lane Traffic Analyses task. As a result, this task is effectively closed.

Northern Virginia HOV Facilities Monitoring and Data Collection

No activity to report during the reporting period.

High Occupancy / Toll (HOT) Lane Traffic Analyses

This project is complete.

Enhanced Commuter Corridor Count Program Continuation

Staff completed the draft final technical report for this project and submitted this report to VDOT.

Travel Forecast Model Refinements

This project was carried over in total to the FY2010 UPWP.

Data Mine State of the Commute Survey

This project was carried over in total to the FY2010 UPWP.

D. WMATA

Program Development

No activity to report during the reporting period.

Miscellaneous Services

No activity to report during the reporting period.

Accessible Pathways Analysis for MetroAccess Customers

This project is complete.

Analyze Bus Passenger Survey Trip Origins and Destinations

This project has been carried over to FY 2010.

Enhance Transit Network Coding

No activity to report during the reporting period.

Evaluation of the Metro Bus Priority Corridor Network

In the month of June, TPB staff provided limited technical services to WMATA in support of this consultant project, attending meetings of the study's Technical Advisory Committee, planning meetings and conference calls. Staff also reviewed and approved invoices from the consultant performing the analysis, taking receipt of the Task 1 report on June 30 which represented the work product for FY2009.

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

A. Process 2007 Air Passenger Survey

This task is complete.

B. Ground Access Forecast and Element Updates

1) Update Air Passenger Ground Access Forecasts (Phases 1 and 2)

Staff continued work on Phase 2 of the Ground Access Forecast Update. Following a review by the Aviation Technical Subcommittee at its May 28, 2009 meeting, staff updated continued preparation of the ground access forecasts by mode and time of day by traffic analysis zones during June. As part of this, staff began incorporating the Round 7.2 cooperative forecasts into the ground access forecasts, replacing the early Round 7.1 forecasts in the series.

2) Ground Access Element Update

Following review of the draft scope and project schedule by the Aviation Technical Subcommittee, staff began identifying and reviewing ground existing and planned ground access facilities in June as part of the supply analysis component of the Ground Access Element Update.

C. Ground Access Travel Time Study

No activity to report during the reporting period. This project has not yet started.

Other CASP Activities

No activity to report during the reporting period.

CONSULTANT SUPPORT

1. Cambridge Systematics, Inc. – Technical Assistance – Travel Demand Model Development and Application - \$150,000.
2. Daniel Consultants, Inc. - A Project to Improve GIS-Based Applications and Protocols Used to Develop and Manage Transportation Networks – Phase II- \$75,000.
3. SKYCOMP – freeway congestion monitoring - \$142, 000.
4. Cambridge Systematics, Inc – Analysis of Financial Resources for the 2010 CLRP for the Washington Region - \$100,000.
5. MCV Associates- Traffic Count Program - \$60,000.