

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program (UPWP)

Work continued on monitoring the FY 2009 UPWP. At the February 6 meeting, the TPB Steering Committee approved an amendment to the FY 2009 UPWP to include bus passenger counts in support of the 2009 central employment area cordon count in the WMATA Technical Assistance Program.

The preliminary budget and draft FY 2010 UPWP were presented to the Technical Committee and TPB in February. The final draft FY UPWP and the carry over projects from FY 2009 will be presented to the Technical Committee in March and the TPB is scheduled to adopted them at its March 18 meeting.

B. Transportation Improvement Program (TIP)

At the request of VDOT, TPB staff processed a FY2009 TIP modification for a Water Main Relocations and Water Systems project.

Staff also assisted DDOT in the preparation of a FY2009 TIP amendment to add \$3.3 million in CMAQ funding to a Bicycle Sharing project. This amendment was approved by the TPB Steering Committee at their February 6th meeting.

Three amendments or modifications were made to the FY2009 TIP at the February 18th TPB meeting. WMATA amended the TIP to include \$230 million in funding from the American Recovery and Reinvestment Act (ARRA). VDOT amended the TIP to add funding to the widening of US 50 in Fairfax and Loudoun Counties. The Board was also notified that MDOT had requested a set of Administrative Modifications to the TIP to change the source of funds on seven projects to include ARRA funds.

C. Constrained Long-Range Plan (CLRP)

At the February 6th TPB Technical Committee meeting, staff presented the Draft 2008 CLRP brochure, complete with performance information on metropolitan growth, work trips, mode share, VMT, and lane miles of congestion. Staff asked the Committee for feedback on the information presented.

The public comment period on the project inputs to the 2009 CLRP and FY 2010-2015 TIP began on January 15th and closed on February 14th. At the close of the comment period, staff consulted with DDOT, VDOT and Arlington County to prepare responses to those comments received. These comments and responses were presented to and accepted by the TPB at their meeting on February 18th.

Following the comment period, the project inputs were finalized and a revised set of “significant changes” was prepared to present to the Board. At the February 18th meeting, the TPB approved the project inputs, but voted to remove the I-66 Spot Improvements project from the air quality analysis.

D. Financial Plan

The second meeting of the financial analysis working group was held February 24. The staff from the implementing agencies reviewed the status of their agency review and updates of the forecasts of transportation revenue and expenditures by year to 2040, which are the inputs for the financial analysis. It was decided at the meeting that the financial analysis could not be completed by June and that the consultant contract to support the analysis should be extended until November 2009. The next meeting of the working group is scheduled for April 28.

E. Public Participation

The monthly meeting of the Citizens Advisory Committee (CAC) was held on February 12, 2009. This meeting was the first meeting of the 2009 CAC; members were appointed by the TPB on January 28, 2009. The meeting itself featured an overview of the Transportation Planning Board, including the regional transportation planning process, the role of the CAC, and planning and programming activities conducted by the TPB. The CAC used this first meeting to discuss priorities of members for the year ahead. The CAC received a briefing on the Commuter Connections Work Program and passed a motion in support of the current standard of regional coordination. The CAC also learned about technologies that would allow for remote participation at CAC meetings.

During the month of February, staff prepared for a meeting of the Access for All Advisory Committee. Speakers from WMATA were invited to discuss Metro’s stimulus plans and budget concerns. The results of the survey of AFA members was summarized and reported at the meeting.

F. Private Enterprise Participation

No work activity during the reporting period.

G. Annual Report

The February edition of the TPB News was produced and distributed. A first draft was completed of the 2008 Region Magazine to serve as the annual report, including development of a 10-year retrospective on the TPB Vision.

H. Transportation / Land Use Connection Program

On February 6, staff briefed the TPB Technical Committee on the applications received for the FY 2009 TLC technical assistance round, the TLC Selection Panel’s recommended slate of projects for the FY 2009 round of technical

assistance, and the proposed schedule for the FY 2010 technical assistance program. On February 18, the TPB received a similar briefing, and approved the FY 2009 TLC technical assistance projects for funding, as well as the schedule for the FY 2010 round of technical assistance. Staff began working towards consultant selection with jurisdiction staff for the approved projects.

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 met with Congressman Oliver to discuss MPO planning and programming activities and the time-frames under consideration for obligating stimulus funding.
- The DTP Director gave a presentation at the 3rd Annual Toll Roads Conference on revenue estimation and operating policies for variably priced policies for variably priced lanes in the Washington region.
- The DTP Director participated in two panel discussions on the upcoming transportation authorization process at the AASHTO Policy Conference.

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

Staff continued background and technical support work on the CMP. A new CMP staff began work, was provided briefings and training, and undertook research to gain familiarity with CMP law, regulation, and practices around the country.

Staff participated in a Federal Highway Administration/Virginia Department of Transportation workshop, "Managing Travel Demand to Mitigate Congestion", on February 25, 2009 in Richmond, Virginia. This workshop examined emerging European examples of innovative demand management practices.

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

- Staff prepared for and supported the February 10, 2009 meeting of the Management, Operations, and Intelligent Transportation Systems (MOITS) Policy Task Force and Technical Subcommittee, which was held jointly with the Regional Emergency Support Function #1 – Emergency Transportation Committee. The joint meeting focused on the following topics:

- Continued coordination regarding project proposals for the FY2009 Urban Area Security Initiative (UASI) Program of the U.S. Department of Homeland Security. (See also Task 2.C. below.)
- Received an update briefing on the Regional Evacuation Traffic Monitoring Management Tool proposal jointly developed by the University of Maryland, DDOT, MDOT, and VDOT. (See also Task 2.C. below.)
- Discussed regional traffic and transit management for the January 2009 Presidential Inauguration period, and related after-action reporting activities. (See also Task 2.C. below.)
- Received a briefing on the Metropolitan Area Transportation Operations Coordination (MATOC) Program from the designated MATOC Facilitator, on general MATOC Trial Phase and specific Presidential Inauguration period activities.
- Discussed a January 28 request from the TPB to provide a status report on traffic signal optimization in the region, to be handled by the Traffic Signals Subcommittee and staff.
- Staff undertook supporting technical work in the above areas, including continued coordination between the MOITS program and the MATOC program.
- Traffic Signals activities:
 - The MOITS Traffic Signals Subcommittee met on February 19 and discussed lessons learned from traffic coordination for Inauguration events; advised staff on the design of the TPB-requested signal optimization survey; and were briefed on the status of the GIS/Google Maps traffic signals application under development by staff.
 - Staff distributed and began to receive and compile the results of the signal optimization survey; the survey was to be completed in March.
- The MOITS Regional ITS Architecture Subcommittee did not meet in February. Staff continued supporting technical work in this area.

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 met jointly with the MOITS Committee. The group discussed the current UASI Grant cycle to include the current decisions made by the Homeland Security Executive Committee and the Senior Policy Group.

The group further discussed previously awarded funds and projects which are currently underway.

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. Coordination with the working groups, committee members, and the State Administrative Agency was a primary task of RESF-1 staff for the month. 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

Staff prepared for and hosted a meeting of the Transportation Safety Subcommittee on February 12, 2009:

Michael Pack of the University of Maryland Center for Advanced Transportation Technology Laboratory (CATT Lab) gave a presentation on data-mining and visualization software that will be made available state-wide in Maryland. Data will be drawn first from the Operations Centers and eventually from the database of police crash report data, the Maryland Automated Accident Reporting System (MAARS).

The purpose of the meeting was to determine the level of interest on the part of VDOT and DDOT in providing data that could make this data-mining tool available throughout the Washington region, as well as get feedback from them and from other stakeholders on the utility of such a tool.

VDOT and DDOT representatives were very interested in the CATT lab's data-mining and visualization tool, and VDOT representatives FTP'd their crash database to the University of Maryland CATT lab within a few days of the meeting. DDOT has a program to move to digital crash reporting, but the historic data at this point is still only in paper format. TPB staff and the University of Maryland CATT Lab are working to address a number of technical questions regarding the data.

The Subcommittee was also briefed on TPB safety-related activities, including the Street Smart Pedestrian and Bicycle Safety Campaign, the upcoming update of the Safety Element of the Constrained Long-Rang Plan, and follow-up actions to the April 29, 2008 Pedestrian Safety Forum. In accordance with the

work program, the Transportation Safety Subcommittee is to meet quarterly. The next meeting date was tentatively set at April 9th, with the condition that there is sufficient progress to report on that date, and actions needed from the Subcommittee.

TPB staff also attended a meeting in Hanover on the implementation plan for the Maryland State Highway Safety Plan on February 24th.

TPB staff obtained an Access crash database covering five years from VDOT, and requested the same data from MDOT. This data will be used to report on, and judge the relative importance of the various safety emphasis areas in the Safety Element of the Constrained Long-Range Plan.

E. Bicycle and Pedestrian Planning

TPB staff briefed the COG Police Chiefs Committee on the Street Smart pedestrian and bicycle safety campaign, and organized a seminar on best practices in pedestrian and bicycle safety enforcement, which was scheduled to take place on March 2, 2009. Police officers were the prime target audience. Nearly sixty people registered for this event, which had to be rescheduled on account of the snow emergency.

TPB staff arranged for Toole Design and Mr. Jackson to host seminars on the new ASSHTO (American Association of State Highway and Transportation Officials) Bicycle Design Guide and on legal liability for bicycle facilities respectively.

TPB staff updated the subcommittee web site.

F. Regional Bus Planning

During February, TPB staff continued its long-range bus planning efforts. At the February 18 meeting of the TPB's Scenario Study Task Force, TPB Staff was charged with assembling a draft package of prioritized bus lines for the Washington region that could qualify for funding under the American Recovery and Reinvestment Act. Staff began developing such a package and presented the first draft to the Regional Bus Subcommittee at its February 24 meeting.

Also at the February 24 meeting, staff presented draft results from several regional survey efforts: the TPB Household Travel Survey and the Regional Bus Survey. Staff then provided an opportunity for the regions bus operators and planners to provide feedback on the draft survey results and request more specific views into the survey data.

G. Human Service Transportation Coordination

Staff prepared for a special session of the Human Service Transportation Coordination Task Force on February 12. Staff arranged for a speaker on

transportation vouchers and vanpools from the Community Transportation Association of America. The meeting provided an overview of voucher programs and vanpool services as well as best practices from around the country.

Staff prepared a written response to non-profit organizations applying to the Virginia Department of Rail and Public Transportation for Section 5310 funding. The response explained the TPB review process for applications for 5310 funding and explained that only approved projects are included in the TIP.

H. Freight Planning

Staff continued development of a report entitled "Integrating Freight into the 2010 Constrained Long Range Plan." This report will highlight freight data trends in the region, strategies to incorporate freight into the CLRP, and results from a Freight Stakeholder Survey.

Staff also conducted three trial interviews to develop the Freight Stakeholders Survey project.

Staff attended the Coalition for America's Trade Corridors Conference - National Freight Perspective on February 10, 2009. Staff had the opportunity to network with several people in the freight industry.

Staff attended the Council of Supply Chain Management Professional Washington D.C. Roundtable on February 13, 2009. The Roundtable featured Guest Speaker Mike Toner, Col. U.S. Army (ret.) now with CSC Federal Consulting Practice. The presentation was titled "Follow the Stuff or Follow the Money: Logistics and Finance in Army Operations."

Staff attended the Baltimore Metropolitan Council Freight Movement Task Force meeting on February 26, 2009. Staff presented on the TPB Freight Program efforts such as the *Integrate Freight into the 2010 Constrained Long Range Plan*.

Staff prepared and distributed the monthly Focus on Freight-February 2009 newsletter.

3. FORCASTING APPLICATIONS

A. Air Quality Conformity

Consistent with the approved 'Call For Projects' schedule for production of the 2009 CLRP and FY2010–15 TIP, the comment period for the conformity project inputs and scope of work closed on February 14th. Staff reviewed comments, and in the case of the scope of work, incorporated recommendations relating to HOV assumptions and transit constraint assumptions for the travel demand

modeling. At its February meeting the TPB approved the scope of work with the recommended changes, and the conformity project input tables.

A detailed schedule of work tasks with staff assignments for each activity was prepared. The schedule leads to the completion of a draft report in June, and a final report with adoption by the TPB in July. Staff updated BMC's and FAMPO's projects in the conformity input table, and began identifying updates that will need to be coded in each of the networks. Staff continued to clarify transit coding assumptions by reviewing feedback from the implementing agencies.

Research and development work to decode 2008 vehicle identification numbers (VIN)s for use in developing updated Mobile 6 model inputs, reported below under Mobile Emissions Analysis, will yield updated emissions factors which will be used in production work for this year's conformity assessment.

DTP staff also continued work to review and discuss the latest simulation results of the Version 2.2 model to identify any possible refinements to travel demand or emissions post-processor applications. (See also technical assistance work activities reported under Maryland's Managed Lane and Virginia's HOT Lane projects.)

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 February TPB meeting and air quality conformity consultation elements.

B. Mobile Emissions Analysis

As part of work activities in the Climate Change planning area, staff continued with: (1) work to update the existing CO₂ mobile source emissions inventories to reflect travel demands associated with the 2008 CLRP and FY2009 - 14 TIP, including execution of a travel simulation for the 2005 base year, and preparation of 2010, 2020 and 2030 travel forecasts with separate estimation of trucks for later use in control strategy analysis; (2) preparation of total greenhouse gas (GHG) emissions for each inventory (i.e., GHG pollutants in addition to CO₂ emissions) through 2030, and including a 2012 analysis for later consideration of this 'rate of progress' milestone year; and (3) analysis of transportation measures with greenhouse gas reduction benefits. Staff participated in meetings / conference calls of MWAQC, its Executive Committee and its Technical Advisory Committee, the COG Board's Climate Change Steering Committee, and the TPB's Scenarios Task Force.

Staff continued work to review and test EPA's MOVES model.

The decoding of the 2008 Vehicle Identification Number (VIN) representing 2008 vehicle registrations has been completed. Vehicle age distributions at the jurisdictional level were developed and compared with 2005 data and found to

be consistent. A technical memorandum on the findings was prepared and presented to the TPB Technical Committee, the Travel Management Subcommittee and the MWAQC Technical Advisory Committee. Greenhouse gas GHG reduction measures analysis is proceeding and development of GHG rates incorporating the effect of CAFÉ 35 and alternative fuels is underway. Staff attended a MDOT-sponsored Climate Change work group meeting.

The Travel Management Subcommittee meeting was held on February 24, 2009 and the committee discussed a number of items including the status of the 2009 CLRP and FY 2010-2015 TIP conformity assessment, vehicle registration data results, GHG inventory, and GHG reduction measures. The next meeting of the subcommittee will be held on March 24, 2009, if needed.

In February COG DEP staff performed the following:

1. At the MWAQC meeting staff discussed a number of potential mobile source control measures, which could be adopted at the federal, regional, and local levels. These measures are currently being discussed by the Ozone Transport Commission (OTC) mobile source committee as potential control measures for the 2008 8-hour ozone SIP.
2. At the TAC conference call staff discussed the low-carbon fuel standard proposed in Massachusetts and other New England and Mid-Atlantic states. Staff also coordinated with the DTP staff regarding discussion of the greenhouse gas benefits of various transportation measures, the conformity scope of work released by the TPB for public comment, and the 2008 vehicle registration data at the TAC conference call.
3. Staff coordinated with state air agencies regarding mobile model inputs for 2009 CLRP and FY2010-2015 TIP analysis.
4. Staff attended Travel Management Subcommittee, TPB Tech and TPB meetings in February.

C. Regional Studies

Staff completed further development of the CLRP Aspirations and What Would it Take scenarios. Staff continued meeting with local jurisdictions and state departments of transportation to brief land use and transportation planners on both the land use growth shifts and the BRT/variably priced lane network. Staff prepared meeting materials and maps for local meetings, including meetings with Loudoun, Arlington, Frederick, Montgomery, Prince William, and Prince George's Counties, and the City of Alexandria

Staff continued to present the scenario at the Regional Bus Subcommittee meeting in order to solicit further comments. Staff also held a meeting of the Scenario Study Task Force and began work on preparing a proposal for a regional BRT system to compete for federal stimulus funds. Staff also

continued to analyze transportation emissions reduction measures for GHG reductions for the What Would it Take scenario.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff received and began the processing of Round 7.2 TAZ-level Cooperative Forecasting submittals for all but two local jurisdictions.

Staff procured Global Insights' national, state, and local economic indicator datasets for use in the update of the Regional Econometric Model for Round 8.0 Cooperative Forecasts.

Staff prepared a draft scope of work and contract to obtain the services of George Mason University's Institute of Public Policy in the update of the Regional Econometric Model for the Round 8.0 Cooperative Forecasts.

4. **DEVELOPMENT OF NETWORK / MODELS**

A. Network Development

During February, staff completed the annual update of base year transit network files using transit provider service data for 2008. The update addressed peak and off-peak transit service, approximately 1,700 transit lines in all. The updated transit network will serve as the basis for updating future-year transit networks supporting the 2009 CLRP and FY2010-2015 TIP. Staff is now in position to move forward with coding the future-year networks.

Network development staff was provided direction by the TPB's GIS staff to electronically align highway network nodes with the NAVTEQ street base map. This activity will improve the precision of the highway alignments reflected in the TPB's highway and transit networks and will facilitate future transit network coding at rail stations. The adjustment of highway nodes to the NAVTEQ base map is underway and is expected to continue over the next few months.

TPB staff also continued work on the GIS –transportation networks project. Staff has reviewed two versions of the geodatabase and highway/transit network editing tools developed by the GIS consultant, DCI, Inc. (one version transmitted on Feb. 4 and another transmitted on Feb. 28). Staff is currently testing various functionalities included in the editing tools and is implementing corrections to the geodatabase. Staff has also spent time developing a node re-numbering scheme, which will be necessary for using the new GIS application in conjunction with the new zone system.

B. GIS Technical Support

Staff continued to monitor the performance of ArcGIS 9.2 and the GIS server. Staff continued testing of the regional transit network in the Master Transportation Network geodatabase developed by the consultant for improved

Master Highway and Transit Network editing and provided the consultant with comments on the results of this testing.

Staff continued implementation of the application for the geometric realignment of the TPB Master Network to the NAVTEQ street database.

Staff continued to the update of user training materials and the web-based GIS Support Center.

Staff continued work on the update of the public transportation features in the spatial data library. .

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

C. Models Development

Staff continued research efforts to hasten the execution of the Version 2.3 model. These efforts are necessary in order to maintain a reasonable turn-around time in the face of an expanded zone system, which is now in development. Staff is reviewing three avenues for speeding up model execution times: 1) reducing the number of speed feedback iterations, 2) implementing distributed processing which enables concurrent use of multiple computing processors for a single model execution, and 3) the use of newer user equilibrium (UE) traffic assignment algorithms which enable equilibrium conditions to be reached in a shorter amount of time.

After receiving comments from TPB staff on three submitted draft reports (in January), Cambridge Systematics has moved forward with incorporating those comments into final report versions during February. (TPB is still awaiting receipt of the final reports). The reports address: 1) Fuel prices in travel models, 2) a recommended approach for implementing near-term model enhancements, and 3) a 'before/after' data collection plan for assessing planned HOT lanes in the Washington, D.C. region. Finalized reports will ultimately be incorporated into the FY-2009 models development program documentation.

D. Software Support

Staff continued working on arrangements for detailed training in the use of EPA's Highway Vehicle Implementation of the Motor Vehicle Emissions Simulator (MOVES-HVI) and MySQL, a structured query computer language used with MOVES for database management.

5. **TRAVEL MONITORING**

A. **Cordon Counts**

Staff worked with WMATA staff to finalize arrangements for collecting rail and bus patronage counts for the forthcoming 2009 Central Employment Core Cordon Count, which is anticipated to commence March 2009. Staff also developed a new all-numeric count station numbering scheme designed to be compatible with new Jamar TDC-12 counting devices.

B. **Congestion Monitoring and Analysis**

Data collection continued on the remaining arterial routes and will be completed in the first week of March. Staff also collected preliminary roadway classification data on the new routes being added to the arterial highway monitoring system. Analysis of the freeway system performance, including locations where system performance has improved and locations where performance has deteriorated over time, has been completed.

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

Staff presented the additional findings and results from the 2007/2008 Household Travel Survey to the TPB Technical Committee and the Regional Bus Subcommittee.

Staff continued work on analysis of the jurisdictional level results from the 2007/2008 Household Travel Survey.

Regional Supplemental Bus Survey

Staff completed revision of regional on-board bus survey expansion factors for the Ride-On, TheBus, TransIT, DASH, PRTC, CUE and ART systems.

Staff continued geocoding of Fairfax Connector bus survey data received from Fairfax County's bus survey consultant.

D. **Regional Transportation Data Clearinghouse**

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

The program manager reviewed the status of the current FY 2009 projects and worked with DDOT staff to identify carryover funding to FY 2010.

FY2009 DDOT Traffic Counts

HPMS Traffic Count:

Staff is identifying the locations for the FY 2009 traffic count program.

DDOT Regional Sensitivity Analysis

Staff completed internal review of the draft final report on the project and transmitted it to project team members.

Bicycle Counts

No work activity during the reporting period.

2009 Automobile Travel Time Survey

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 continued discussion of the traffic counting program needs for CY2009-CY2011 in relation to HPMS Reassessment 2010+ data and reporting requirements with DDOT.

B. **MARYLAND**

Program Development /Management

Staff continued coordination with MDOT and MD SHA staff regarding FY2009 work program activities and development of an outline of proposed FY2010 work activities for inclusion in the draft UPWP.

Maryland Miscellaneous Services

In response to Frederick County's Technical assistance request to help facilitate the County's ongoing models development work, staff transmitted travel demand modeling summary programs and corresponding instructions for their use to Frederick County.

In response to a City of Rockville data request, staff completed VMT model estimates for Rockville for 2005 based on the 2008 CLRP, and submitted the results to DTP senior staff for review.

In response to a request from MD SHA consulting staff working on the Konterra Study, staff reviewed their model set-ups and participated in trouble-shooting to assist them to successfully execute TPB's Version 2.2 travel demand model.

Staff continued work to deliver highway and transit networks for the simulation years 2002, 2009, 2010, 2020 and 2030 from the Air Quality Conformity process adopted by the Transportation Planning Board on November 19, 2008, to the Transportation Planning Staff of the Maryland National Capital Park and Planning Commission, Prince George's County, Maryland.

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

No activity for this reporting period.

Project Planning Support

Staff participated in an I-270 study project team meeting at the MD SHA offices in Baltimore.

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

Managed Lanes Project

As a follow-up to meetings with MD SHA and internal DTP review at the end of January, staff executed a number of model runs in order to evaluate potential areas of model improvement. Staff executed a number of model runs in order to evaluate potential areas of model improvement. Staff tested changes to trip distribution, value of time, freeway capacities, queuing penalties and volume-delay function. Table summaries, plots and memos were shared and discussed with members of senior staff. The results of this research will be presented to DTP

senior staff and Maryland State Highway Administration representatives in March. The findings show that some of the proposed modeling changes will result in improved estimates in ongoing Maryland Managed Lanes alternative analysis.

Development / Refinement of Technical Methods

Staff continued research on the Surface Transportation Efficiency Analysis Model (STEAM) for possible use as a project evaluation / comparison tool for use in Maryland. Staff defined a sub-area for the I-270 test corridor and ran the model to get statistics specific to the study area; however, this work is still under review.

Staff defined a second test scenario in order to evaluate the effects of adding a transit facility in the I-270 corridor, and began file preparation for the analysis. Staff identified the Corridor Cities Transitway (CCT) as a study facility to be added. Staff completed network coding and travel demand for the scenario.

Staff contacted the Ohio-Kentucky-Indiana Council of Governments and was able to learn about their experience using the software.

C. VIRGINIA

Program Development

There was no activity to report in February.

Miscellaneous Services

There was no activity to report in February.

Northern Virginia HOV Facilities Monitoring and Data Collection

Staff continued processing Fall 2009 count and travel time run data. Data processing expected to be completed and data provided to VDOT in March 2009.

Staff is wrapping up reviewing fall data collection of HOV counts and travel time runs and expects to transmit these products to VDOT / NOVA by the end of February.

High Occupancy / Toll (HOT) Lane Traffic Analyses

Staff delivered 2008 CLRP traffic data on the Virginia Capital Beltway for years 2009, 2020 and 2030 in response to VDOT data request. The delivered data include 2020 and 2030 mode-specific traffic volumes, speeds, and volume/capacity ratios on general purpose and HOT lanes by travel direction and time period. Tolls and yearly roll revenues of 2020 and 2030 were also provided. The 2009 data were included as a reference.

Enhanced Commuter Corridor Count Program Continuation

There was no activity to report in February.

Travel Forecast Model Refinements

There was no activity to report in February.

Data Mine State of the Commute Survey

There was no activity to report in February.

D. WMATA

Program Development

Staff reviewed a draft scope of work using technical assistance funds for buss passenger counts in support of the 2009 central employment area cordon count.

Staff prepared a revised scope of work for conducting an analysis of curbside parking space turnover around the new Washington Nationals base ball stadium in Ward 6 of the District of Columbia.

Miscellaneous Services

There was no activity to report in February.

Accessible Pathways Analysis for MetroAccess Customers

This project is complete.

Analyze bus Passenger Survey Trip Origins and Destinations

There was no activity to report in February.

Enhance Transit Network Coding

There was no activity to report in February.

Evaluation of the Metro Bus Priority Corridor Network

Staff worked with WMATA staff to finalize a request for proposals (RFP) for a Consultant to conduct this study. The RFP will be issued in March.

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

A. Process 2007 Air Passenger Survey

Task complete.

B. Ground Access Forecast and Element Updates

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

Staff began incorporating changes to the report, Washington-Baltimore Regional Airports Air Passenger Ground Access Forecast Update, January 2009, suggested by members of the Aviation Technical Subcommittee.

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

In response to Federal Aviation Administration (FAA) Washington District Office (WDO) direction, staff formally submitted a revised grant application for three projects: (1) Phase 2 of the Ground Access Forecasts, (2) the Ground Access Element Update, and (3) Phase 1 of the Ground Access Travel Time Study. This grant was accepted by FAA, which subsequently issued a Notice to Proceed on February 24, 2009.

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.