

PROGRAM HIGHLIGHTS

1. PLAN SUPPORT

A. Unified Planning Work Program

Work continued on monitoring the FY 2009 UPWP.

B. Transportation Improvement Program (TIP)

At the November 7 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 VDOT.

At the November 19 meeting, the TPB approved the 2008 CLRP, the amended FY 2009-2014 TIP and web-based information which were released for public comment on October 9. The public comment period for these documents ended on November 9, 2008.

Work began on preparing the final 2008 CLRP documentation, the complete FY 2009-2014 TIP and the CLRP web-based information together with the air quality conformity analysis documentation which will be submitted to the FHWA and FTA in December.

TPB staff met with VDOT staff to discuss enhancements that could be made to the iTIP online database application for the CLRP and TIP. TPB staff and VDOT staff also began the process of reviewing the existing datasets for accuracy and consistency. Staff also processed several technical adjustments and amendments to the FY 2009-2014 TIP at the request of VDOT.

C. Constrained Long-Range Plan (CLRP)

At the November 19 meeting, the TPB approved the 2008 CLRP, the amended FY 2009-2014 TIP and web-based information which were released for public comment on October 9. The public comment period for these documents ended on November 9, 2008.

Work began on preparing the final 2008 CLRP documentation, the complete FY 2009-2014 TIP and the CLRP web-based information together with the air quality conformity analysis documentation which will be submitted to the FHWA and FTA in December.

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 also determined that this firm and subcontractor has the capabilities to perform this work. On November 25, the working group of staff from DDOT, MDOT, VDOT and WMATA and Technical Committee members held its first meeting with the consultant team to identify key financial issues, review the work tasks and to discuss the schedule of activities. The next meeting is scheduled for January 27, 2009.

E. Public Participation

The fifth edition of the TPB Community Leadership Institute (CLI) was held on November 19th and 22nd. This edition was attended by 14 elected and appointed officials, who learned about the TPB and how to get more engaged in regional transportation issues. The sessions were facilitated by past TPB chairs Kathy Porter and Peter Shapiro, and additional past TPB chairs Phil Mendelson, Cathy Hudgins, and John Mason participated in an expert panel as part of the CLI program. Evaluations completed by CLI participants were overwhelmingly positive and indicated that attendees received valuable information they could apply in their political and professional roles.

The monthly meeting of the CAC was held on November 13th, and included a presentation by staff on the Priority Project List produced by the TPB's Regional Bus Subcommittee, a briefing on California Measure SB 375 which links greenhouse gas emissions to metropolitan transportation planning, and updates on the TPB's TLC Program and scenario study activities. CAC members also continued discussions of alternative logistical arrangements for regular CAC meetings and ideas for meeting content.

Access for All Advisory Committee

During the month of November, staff worked with consultant to finalize the report on the TPB Independent Review of MetroAccess. The results from review were presented to the Technical Committee and the TPB in November. Materials for the Technical committee, including a summary and a PowerPoint were developed. A memorandum and a shorter PowerPoint presentation was created for the TPB meeting. Staff assisted with the development of a press advisory, a press release and answered calls from the media about the review.

Staff prepared for November 20 AFA meeting, including inviting three speakers, finalizing the agenda and making reminder calls about the meeting. A meeting summary was prepared. A meeting schedule for AFA meetings in 2009 meeting schedule was developed, approved by Chair Hudgins and meeting room reservations were made.

F. Private Enterprise Participation

During the month of November, staff prepared for the Regional Taxicab Regulators meeting on November 13. Existing and historical reciprocity agreements were reviewed, a new chair was elected for the coming year, and a framework for continuing the reciprocity discussion into the next year was constructed.

G. Annual Report

The November edition of the TPB News was produced.

An initial outline of the 2009 Region magazine was prepared.

H. Transportation / Land Use Connection Program

Staff prepared and mailed letters to the existing pool of prequalified consultants for TLC technical assistance projects, in order to determine their interest in continuing to be a part of the program. Staff also prepared a supplemental request for qualifications to be used to solicit additional consultant responses and add to the pool.

Working with the lead TLC consultant, staff also continued work on producing TLC “toolkits” on affordability issues and on integration of bicycle and pedestrian facilities.

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 gave a presentation on metropolitan transportation and air quality issues to the Women’s Transportation Seminar (WTS).
- The DTP Director gave a presentation on transportation and greenhouse gas emission to breakfast meeting of “The Square Foot Club”

2. COORDINATION PLANNING

A. Congestion Management Process (CMP)

Staff reviewed the CMP elements of the FY2008 CLRP, and prepared revisions and updates as needed to those CMP elements for the new CLRP now under development.

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

- Staff prepared for and supported the November 12, 2008 meeting of the Management, Operations, and Intelligent Transportation Systems (MOITS) Traffic Signals Subcommittee, focusing on plans for an upcoming workshop traffic detection using Bluetooth devices (see November 21 below); presentation of an on-line traffic signals trouble reporting form used by Prince George's County; and continued work on a regional traffic signals GIS database application.
- Staff prepared for and supported the November 13, 2008 meeting of the MOITS Regional ITS Architecture Subcommittee, focusing on a presentation by WMATA staff on their agency's ITS architecture development.
- The MOITS Policy Task Force and Technical Subcommittee did not meet in November. Staff prepared for the next joint meeting to take place on December 2.
- Staff continued coordination with 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.).
- On November 5, staff participated in the Baltimore Regional Traffic Signals Forum in Linthicum Heights, Maryland. This annual event brings together traffic signal operations, technicians, and other interested parties for coordination and information sharing purposes.
- On November 21, staff participated in a Bluetooth Travel Monitoring Forum at the Maryland State Highway Administration in Hanover, Maryland. This forum examined the emerging potential of using Bluetooth technology as a way to track traffic speeds and origins and destinations for transportation studies.
- On November 24, staff participated in the regular meeting of the Regional Transit Operators Group at WMATA Headquarters, examining transit operating issues, especially for upcoming events.

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.

Due to continuing planning for the Presidential Inauguration on January 20, 2009, the Committee held multiple conference calls in lieu of a committee meeting.

During these conference calls, discussion focused on the Urban Area Security Initiative grant. The committee proposed projects to put forward for grant consideration. The committee further discussed the process for which projects were to be funded under the FY09 grant cycle. Also, the committee began discussion on potential training and exercises to be funded through the Urban Area Security Initiative grant. Finally, discussion took place to determine the next meeting date.

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

No work activity during the reporting period.

E. Bicycle and Pedestrian Planning

Staff prepared for and hosted a meeting of the Bicycle and Pedestrian Subcommittee on November 18, 2008:

- The Subcommittee received a briefing and demonstration of the bicycle route-finding web site from Patrick Holway of Base Technologies. Once the committee has had an opportunity for comment, the web site will be made available to the general public.
- The Subcommittee was also briefed on other bicycle and pedestrian-related TPB program areas, including the Street Smart pedestrian and bicycle safety campaign, the bicycle and pedestrian project database, and the Transportation-Land Use Connection Program. Possible training events for 2009 were discussed.

TPB staff coordinated with Commuter Connections staff and their consultant regarding enhancements to the bicycle routing web site. The web site will be made available to the public after the bicycle and pedestrian subcommittee has had an opportunity to comment.

F. Regional Bus Planning

TPB staff finalized the regional list of priority bus projects, and drafted a presentation and memorandum describing the selected projects. This final list was presented to the Citizens Advisory Committee on November 13, the Access For All Advisory Committee on November 20, and to the Regional Bus Subcommittee on November 25.

At the November 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. Subcommittee members provided a final round of feedback to be incorporated into the scenario.

The subcommittee received a presentation from Sean Kennedy, a transportation planner at WMATA, on the plan to equip all Metrobuses with transit signal priority (TSP) technologies. The subcommittee discussed the challenges of TSP implementations and reviewed the operational parameters of TSP.

The subcommittee received a briefing in November on traffic management in the District of Columbia. A representative of the operator of the Circulator system, the District Department of Transportation, spoke on their experience with TSP and other traffic management technologies and techniques.

G. Human Service Transportation Coordination

Staff prepared for the November 13 meeting of the Human Service Transportation Coordination Task Force. Based on feedback from the Task Force, staff drafted a statement on funding priorities for Job Access Reverse Commute (JARC) and New Freedom for the 2009 project solicitation. Proposed changes to the application and the solicitation were also summarized in a document and presented at the meeting. A meeting summary was prepared. After approval from the Task Force, the statement of priorities for the 2009 solicitation for JARC and New Freedom projects was released for public comment to TPB committees and e-mail lists. E-mail announcements were sent to the TPB News list, the public comment list, the Access for All Advisory Committee and the Private Providers Task Force. The public comment period is from November 21 to December 21, 2008.

Staff delivered a presentation on Implementing Priorities from the Coordinated Human Service Transportation Plan at the Community Transportation Association of America's Institute for Transportation Coordination.

Staff developed the draft 2009 meeting schedule for the task force.

The results from the TPB Independent Review of MetroAccess were presented to the Technical Committee and the TPB in November. Staff worked with the consultant to finalize the report for transmitting to the WMATA Board.

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 include feedback from a freight stakeholder survey.
- Staff presented an overview of Freight Subcommittee activities to the TPB Technical Committee, with a particular focus on the report entitled “Integrating Freight into the 2010 Constrained Long Range Plan” and stakeholder survey.
- Staff participated in two Federal Highway Administration sponsored “Talking Freight” Web Seminars held in November. The November 7th, 2008 seminar topic was on the “Projects of National and Regional Significance Program” and the November 19th, 2008 seminar topic was on Freight Transportation and Land Use.

3. **FORCASTING APPLICATIONS**

A. Air Quality Conformity

Following the 30 day public comment / interagency consultation period on the air Quality conformity assessment of the 2008 CLRP and FY 2009 – 14 TIP, Staff responded to comment and presented materials to the TPB at its November meeting. The Board approved the conformity assessment. Following this action, staff then finalized the report, began production of copies for distribution to federal, state and local agencies, and posted it on the COG web site.

Consistent with the approved “Call For Projects” schedule for production of the 2009 CLRP and FY2010-2015 TIP, staff drafted scope of work for the air quality conformity assessment for discussion at the December meetings of the TPB and its Technical Committee.

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 November 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 DEP staff on review of the Climate Change Steering Committee (CCSC)’s draft summary report documenting the committee’s findings and recommendations. Staff proceeded with: (1) work to update all of the exiting CO₂ emissions inventories to reflect travel demands associated with the 2008 CLRP and FY2009-14 TIP, including preparation of network files to model the

2005 base year, (2) preparation of total greenhouse gas emissions within each inventory (as opposed to only CO₂ emissions), and (3) analysis of transportation measures with greenhouse gas reduction benefits.

Staff participated in an AASHTO Air Quality Practitioners' meeting in Albany, NY, making a presentation on Greenhouse Gas Emissions Analysis In ---The DC-MD-VA Metropolitan Area. Staff also participated in meetings / conference calls of MWAQC's Executive Committee and its Technical Advisory Committee, as well as the COG Board and the TPB Scenario Task Force.

Staff developed an outline of requirements for analyzing the greenhouse gas reduction potential of possible CAFÉ programs different from the national program for light duty and heavy duty vehicles, and emissions reduction from the use of new carbon-light fuels, and discussed it with our technical consultant. Analysis of the transportation and land use measures in the COG Board's Climate Change Report is underway and preliminary results were presented to the Travel Management Subcommittee. The VIN decoding analysis is underway and preliminary results are expected towards the end of December.

The Travel Management Subcommittee met on November 25, 2008 and discussed a number of items including the schedule of the upcoming conformity assessment of the 2009 CLRP and FY 2010- FY 2015 TIP. The subcommittee was briefed on the greenhouse gas emissions work program, inventory preparation and analysis of reduction programs. The next meeting of the subcommittee is scheduled for December 23, 2008.

In November COG/DEP staff performed the following:

1. Attended TPB Scenario Workshop regarding "What Would it Take Scenario"
2. Met with EPA Region 3 regarding mobile emissions in Montgomery County and Prince George' County as evidence for MP2.5 nonattainment designation.
3. Attended an EPA workshop on the MOVES model.
4. Attended TPB Technical and TPB meetings in November.

C. Regional Studies

TPB staff completed further development of the CLRP Aspirations and What Would it Take scenarios. Staff briefed the Planning Directors Technical Advisory Committee on November 21 on the land use component of the CLRP Aspirations scenario and has been collecting comments from local jurisdictions. Staff contacted individual planning directors and developed a second version of the land use component. Staff also briefed the Regional Bus Subcommittee on November 25 on details of the bus transit system running on the priced lane network, including bus service frequency, location and justification of stations, and connections within DC.

Staff also continued to analyze transportation emissions reduction measures for cost-effectiveness for the What Would it Take scenario. Staff presented the framework for analyzing specific strategies from the COG Climate Change report to the Travel Management Subcommittee. Additional research was completed regarding alternative fuel projections for 2030, potential reductions from fuel efficiency measures, and potential reductions from telecommuting and the conversion of short trips to non-motorized travel. Staff briefed the Scenario Study Task Force on these efforts at their November 19 meeting.

D. Coordination Cooperative Forecasting & Transportation Planning

Staff presented draft jurisdiction level Round 7.2 Cooperative Forecasts to the Metropolitan Development Policy Committee (MDPC) on November 12th. After a limited discussion of the draft Round 7.2 forecasts, the MDPC deferred action on their approval until their January, 2009 meeting.

Staff briefed the MDPC on recommended initial affordable housing goals for the region and individual local jurisdictions.

The MDPC received a briefing on the status of DoD Base Realignment and Closure (BRAC) activities in the region.

Staff received comments from the Planning Directors Technical Advisory Committee (PDTAC) on the development of the CLRP Aspirations Scenario. These comments recommended that the shifts in job and household growth to be analyzed in this scenario be more explicitly targeted to the land use goals identified in the TPB Vision. The PDTAC received a briefing on the recommendations of the Tyson Land Use Task Force for updating the land use plan for the Tysons Corner area to capitalize on the opportunities offered by the four new Metrorail stations that are to be built to serve this area.

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 completed a review of Metrorail stations with park-ride and kiss-ride options and identified/mapped where additional network detail is needed. In the spring of 2009, 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, a new zone area system, and NAVTEQ street base.

During November, staff continued to compile and process regional transit provider's bus service data for 2008. Bus schedule information was obtained for a majority of providers and staff completed processing/cataloguing for Arlington, Montgomery, Prince George's, and Howard County transit services.

WMATA, Alexandria, MTA, Laurel, and Dulles/Washington Flyer services have also been processed and are being catalogued. Transit line updates have been completed for Prince George's "GO" bus, and updates for catalogued services are underway. Also during November, PRTC and Fairfax County staff agreed to provide 2008 transit schedule data in text formats. This will allow their data to be processed using computer programs as opposed to manually.

The conflation of the master highway network with the NAVTEQ street base began in November with the development and application of a computer process to move and reshape the links that already exist. Staff also continued the design of a new node numbering system for highway and transit networks that will be used with the new zone area system. It is envisioned that network node renumbering will be executed in the new GIS application by Daniel Consultants, Inc. (DCI).

During November, staff compared Cube networks generated by the TPB's existing Multi-Any-year Network (MAN) against similar networks generated by DCI's geodatabase. A detailed comparison of Cube networks were compared by year to make sure that DCI's application was replicating the MAN's change logic over time. The comparison yielded a minor number of inconsistencies. TPB is currently working on addressing the inconsistencies with DCI. DCI continued work on the transit application (i.e., putting transit entities into the geodatabase and developing a transit editing capability). A meeting between TPB staff and DCI is scheduled for Tuesday December 12th to review DCI's progress.

B. GIS Technical Support

Staff monitored the performance of ArcGIS 9.2 and the GIS server.

Staff commented on the highway network export utility developed by the consultant for improved Master Highway Network editing and worked with the consultant to refine the operation of this utility and the network geodatabase.

Staff tested the prototype 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 interviewed candidates for the GIS Analyst/Coordinator position to fill the vacancy created by a staff resignation.

The COG GIS Committee met on November 6th to discuss the GIS requirements in the Public Safety Inter-Operability grant, the current status of the Maryland Street Addressing project and the respective roles and responsibilities of staff and the Committee in the USGS Regional Landmark and Transportation projects.

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 work on the Version 2.3 model focused on preparing documentation of 1) the recent transit fare sensitivity model runs and 2) work undertaken to incorporate transit fare subsidies into the new model. Staff has determined that the transit fare elasticity results do change with varying model specifications and additional testing is continuing, to better understand, and fine-tune, this relationship. Staff is now implementing 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 become available.

A status report of these activities was presented to the TPB Travel Forecasting Subcommittee at the November 21st meeting. Staff has also been developing a schedule for moving the Version 2.3 model into production. Given the need to move to the new TAZ system for the 2010 plan update, the Version 2.3 model will be calibrated to the new area system using the new 2007/2008 Household Travel Survey, and informed by the other recent surveys involving Metrorail and on-board bus services.

D. Software Support

During the month of November, 2008, staff began analysis of results of the October, 2008, VIN Decoder software run using vehicle data supplied by the District of Columbia, Maryland and Virginia.

Staff, with the assistance of the COG Office of Technology Programs and Services (OTPS), installed the Demonstration Version of EPA's Highway Vehicle Implementation of the Motor Vehicle Emissions Simulator (MOVES-HVI) package on a dual-core desktop computer and began familiarization with the details of operation of the package.

Staff also consulted with the staffs of FHWA and EPA concerning present and future operation of the MOVES-HVI package.

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

Staff prepared a list of new arterial highway routes to enhance the existing system of routes in the current arterial highway congestion monitoring program and presented the list of routes to the Travel Forecasting Subcommittee. Data collection in support of the arterial highway congestion monitoring program has begun. There has been delay in finalizing the SKYCOMP draft report due to technical problems with the new database developed by the consultant.

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

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

Staff continued the detailed review and update 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.

Staff briefed the Travel Forecasting Subcommittee on the status of the editing and processing of the household travel survey trip file.

Regional Supplemental Bus Survey

Staff continued the review of the Regional Bus Survey database and the development of survey expansion and weighting factors. Staff created final survey weighting factors for surveyed Metrobus trips using Metrobus ridership data received from WMATA.

Staff briefed the Regional Bus Subcommittee on the status of the weight and processing of the 2008 Regional Bus Survey.

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 work activity during the reporting period.

FY2009 DDOT Traffic Counts

Staff conducted 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 and summarized the results in a memo that was presented to DDOT and FHWA representatives at a November 5, 2008 meeting. Per DDOT's request of the meeting, in addition to the 2008 analysis staff completed and summarized the analysis for 2020 and documented the results in a draft memorandum.

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

Staff attended the FHWA National Highway Information Seminar to receive updated and more detailed information on HPMS 2010+ data and reporting requirements and how these requirements will affect DDOT.

B. MARYLAND

Program Development /Management

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

Maryland Miscellaneous Services

Staff completed work begun last month, to respond to two requests for Mobile Model emissions factor data from Maryland SHA's consultants working on

MD 28/MD 198, and GSA's White Oak Consolidation Master Plan, and transmitted the data to each consultant.

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

Staff attended a Purple Line public hearing at Montgomery College (Takoma Park Campus) on November 22, 2008. The speakers mostly expressed their support for the project, more specifically for one of the light rail alternatives. Opposition came from some of the Wayne Avenue residents who advocated for a tunnel alignment in their neighborhood. According to the project team members, a locally preferred alternative should be selected in early spring of 2009.

Project Planning Support

Staff summarized data from TPB's travel demand modeling process and provided MD SHA specific estimates of truck and commercial VMT and trip patterns. The data were subsequently transmitted to MD SHA.

Staff hosted a coordination meeting with SHA staff in the COG offices on November 21st.

Technical Methods

There was no activity to report in October.

Managed Lanes Project

Staff prepared a memorandum documenting the results of Western Mobility Alternative 4 (both ETL and HOT lane options) and presented it at the November 21, 2008 coordination meeting with MD SHA. Following the meeting, per SHA's request, staff continued with work on the project and prepared revenue estimates, VMT/VHD buffer area calculations, and studied impacts on measures of effectiveness by testing different iterations. Staff also documented some of the research on Vehicle Hours of Delay in an internal memo.

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. After running travel demand for base and action test scenarios, staff modified output travel demand files to use as inputs such as emission factors, emission costs, value of time, etc., using data specific to this region and consistent with TPB data whenever possible. Staff ran the STEAM model and compared

results to the regional travel demand model results. Staff presented results and reported status to MDSHA staff at the bi-monthly Maryland coordination meeting. Documentation includes source information for all parameters and STEAM output reports.

C. VIRGINIA

Program Development

Staff met with VDOT/NOVA staff on November 24th to discuss travel demand forecasting issues in Northern Virginia.

Miscellaneous Services

There was no activity to report in November.

Northern Virginia HOV Facilities Monitoring and Data Collection

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

High Occupancy / Toll (HOT) Lane Traffic Analyses

As follow-up to the October meeting with VDOT, staff continued analysis of travel demand results, particularly HOV and HOT travel, prepared as part of the 2008 CLRP update. Work activities included: review of HOV trip patterns in the Virginia I-66 and I-395 HOV lane corridors in comparison to federal employment, CTPP trip O's and D's, and observed travel; analysis of select link data, particularly 2030 HOV and HOT vehicle trip patterns on the Capital Beltway HOT lanes in the vicinity of Lee Highway and Gallows Road, which were summarized in a 29 x 29 matrix; and analysis of work and nonwork purpose HOV demand and trip patterns in each of the corridors. Staff met and shared these results with NoVA VDOT staff in a November 24th meeting. Staff also performed sensitivity analyses to evaluate peak-spreading characteristics.

Enhanced Commuter Corridor Count Program Continuation

There was no activity to report in November.

Travel Forecast Model Refinements

There was no activity to report in November.

Data Mine State of the Commute Survey

There was no activity to report in November.

D. **WMATA**

Program Development

TPB Staff met with WMATA planning staff to discuss short-term and long-term Opportunities for joint planning activities, including WMATA input for the CLRP Aspirations scenario and TPB support for the WMATA bus priority corridor network network (PCN). Staff will prepare a scope of work using technical assistance funds to analyze the regional benefits of implementing the bus PCN.

Miscellaneous Services

There was no activity to report in November.

Accessible Pathways Analysis for MetroAccess Customers

The contractor completed and submitted the final report on this project.

Geocode 2007 WMATA Bus Passenger Survey

There was no activity to report in November.

Impact of Highway Congestion on WMATA Bus Operations

There was no activity to report in November.

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

A. Process 2007 Air Passenger Survey

Staff presented the Geographic Findings report of the 2007 Washington-Baltimore Regional Air Passenger Survey to the Aviation Technical Subcommittee at its November 20 meeting. Following this presentation, the geographic findings report and the final survey report were made available on the COG website.

Staff began preparing a presentation on the 2007 Washington-Baltimore Regional Air Passenger Survey for the TPB Technical Committee meeting scheduled for December 5, 2008.

B. Ground Access Forecast and Element Updates

Staff prepared a draft scope of work and reviewed it with the Aviation Technical Subcommittee at its November 20 meeting. The draft scope identified the phases, tasks, and proposed schedule for completing the ground access forecasts. Subcommittee members were asked to provide comments while initial tasks commenced.

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 November.

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.