

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program

At the October 3 meeting, the TPB Steering Committee approved an amendment to the FY 2009 UPWP to modify the activities under the Bicycle and Pedestrian Planning task. Work continued on monitoring the FY 2009 UPWP.

B. Transportation Improvement Program (TIP)

At the October 3 meeting, the TPB Steering Committee approved an amendment to the FY 2009-2014 TIP that is exempt from the air quality conformity requirement as requested by MDOT.

The draft 2008 CLRP and the amended FY 2009-2014 TIP with the NVTAF funded projects delayed or removed, but with all other projects approved by the TPB in February included, and conformity assessment were released for public comment at the TPB Citizens Advisory Committee (CAC) meeting on October 9, 2008. The TPB was briefed on these documents at its October 15 meeting and is scheduled to approve them at the November 19 meeting.

At the October 15 meeting, the TPB approved the Call for Projects Document for the 2009 CLRP and the FY 2010-2015 TIP for distribution to state, regional and local implementing agencies

C. Constrained Long-Range Plan (CLRP)

Staff finalized and printed the brochure for the Draft 2008 CLRP. The brochure was presented to the TPB Technical Committee on October 3. The Technical Committee also reviewed the draft amendments to the FY 2009-2014 TIP.

Staff prepared materials for the public comment period on the 2008 CLRP and FY 2009-2014 TIP and the accompanying Air Quality Conformity Analysis. The CLRP web site was updated with information on the proposed significant changes to the CLRP and the amendments to the FY 2009-2014 TIP. The CLRP brochure and the Air Quality Conformity Report were also posted on the web site. At the October 9 meeting of the Citizens Advisory Committee, the CLRP brochure and a memo that described the significant changes was released for comment along with the list of proposed amendments to the FY 2009-2014 TIP. At the same time, an email blast announcing the beginning of the comment period was sent out to almost 500 recipients.

The draft Call for Projects document for the 2009 CLRP and FY 2010-2015 TIP was finalized and presented to the TPB at their meeting on October 15. The Board approved the document without objection.

TPB staff met several times throughout the month of October to discuss the maintenance and upkeep of the CLRP web site. A schedule was produced that outlined the expected timeline of events associated with the development of the CLRP, TIP and Air Quality Conformity Analysis.

D. Financial Plan

COG received one proposal in response to the RFP on the Analysis of Financial Resources for the 2010 CLRP. The proposal was from Cambridge Systematics, Inc. with K.T. Analytics as a subcontractor. It was deemed to be in compliance with all technical and cost requirements of the RFP. Representatives from DDOT, MDOT, VDOT and WMATA also determined that this firm and subcontractor has the capabilities to perform this work. A working group of Technical Committee members will be established to direct the financial analysis and its first meeting will be scheduled in late November.

E. Public Participation

Working with a consultant team for participant recruitment and program facilitation, staff completed revisions to the program and agenda for the November 2008 Community Leadership Institute (CLI), and continued recruitment activities. Staff confirmed the participation of several former TPB chairs on a "Past Chairs Panel" that will be a new addition to the CLI program at November's event.

The monthly meeting of the CAC was held on October 9th, and included presentations by staff on the TPB's Street Smart campaign, priority bicycle and pedestrian projects for the region, and the policy principles approved by the TPB for 2009 authorization of federal surface transportation programs. CAC members also discussed ideas for alternative logistical arrangements for regular CAC meetings and ideas for meeting content.

Access for All Advisory Committee

During the month of the October, staff continued work on the independent review of MetroAccess. The comments submitted by the Access for All Advisory (AFA) Committee and the Human Service Transportation Coordination Task Force were reviewed and summarized. Staff worked with the consultant on revisions to the draft report. Preparations were made for the Joint AFA and the Human Service Transportation Coordination Task Force meeting on October 15. Two prioritization exercises were developed to ensure that they were accessible to persons with visual impairments. After the meeting, the results of the exercises were written up and submitted to the consultant. The draft report and a simplified summary were prepared for the Technical Committee mail-out.

F. Private Enterprise Participation

No work activity during the reporting period.

G. Annual Report

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

H. Transportation / Land Use Connection Program

Staff briefed the TPB on the latest evaluation of the TLC technical assistance program and sought approval of proposed changes to the program for the FY 2009 project cycle. The TPB approved the revised project application and selection process, and staff subsequently issued the call for projects for the FY 2009 technical assistance cycle with a deadline of December 19, 2008. Staff also continued to update the TLC Clearinghouse website with information on technical assistance projects completed as part of the FY 2008 project cycle.

In addition, the final report on TLC technical assistance projects completed with funding through the 2007 VDOT Multimodal Grants Program was conveyed to VDOT, concluding the grant agreement.

I. DTP Management

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

- The DTP Director attended the annual meeting of the Association of Metropolitan Planning Organizations (AMPO), and participated in a workshop on green house gas reductions in the transportation sector.
- The DTP Director gave presentations on transportation and greenhouse gas emission to a meeting sponsored by the Northern Virginia Transportation Alliance as well as to a luncheon of “the Road Gang”.
- The DTP Director and other DTP staff gave a presentation on the TPB’s recent value pricing study to a meeting at the Maryland Office of Planning.
- The DTP Director gave presentations on current transportation planning issues to the Fairfax County Department of Transportation and to a meeting of staff from the National Governors Association.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

No work activity during this reporting period.

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

- Staff prepared for and supported the meeting of the Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and MOITS Technical Subcommittee on October 14, 2008, covering the following major items:
 - Staff continued coordination with, and the committee was briefed on, major operational activities ongoing in the region, including the Regional Integrated

Transportation Information System (RITIS), the Metropolitan Area Transportation Operations Coordination (MATOC) Program, and the Regional Emergency Support Function (RESF) 1 – emergency transportation planning effort (see also item 2.C.).

- The committee received a briefing on development activities for a Regional Evacuation Traffic Monitoring Management Tool, discussing needs for equipment coordination among involved roadway agencies, as well as the systems engineering approach to the project.
- The committee received a briefing from District of Columbia Department of Transportation staff on their technical development activities, including their new CapTOP software program.
- The committee received a presentation from Washington Metropolitan Area Transit Authority staff on proposed regional activities regarding transit signal priority, as well as continuing discussion of potential collaboration activities with the Regional Bus Subcommittee on operations and technology issues.
- The advisory subcommittees for the MOITS Regional Intelligent Transportation Systems (ITS) Architecture and traffic signals and operations, did not meet in October; staff continued technical work in these areas.
- Staff continued liaison activities between MOITS and the Metropolitan Area Transportation Operations Coordination (MATOC) Program.
- On October 9, staff participated on an advisory panel for the Institute of Transportation Engineers (ITE), on topics to be addressed at upcoming ITE conferences.
- Staff participated in teleconferences on October 10 and 22 regarding the planning of a Federal Highway Administration national conference addressing transportation operations, to be held in Washington, D.C. in December 2008.
- Staff participated in a Maryland State Highway Administration meeting on statewide operations coordination, on October 20 in Hanover, Maryland.
- On October 21, staff participated via teleconference in the annual meeting of the I-95 Corridor Coalition Steering Committee.
- On October 22, staff participated in the regular meeting of the Regional Transit Operators Group.

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 Committee held its regular monthly meeting on October 21, 2008.

During the October 21 meeting, discussion on the Urban Area Security Initiative took place. The committee formed concept topics to focus on for the 2009 grant cycle. The committee further discussed the current status of its Urban Area Security Initiative 2008 award, the Regional Evacuation Traffic Monitoring Management Tool. Also, the committee was able to determine a more specified role RESF-1 will be taking. Afterwards, the committee discussed actions and schedules for the Presidential Inauguration in January. Finally, discussion took place resetting the RESF-1 committee meetings for the 2009 calendar year.

Staff undertook planning, preparatory, and follow-up work on the above items throughout the month, consulting frequently with the Chair and Vice-Chairs. Staff continued attending a number of regularly scheduled meetings of transportation, police, fire, and emergency management agency committees throughout the month.

Staff provided support specifically to those involved with the Urban Area Security Initiative projects. Staff provided coordination with Urban Area Security Initiative decision makers and the project authors of the various RESF-1 submissions. Staff also prepared committee members for the grant focused meetings which occurred throughout the month. The decision makers, the regions Chief Administrative Officers, made several requests throughout the month which required continual support and communication with the project authors and RESF-1 members.

D. Transportation Safety Planning

TPB staff gathered data on pedestrian and bicyclist deaths and injuries in the Washington region and created tables and charts showing rates. Member jurisdictions provided information on their current pedestrian and bicyclist safety efforts. TPB staff also gathered regional data on traffic deaths and injuries from the State departments of transportation.

E. Bicycle and Pedestrian Planning

- On the October 3, the TPB Technical Committee was briefed on the list of top priority unfunded bicycle and pedestrian projects which the Bicycle and Pedestrian Subcommittee approved at its September 16 meeting. Staff also briefed the TPB Technical Committee on the results of the FY 2008 Street Smart pedestrian and bicycle safety campaign, and plans for FY 2009.
- The Citizens Advisory Committee was also briefed on the top priority unfunded bicycle and pedestrian project list and the Street Smart program.
- TPB staff coordinated with Commuter Connections staff and their consultant regarding enhancements to the bicycle routing web site at weekly conference calls. TPB staff tested routes on the bicycle routing site and noted issues. TPB and Commuter Connections staff met with Base Technologies representatives on October 8th to review data and programming issues face to face. Several major stumbling blocks were resolved, and the project was put on course to rapid completion.
- TPB staff reviewed and provided comments on the DC Pedestrian Master Plan, and attended a meeting of the technical advisory committee on October 1st.

F. Regional Bus Planning

During October, TPB staff continued its long-range planning bus planning efforts. Staff continued work on the regional list of priority bus projects. Nominations were accepted until October 13. On October 20, a working group of the subcommittee met to discuss the prioritization process of the project submissions. The group determined criteria for regional significance and applied those criteria to the submitted projects, providing a first cut of the priority list. A memo describing the prioritization process and the draft priority list was distributed and discussed at the October subcommittee meeting. Updated project maps were also distributed.

At the October subcommittee meeting, staff presented updates to a proposed network of high-quality bus transit lines operating on variably priced lanes which will define the transportation component of the CLRP Aspirations Scenario, part of the next phase of the TPB Scenario Study.

The subcommittee received an update from TPB staff Andrew Meese who informed them of potential interaction between the subcommittee and the TPB Management, Operations, and Intelligent Transportation Systems policy committee and technical task force. These groups will likely be soon engaging in joint planning efforts surrounding regional implementations of transit signal priority.

The subcommittee received a briefing in October on the bus stop initiatives of the Washington Metropolitan Area Transit Authority (WMATA). WMATA's current bus stop planning efforts include the recently completed regional bus stop inventory; an accessible pathways analysis; creation of bus stop guidelines; and evaluation of bus stop rider information.

The subcommittee received a briefing on bus transit vehicles and their relationship to greenhouse gas emissions.

The subcommittee held a planning and policy discussion on the use of bus stop facilities by public operators, and discussed the possibility of regional guidelines.

G. Human Service Transportation Coordination

Staff prepared for the October 23 meeting of the Human Service Transportation Coordination Task Force. Staff reviewed input submitted by task force members on funding priorities for Job Access Reverse Commute (JARC) for the 2009 project solicitation. A hand out describing the possible JARC priorities suggested by AFA and task force members was prepared. Staff developed questions and maps for the small break out groups at the meeting. Small group facilitators were identified. A meeting summary was prepared.

H. Freight Planning

- Staff continued development of an outline on a report entitled "Integrating Freight into the 2010 Constrained Long Range Plan." This report will highlight freight data trends in the region and feedback from a freight stakeholder survey.

- Staff held discussions with technical staff about the TPB four-step travel demand modeling process to determine how commercial vehicle travel will be included in the next model update.
- Victor Weissberg, Special Assistant to the Director of Public Works and Transportation, and TPB member, agreed to be the first Chairman to the Freight Subcommittee.
- Staff prepared for the third Freight Subcommittee meeting held on October 16, 2008. The meeting consisted of a roundtable discussion of the "Integrating Freight into the 2010 Constrained Long-range Plan" report. Attendees discussed why now is a good time to direct attention to freight, just before the next Highway Transportation Authorization Bill. The second half of the meeting consisted of a tour with CSX Rail employees of CSX Benning Rail Yard and their Virginia Avenue Tunnel and the Tunnel's security technology.
- Staff attended the Delaware Valley Regional Planning Commission (DVRPC) to attend and participate in the Freight Plan Supply Chain Showcase event. The event showcased how thirteen exhibitors moved their commodities from source to shelf.
- Staff attended the I-95 Corridor Coalition Inaugural Freight Academy from October 26 to October 31 at Rutgers University, Center for Advanced Infrastructure and Technology (CAIT) in New Jersey. This event consisted of presentations from freight industry leaders, tours of freight facilities (e.g. warehouses, port, air cargo facility), and a small group project. The objective of the Freight Academy is to expose public sector freight employees to all modes of freight transportation, key stakeholders and experts from throughout the country, and to become part of a freight network.
- Staff prepared a Focus on Freight monthly e-newsletter.

3. **FORCASTING APPLICATIONS**

A. **Air Quality Conformity**

Regarding the second air quality conformity assessment of the 2008 CLRP and FY2009 – 14 TIP (following the removal of unfunded NVTAs projects), staff completed preparation of the draft report and presented it to the TPB Technical Committee at its October meeting. The report was also released for public comment in conjunction with the TPB's Citizen Advisory Committee on October 9th, and posted on the COG web site.

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 October TPB meeting and air quality conformity consultation elements.

B. **Mobile Emissions Analysis**

As part of work activities in the Climate Change work area, staff coordinated with DEP staff on review of the Climate Change Steering Committee (CCSC)'s draft summary report documenting the committee's findings and recommendations. Staff also

participated in the October meetings / conference calls of MWAQC's Executive Committee, the CCSC and the TPB Scenario Task Force.

Staff reviewed the transportation and land use measures in the COG Board's Climate Change Report and developed a matrix of analysis approach for each measure and a follow up detailed analysis documentation page for each measure. These were presented to the Travel Management Subcommittee and the TPB Technical Committee. Staff finalized a technical memorandum on the potential CO₂ benefits from bus replacement programs from various fuel technologies and presented the findings to the Travel Management Subcommittee and the Regional Bus Subcommittee. The VIN decoder software has been tested and the VIN numbers obtained from the three states are being reviewed for quality assurance.

The Travel Management Subcommittee met on October 21, 2008 and discussed a number of items including the conformity assessment of the 2008 CLRP and FY 2009- FY 2014 TIP. The subcommittee was also briefed on the greenhouse gas emissions reduction work program, CO₂ emissions benefit from transit bus replacement program, and details of a California measure aimed at climate change "SB 375". The next meeting of the subcommittee is scheduled for November 25, 2008.

Staff completed work to draft a user's guide to document the preparation of mobile source emissions inventories and resulting end products.

In October COG/DEP staff performed the following:

- Attended TPB scenario workshop regarding "what would it take" scenarios.
- For COG's Climate Change Report, coordinated with DTP staff regarding responses to questions about future transportation planning and relevant report recommendations.
- Presented comments and responses to comments on the Climate Change report, including holding a policy discussion on doing conformity analysis for GHG emissions.
- Assisted DTP staff to EPA's MOVES model on DTP computer.
- Attended TPB Tech and TPB meetings in October.

C. Regional Studies

Staff completed further development of the CLRP Aspirations and What Would it Take scenarios. Staff briefed the Planning Directors Technical Advisory Committee on October 24th on the land use component of the CLRP Aspirations scenario and has been collecting comments from local jurisdictions, including initial conference calls with planning directors and staff from individual jurisdictions. Based on Planning Director input and "example" of a version 2 of the land use component was created and presented at the October 24th meeting.

Staff briefed the Regional Bus Subcommittee on October 28 and continued to refine the transportation component of the scenario, including details of the level of service for the bus transit system running on the priced lane network. Staff also continued to analyze transportation emissions reduction measures for cost-effectiveness for the

What Would it Take scenario. Additional research regarding alternative fuel forecasts was started. Comments were also received from Task Force and TPB member Harriet Tregoning and staff responses were developed. Staff briefed the Scenario Study Task Force on these efforts at their October 15th meeting.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff reviewed draft jurisdiction level Round 7.2 Cooperative Forecasts with the Planning Directors Technical Advisory Committee (PDTAC) and the PDTAC recommended that the Metropolitan Development Policy (MDPC) approve these forecasts for use in the FY 2009 CLRP Update and Air Quality Conformity Analysis.

Staff solicited comments from the PDTAC on the development of the CLRP Aspirations Scenario. Staff completed the draft 2003-2007 Economic Trends Report and presented this report to the PDTAC. Staff completed the draft 2007 Commercial Construction Indicators Report and presented this report to the PDTAC.

Staff continued to research the data requirements for the update of the Regional Econometric Model and the availability of other public agency and/or consultants to assist with the update of this econometric model.

4. DEVELOPMENT OF NETWORK / MODELS

A. Network Development

Staff continued a review of Metrorail stations with park-ride and kiss-ride options. This information has been used to identify where additional network detail is needed. The network revisions will be made in the new GIS-based highway network management application and transit line files for use with the Version 2.3 model.

During October, staff continued to compile and process bus service data for 2008. Bus schedule information was obtained and processed for Montgomery County (Ride On) service. Staff is also attempting to develop computer programs to process WMATA data after a review revealed serious problems with the data format. Staff are attempting to obtain a clean data file from WMATA for use in validating the bus survey.

Staff engaged in network development, models development, and GIS met in October to discuss a project designed to rectify existing Master Network links so that they better match reality. The original TIGER street base will be replaced with the NAVTEC street base that is used by the Google Earth software. This project will not make any changes (additions, deletions, splits) to the network links; it will only move and reshape the links that already exist. A computer program has been developed that will accomplish approximately 90 percent of this task. Network development and GIS staff will make final adjustments after the program is executed.

During October, the firm of Daniel Consultants, Inc. (DCI), transmitted an updated geodatabase to TPB staff, containing the most recently transmitted TPB network data (highway and transit). Staff is currently verifying that the multi-year highway network data in the geodatabase is accurate. DCI has not yet transmitted the transit application program to work with transit data. The program file to edit and export multi-year transit data will be arriving during November, at which time data verification and edit testing

will begin. TPB staff has also begun formulating a node renumbering scheme in support of the updated TAZ system. DCI has stated they are able and willing to support renumbering in a new geodatabase.

B. GIS Technical Support

Staff completed the implementation of the Version 9.2 ArcGIS upgrade and installation of new GIS server.

Staff continued testing the GIS tools developed by the consultant for improved Master Highway Network editing. Staff developed a prototype application for the geometric realignment of the TPB Master Network to the NAVTEQ street database.

Staff began the update of user training materials and the web-based GIS Support Center. Staff attended the monthly MD MSGIC executive committee meeting to increase GIS coordination among COG and state and local government agencies in Maryland.

Staff began the recruitment of a GIS Analyst/Coordinator to fill a vacancy created by a staff resignation.

C. Models Development

Staff work on the Version 2.3 model focused on three areas. First, the transit constraint methodology used in the existing Version 2.2 model was modified to operate in the Version 2.3 environment. This work involved updating existing script files and batch files and evaluating results to ensure that the constraint procedure worked properly in concert with the nested logit (NL) mode choice model.

Second, several sensitivity tests of the Version 2.3 model were executed to investigate how differing NL model structures related to transit fare sensitivity results. TPB staff has determined that the transit fare elasticity results do change with varying model specifications and additional testing is currently underway to better understand, and fine-tune, this relationship.

Finally, staff has implemented a methodology to reflect the employer-based subsidies into the transit fare estimation process. The method essentially discounts AM transit fares (thus affecting work travel only) to more realistically represent transit costs. The method, at present, accounts for Metrorail fare discounts only. Bus-related fare discounts will be accounted for as newly collected bus on-board data becomes available.

D. Software Support

Staff, in collaboration with the COG Office of Technology Programs and Services (OTPS), executed the VIN Decoder software package using vehicle data supplied by the District of Columbia, Maryland and Virginia. Staff continued to investigate the Demonstration Version of EPA's Highway Vehicle Implementation of the Motor Vehicle Emissions Simulator (MOVES-HVI) and requirements for download of the software package to a dual-core desktop computer or a server.

5. **TRAVEL MONITORING**

A. **Cordon Counts**

Staff continued exploring the possibility of expanding the area monitored as part of the upcoming Central Employment Core Cordon Count, scheduled for data collection next Spring.

B. **Congestion Monitoring and Analysis**

All the preparations have been completed for the FY 2009 arterial highway congestion monitoring data collection program which is scheduled to start during the second week of November. SKYCOMP has completed data analysis of the freeway peak period congestion monitoring data and report preparation is underway and expected to be completed sometime in November.

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

Staff completed the review and update of the household travel survey geocoding.

Staff continued development of the survey expansion and weighting factors for the household travel survey data files.

Staff began a detailed review of the survey trip file including household members reporting no trips on their travel day and the coding of Metrorail, Commuter Rail and Commuter Bus trips.

Regional Supplemental Bus Survey

Staff continued the review of the Regional Bus Survey database and the development of survey expansion and weighting factors. Staff reviewed preliminary weighting factors with WMATA staff and requested additional Metrobus ridership data from WMATA for the development of final weighting factors.

D. **Regional Transportation Data Clearinghouse**

Staff continued processing of the 2007 hourly directional traffic volume and classification traffic counts obtained from DDOT for inclusion in the Regional Clearinghouse.

Staff continued processing transit data received from WMATA for inclusion in the Regional Clearinghouse.

6. **TECHNICAL ASSISTANCE**

A. **DISTRICT OF COLUMBIA**

Program Development, Data Requests and Miscellaneous Services

No staff activities.

FY2009 DDOT Traffic Counts

Staff is conducting data analysis of the DC traffic counts to obtain AADT and AAWDT.

DDOT Regional Sensitivity Analysis

Per DDOT's request, staff is conducting a regional sensitivity analysis to examine potential travel demand impacts of closing the tunnel section of I-395 (both directions) between New York Ave. and Massachusetts Ave. Using the 2007 CLRP assumptions as the baseline, staff executed TPB's Version 2.2 travel forecasting model for 2008, ran appropriate summary programs, and created difference plots based on the model results. The modeling results for 2008 will be incorporated in a brief technical memorandum and presented to DDOT and FHWA representatives on November 5, 2008.

Bicycle Counts

There was no work activity during the reporting period.

2009 Automobile Travel Time Survey

There was no work activity during the reporting period.

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 began creation of a GIS database identifying the location of DDOT traffic count locations.

B. MARYLAND

Program Development /Management

Staff continued coordination with MDOT staff regarding FY2009 work program activities.

Maryland Miscellaneous Services

Staff responded to tow requests for Mobile model emissions factor data from Maryland SHA's consultants working on MD 28 / MD 198, and on GSA's White Oak Consolidation Master Plan.

In response to an MD SHA data request, staff executed several select link analysis assignment runs to estimate turning movements in the MD 185/ MD547 / MD 193 corridor in Montgomery County. Staff prepared a brief technical memorandum and submitted the results to TPB's SHA contacts.

In response to a Frederick County request, staff prepared training materials and subsequently presented them to Frederick County employees in order to enable them to

execute TPB's Version 2.2 Travel Demand Model. Frederick County has since notified TPB staff that they have been able to execute the model and match the control totals from TPB's Modeling User's Guide.

Staff provided trip tables by purpose, mode, time-of-day and vehicle type, and jurisdiction to Transportation Analysis Zone (TAZ) equivalence table to a consultant to the Maryland Department of Transportation.

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 Transitway / Bi-County Transitway

No activity during this reporting period.

Project Planning Support

Per request from MD SHA regarding VMT estimates for commercial vehicles, medium, and heavy trucks, staff restructured the 5 trip tables used in a standard travel model run into 7 tables in order to analyze each requested component separately. Staff executed model runs with the 7 trip tables for 2002 and 2030 using 2007 CLRP datasets. Staff summarized daily VMT by jurisdiction and year, and transmitted the data to SHA.

Staff continued research on the Surface Transportation Efficiency Analysis Model (STEAM) for possible use as a project evaluation / comparison tool in Maryland. Staff updated base and action network files for a 2030 forecast year test scenario and ran travel demand on order to provide the necessary input files for the STEAM software. Staff began modifications of output travel demand files to use as inputs in the STEAM model. Staff began review and update of default parameters for inputs such as emission factors, emission costs, value of time, etc.

Technical Methods

There was no activity to report in October.

Managed Lanes Project

Staff executed additional travel demand modeling runs that estimated demand for Western Mobility Alternative 4, identifying the toll lanes as express toll lanes (ETLs) in one set-up, and as high occupancy toll lanes (HOT lanes) in the second set of runs. As a part of this process, staff had to revise the network inputs and re-estimate tolls for each of the scenarios.

Different measures of effectiveness (MOEs) for this project as well as other SHA projects are being examined. Staff evaluated the potential of using vehicle hours of delay (VHD) as one of the MOEs and documented the findings in a technical memorandum. Currently, presentation materials for the November 21, 2008 meeting with SHA are being prepared.

C. **VIRGINIA**

Program Development

Staff met with VDOT/NOVA staff on October 14th to discuss travel demand forecasting issues in Northern Virginia.

Miscellaneous Services

There was no activity to report in October.

Northern Virginia HOV Facilities Monitoring and Data Collection

Staff continued fall data collection of HOV counts and travel time runs.

High Occupancy / Toll (HOT) Lane Traffic Analyses

Staff continued work to analyze the HOV / HOT lane travel demand estimation Procedures contained within the regional travel forecasting process. Staff conducted detailed analyses of trip table and assigned HOV and HOT Vehicle demand, toll structures, and system performance on the Virginia I-66 and I-395 / I-95 HOT land facilities. Staff met with NoVA VDOT staff and discussed findings and next steps.

Enhanced Commuter Corridor Count Program Continuation

Staff, in consultation with VDOT/NOVA staff, conducted multiple-day data collection at a series of locations in Fairfax County along a screenline consisting primarily of VA 650 (Gallows Road).

Travel Forecast Model Refinements

There was no activity to report in October.

Data Mine State of the Commute Survey

There was no activity to report in October.

D. **WMATA**

Program Development

There was no activity to report in October.

Miscellaneous Services

There was no activity to report in October.

Accessible Pathways Analysis for MetroAccess Customers

The contractor continued preparation of the project final report in response to WMATA staff comments.

Geocode 2007 WMATA Bus Passenger Survey

There was no activity to report in October.

Impact of Highway Congestion on WMATA Bus Operations

There was no activity to report in October.

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

A. Process 2007 Air Passenger Survey

Staff completed a draft of the “geographic findings” report for the 2007 air passenger survey. The draft was distributed to the Aviation Technical Subcommittee for its review and comment. Following Subcommittee review, staff completed the final geographic findings report and submitted it to FAA on 31 October 2008.

B. Ground Access Forecast and Element Updates

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

No activity to report. This project is scheduled to commence after October 2008.

(2) Ground Access Element Update

No activity to report. This project has not yet started.

C. Ground Access Travel Time Study

No activity to report. This project has not yet started.

Other CASP Activities

There was no activity to report in October.

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.