
PROGRAM HIGHLIGHTS

I. PLANS, PROGRAMS & COORDINATION

A. Unified Planning Work Program

The final progress report for the FY 2004 Unified Planning Work Program (UPWP) was prepared.

B. Transportation Improvement Program

At the June 4 meeting, the Program Committee approved four amendments to the FY 2004-2009 TIP as requested by Montgomery County, MDOT and VDOT.

Staff updated the initial version of the FY 2005-2010 TIP document incorporating all project submissions provided by the implementing agencies. The new draft document was distributed for review at the June 4 Technical Committee meeting.

C. Constrained Long-Range Transportation Plan (CLRP)

Staff worked to develop a package of products to document the 2003 CLRP. Staff assisted with 2003 CLRP travel demand and land use related graphics for the Region magazine, which is one of the first products produced to describe the plan update. To further describe just the 2003 CLRP document, a draft brochure design was created complete with the text and graphics in a public-friendly format. In addition, staff explored how a CD with the 2003 documentation could accompany the user-friendly brochure as a way to improve the availability and usability of the 2003 CLRP document.

D. Transportation Operations Coordination and Emergency Preparedness Planning

Management and Operations Activities

The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces met on June 3, 2004. The group discussed regional ITS architecture activities, including the postponement of a regional ITS architecture workshop to a future date when expert staff will be available for support. The group also discussed traveler information activities, notably the selection of a contractor (PBS&J Inc.) by VDOT for a feasibility study of 511 telephone traveler information services for metropolitan Washington traveler information, in conjunction with a Virginia statewide 511 development contract.

The kickoff meeting of the metropolitan Washington 511 feasibility study was held June 29. The meeting was to determine milestones and product details that the consultants would be asked to accomplish within a six-month period. The group also discussed how the system would work together with the Regional Integrated Traveler Information System (RITIS), including potential key roles for the CapWIN project and the University of Maryland Center for Advanced Transportation Technology, and renewed efforts on RITIS extending into FY2005.

Staff participated and spoke on the topic of metropolitan ITS planning at the ITS Virginia Annual Meeting in Norfolk, Virginia, June 7-9.

Staff participated in a national ITS America workshop in Washington, D.C. on June 29, advising on professional capacity development programs in the ITS field.

Emergency Transportation Coordination Planning Activities

Staff continued to support stakeholder discussions of options for strengthening regional emergency communications and coordination in the transportation sector. These follow the recommendations of the revised Regional Emergency Evacuation Transportation Coordination (REETC) Annex of the Regional Emergency Coordination PlanSM. The MOITS Task Forces reviewed these materials at their June 3, 2004 meeting. Transportation coordination during the World War II Memorial dedication events over the Memorial Day weekend was also discussed.

The MOITS Task Forces on June 3 discussed the briefing Chairman Snyder had given to the TPB on the follow-up actions to the REETC Annex, and the resolution passed by the TPB on May 19 supporting the recommended course of action. These actions were to focus on the implementation actions by the major transportation agencies, with progress requested within six months. Among the issues were how procedures could be improved within existing funding and staff, systems integration, and potential funding and staffing of an enhanced regional coordination function.

The MOITS Task Forces also received a presentation and discussed potential uses of the Emergency Management Mapping Application (EMMA), developed by Towson University in conjunction with Maryland state government agencies. It was recommended that EMMA be a key consideration in ongoing systems integration activities.

An ad hoc meeting immediately following the MOITS meeting on June 3 discussed the committee structure and time frame, and formed two working groups to spearhead the communications and coordination strengthening efforts over the six-month period: a

systems integration work group, and an operations and procedures work group. These groups were to coordinate with the MOITS Task Forces and with senior staff of DDOT, MDOT, VDOT, and WMATA.

The first meetings of both the systems integration work group and the operations and procedures work group took place on June 22. The groups defined their purposes and missions, identified key participants, discussed preliminary work plans and schedules, and set a structure to identify actions that could be implemented immediately within current funding and staffs, within current funding and staffs but needing more time, and needing both an extended period of time with potential new funding and staffing. Follow-up meetings were scheduled in July.

On June 15, staff participated in a meeting of the Northern Virginia Transportation Commission effort to develop emergency contingency plans at major Northern Virginia Metrorail stations.

On June 23, staff participated in a meeting of the Regional Transit Operators Emergency Preparedness Task Force at WMATA.

END-OF-YEAR RECAP

Here is a recap of the full year's FY2004 management, operations, and Intelligent Transportation Systems activities. With these accomplishments, all work activities programmed for FY2004 under this task have been completed (or extended to FY2005) as noted below:

Support MOITS Task Forces: This task was successfully completed. Staff prepared agendas, minutes, and helped conduct monthly meetings of the Task Forces, and also for the Regional Emergency Support Function #1 – Emergency Transportation Work Group for its many meetings throughout the year.

Emergency Transportation and Evacuation Plan Development and Coordination: This was a major focus of the year's activities, culminating in the publication and approval of the revised *Regional Emergency Evacuation Transportation Coordination (REETC) Annex* of the *Regional Emergency Coordination Plan (RECPSM)* in March 2004, and its approval by the Council of Governments Board of Directors in April 2004. Staff managed the consultant support contract, and held numerous stakeholder meetings throughout the year, including three scenario-based emergency transportation workshops in October, November, and December 2003. The MOITS Task Forces and staff also worked following completion of the REETC Annex on follow-up implementation actions to improve regional communications and coordination in the transportation sector during

emergencies. *Testing* and improvement of *public information in emergencies* were integrated in these efforts. The MOITS Task Forces and staff also advised the National Capital Region Emergency Preparedness Council and the COG Chief Administrative Officers Committee on transportation aspects of the Urban Area Security Initiative (UASI) program and funding from the U.S. Department of Homeland Security. Efforts to improve regional coordination and communication in the transportation sector were top priorities of the TPB during FY2004, and were to continue into FY2005.

Emergency Transportation Communications and Coordination: Staff supported these activities during FY2004, notably in conjunction with Hurricane Isabel in September 2003, in helping advise revisions to the Regional Snow Emergency Plan in Fall 2003, and in ongoing related emergency preparedness planning. Staff provided training to staffs of the DDOT, MDOT, and WMATA on use of the Regional Incident Communications and Coordination System (RICCSSM) (training for VDOT staff had been provided in late FY2003). Emergency transportation communications and coordination efforts were to continue into FY2005.

Capital Wireless Integrated Network (CapWIN): Staff coordinated with CapWIN on an as-needed basis, and efforts were to continue into FY2005.

Performance Measures Development: This activity was deferred to FY2005 due to the urgency of emergency transportation coordination planning activities.

Safety: This activity was covered extensively under emergency preparedness activities and under the UPWP's Bicycle and Pedestrian work tasks.

ITS Architecture: Staff and the committees began steps in FY2004 for the federally-required April 2005 update of the regional ITS architecture, including participating in a January 30 federal workshop. These efforts were to continue into FY2005.

Member Agency Activities: Staff worked with DDOT, MDOT, VDOT, WMATA, and other agencies, including keeping track of the implementation of the regional traffic signal optimization Transportation Emissions Reduction Measure (TERM) adopted by the TPB in July 2002. Staff also contributed to the Suburban Maryland Regional Transportation Operations Coordination Committee, and to Fairfax County's effort to develop a county transit ITS strategic plan.

National Issues: Staff monitored national issues, including attendance at the Transportation Research Board Annual Meeting in Washington, D.C. in January 2004, at

the American Planning Association national conference in Washington, D.C. in April, at a “Regional Partnerships in Transportation” conference in New York City in May, at the ITS Virginia Annual Meeting in Norfolk in June, and at an ITS America professional capacity development planning workshop in Washington, D.C. in June.

E. Financial Plan

All activities in the financial plan work activity for FY 2004 were completed.

F. Private Enterprise Participation

The documentation on private provider involvement was prepared and included in the draft FY 2005-2010 TIP.

G. Bicycle and Pedestrian Program

Staff Activities:

- Gathered and organized evaluation forms, attendance sheets, photos, recommendations, and other materials from the Walkable Communities Workshops. Sent materials to the National Center for Bicycling and Walking.
- Reviewed final report for the Street Smart campaign, wrote a budget status memo for FY2004 and a planning memo for FY 2005. Worked with funding agencies to secure payments.
- Gathered updated data on regional bicycle and pedestrian deaths and injuries.
- Input an additional 100 projects into the regional bicycle and pedestrian project database.

H. Access to Jobs Planning

COG/HSPPS staff performed the following tasks in June 2004/Final FY2004:

During FY2004, COG staff provided technical support and consultation to WMATA staff and its Job Access and Reverse Commute grant partners. Staff amended the Area-Wide Job Access and Reverse Commute Transportation Plan in January/February 2004 to reflect data pertaining to TANF clients and new Census data on poverty and household income. COG staff provided briefings on the Job Access program to the TPB Access for All Advisory Committee and also worked with COG/TPB staff to increase representation

of low-income people for this committee. In addition, COG staff produced a Job Access Reverse Commute program history summary.

I. Public Participation

Citizens Advisory Committee

The TPB Citizens Advisory Committee conducted monthly meetings throughout the year. The CAC's monthly report to the TPB served to highlight important issues and questions discussed during the monthly meeting.

The CAC focused particular attention on issues related the east-west regional divide. The committee's public meetings (listed below) largely focused on this topic. In addition, at the request of the CAC, the Regional Mobility and Accessibility Study was expanded to include a land use scenario—called the “Region Undivided” scenario—that would look at the impacts of shifting growth to the eastern side of the region.

In 2004, the CAC has pushed for accelerated implementation of emergency preparedness improvements.

The CAC conducted public outreach meetings throughout the year on the following topics:

- *“How Can We Get There? Looking at Transportation Options for Southern Prince George’s County,” October 1 in Oxon Hill, Maryland*
- *“(Re)Building Communities Around Public Transit on the Eastern Side of the Region,” October 7 in Washington, DC*
- *“Thinking Outside the Box: Should the Beltway Be Expanded with HOT Lanes?” November 18 in Falls Church, VA*
- *“Columbia Pike Revitalization: Can It Be a Model for the Region?” December 3, Arlington, VA*
- *“Modern–Day Streetcars: Coming Soon to a Neighborhood Near You?” April 28, 2004, in Washington, DC*

For every public meeting, 400-1,200 flyers were mailed to interested citizens and civic groups. The media were also contacted and in some cases reported on the meetings. This

publicity was seen as a way to inform citizens of the existence of the TPB and the regional planning process, even if they did not attend the meetings.

The monthly *TPB News* newsletter was distributed by mail and featured on the COG website.

The COG website was overhauled to provide a more user-friendly format. In particular, the website was improved so that all public comments were posted. In March and April, the TPB received more than 2,500 comments on the Intercounty Connector alone, and these comments were all made available online. The Citizens Advisory Committee offered recommendations in June that suggested improvements in the system for posting public comments. These website improvements will be implemented in the fall of 2004.

The public comment period at the beginning of every monthly Board meeting continued to give TPB members a chance to hear from a wide cross-section of citizens. All public comments received are made available, either on the website (noted above) or in writing, to the TPB members.

Access for All Advisory Committee

During the month of June, staff began an analysis of travel characteristics for low-income, minority and disabled populations in the Washington region. Using data from the 2000 U.S. Census, the analysis focused on the mode split for commute trips across different minority and disadvantaged population groups, as compared to the general population. Accessibility to public transportation was evaluated by calculating the proportion of the population and employment that is located within close proximity to bus and metro rail stops. Other data sources included the 2000 Census Public-Use Microdata Samples (PUMS) and the COG Cooperative Forecasts. A series of maps and graphics were developed for a PowerPoint presentation.

Staff explored the possibility of a TPB and AFA disability awareness event in conjunction with National Disability Employment Awareness Month in October. Informal research was conducted on successful activities done in other regions.

J. Annual Report

The text for the 2004 Region magazine (2003 annual report) was written, designed, printed and distributed. The document focuses on the 2003 update to the Constrained Long-Range Plan.

K. DTP Management

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

- The DTP Director attended the summer meeting at the TRB Executive Committee in Irvine, California.
- The DTP Director gave a luncheon presentation on environmental streamlining to the “Road Gang”.
- The DTP Director participated in a one-day invited panel meeting called by the General Accounting Office to address cost-benefit issues in transportation planning.

TPB Task Force on Value Pricing

In June, staff worked to develop a set of draft “principles” for a regional system of variably priced lanes. The principles were provided to the Program Committee at the June meeting in anticipation of the June TPB meeting agenda item on the Value Pricing Task Force. Materials for the June Task Force meeting were developed, including a summary of the April task force meeting, a revised version of the “principles” and a updated map and description of the Variably Priced Lane scenario for the Regional Mobility and Accessibility Study. Staff also developed a PowerPoint presentation for the status report to the TPB on the activities of the task force.

At the direction of the task force and the TPB, staff drafted a letter for TPB approval to the Congressional conference committee regarding tolling provisions in the pending transportation reauthorization bill. The TPB also requested that the letter be sent to the region’s Congressional delegation and the U.S. Department of transportation. After the TPB finalized the letter via e-mail, it was faxed, e-mailed and mailed to the region’s Congressional delegation, the Secretary of U.S. DOT, and the administrators of FHWA and FTA.

II. FORECASTING APPLICATIONS

A. Air Quality Conformity

Staff proceeded with several work tasks for conformity assessment of the 2004 CLRP and FY2005-10 TIP and provided briefings to the TPB and the TPB Technical Committee at their June meetings. This included continued tests, followed by year 2005 production runs, of the new Mobile6.2 emissions factor model, review of draft validation results of the Version2.1D travel demand model, discussion with COG/HSPPS staff of potential impacts that the ICC alignments may have on the Round 6.4 Cooperative Forecasts, and the following network coding activities.

Staff completed the update of the highway network database with project inputs for the conformity analysis. The network coding team coordinated with GIS staff to develop 2005 and 2015 highway link ascii files. Staff completed the update of the time-of-day files for 2005 and 2015. Staff developed 2005 peak and off-peak transit mode files, and successfully built the transit lines through the highway network. Staff completed other related network input files for 2005 and passed these files to the travel demand forecasting team. Staff developed, and began accuracy checking, highway and transit networks with the ICC Alignment 1, for the 2015 forecast year.

Staff collected transit fare information for all transit carriers in the region. Staff began updating the bus and rail fare matrix input files to reflect regional transit fare changes in place by July 1, 2004.

In June COG/DEP staff worked with DTP staff to develop MOBILE6.2 emissions factors for use in the next conformity analysis. Staff first compared the outputs from MOBILE6 to the new MOBILE6.2 models for a selected number of jurisdictions, they consulted closely with DTP staff on inputs to the models runs for 2005, and 2015. Staff prepared emissions factors for 2025 and 2030 and staff reviewed the outputs of DTP staff MOBILE6.2 runs for 2005.

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

With the completion of the above work elements, staff has now completed all work activities programmed for this project in FY2004.

B. Mobile Emissions Analysis

Staff continued technical work activities and coordination with DEP staff (there were no MWAQC committee meetings in June). Staff continued follow-up work on the 2002 Periodic Emissions Inventory to further document technical methods and results. Staff also continued work on longer term research into refinements to inputs to Mobile6.

Staff reviewed the preliminary results of the "State of Commute Survey" and provided comments to the commuter connections staff. Staff completed the documentation of the Transportation Emissions Reduction Measures (TERMs) that are under consideration for emissions mitigation if needed during the conformity assessment of the 2004 CLRP and the FY 2005-2010 TIP. Staff also updated the TERM Tracking Sheet based on inputs received from the implementing agencies.

The Travel Management Subcommittee meeting scheduled for June 2004 was cancelled. The next meeting of the subcommittee is tentatively scheduled for July 27, 2004.

DEP prepared and presented information about EPA's 8-hour conformity guidance to the TPB Technical Committee and other committees. Staff attended the TPB meeting and various committee meetings during the month and responded to questions about the 8-hour ozone standard, 8-hour conformity and the implementation schedule.

C. Regional Studies

Staff completed refinements to the CLRP+ scenario transit network and presented the final CLRP+ network coding assumptions to the Joint Technical Working Group.

Staff presented the results of a modeling run of the updated CLRP+ Scenario with Round 6.4 land activity forecasts to the Joint Technical Working Group.

Staff presented the results of the updated CLRP/CLRP+ transit and highway accessibility analysis the Joint Technical Working Group.

Staff completed the update and refinement of the five alternative land use scenarios with the new Round 6.4 growth forecasts for the 2010 to 2030 time period.

Staff prepared the model run setups for the modeling of the CLRP+ transportation scenario with the five alternative land scenarios.

Staff continued to make upgrades to the Version 2 travel demand forecasting model to incorporate model enhancements recommended by the TRB Committee on Travel Model

Procedures into the version of the model that will be used for the analysis of CLRP+ Scenario with the five alternative land use scenarios.

Revised travel demand model results and accessibility plots for the CLRP+ scenario were presented to the Transportation Scenarios Subgroup on June 1st and to the Joint Technical Working Group on June 18th.

D. Coordination of Cooperative Forecasting & Transportation Planning

Staff briefed the Planning Directors' Technical Advisory Committee on the status of the draft Round 6.4 Cooperative Forecasts and presented an analysis of the regional, jurisdictional and TAZ-level changes between Round 6.4 and Round 6.3.

Staff formally informed the Planning Directors that updated TAZ-level land activity forecasts would be needed for the ICC build alternatives now that the TPB voted to include the ICC in this year's CLRP/TIP update and air quality conformity analysis. Staff also briefed the Planning Directors' Technical Advisory Committee on the status of the ICC Land Use Expert Panel Study and suggested the Planning Directors may want to review the work of the ICC Land Use Expert Panel in preparing these updated land activity forecasts for the two ICC build alternatives.

Staff responded to questions on the draft TAZ-level Round 6.4 Cooperative Forecasting land activity databases.

III. DEVELOPMENT OF NETWORKS AND MODELS

A. Network Development

Work on the development of highway and transit networks to be employed in the air quality conformity analysis of the FY2005-2010 TIP and the 2004 CLRP had progressed through the forecast year 2015 at the end of June. Due to the extensive debate by the TPB on the inclusion of the Inter County Connector element in the CLRP and TIP update, and the decision to code both the master plan and northern alignments in the forecast networks, work will not be completed until early FY2005 for the years 2025 and 2030. A technical report documenting these networks will be presented to the TPB Travel Forecasting Subcommittee at its meeting on September 17, 2004. All other activities scheduled during FY2004 have been completed.

B. GIS Technical Support

Staff continued to monitor the performance of ArcGIS and Oracle 9i databases.

Staff continued research on upgrading the GIS database server to Oracle 10g and ArcSDE 9.0, including the development of metadata for ArcSDE feature classes.

Staff completed the first draft of GIS strategic plan goals for FY 2005.

Staff reviewed ArcGIS and Oracle software maintenance agreements for FY 2005 and prepared purchase orders to renew these agreements.

Staff prepared a purchase order to acquire the ArcGIS Maplex extension for the COG/TPB GIS.

Staff reviewed ArcGIS 9.0 licensing changes to determine how they will affect future year GIS operations and costs.

Staff continued to migrate remaining ArcInfo workstation data from the legacy Unix server to the Windows 2000 GIS server.

Staff continued development of a roll-out plan to assist GIS users in the migration of all GIS data to the Windows 2000 GIS Server.

Staff provided Commuter Connections with an updated regional GIS bike network layer for their website.

Staff completed the creation of Census SF3 GIS data layers for the Access for All "Travel Characteristics for Minority and Disadvantaged Populations" analysis.

Staff continued to provide technical assistance and instruction to the network development team in the coding of future year networks for this year's CLRP/TIP Update and Air Quality Conformity Analysis.

C. Models Development

During June, staff continued refining the draft Version 2.1 D travel demand model, incorporating elements which address upgrades to the modeling process in the short term,

as detailed in the multi-year “straw man” work program transmitted to the Transportation Research Board (TRB) Committee on December 24th. Additional changes to the model were described at the Travel Forecasting Subcommittee meeting on May 21st. At that meeting, the draft model known as Version 2.1 D #18 was released. Work is continuing on refinement of the draft Version 2.1 D model, with the next release to be presented to the Travel Forecasting Subcommittee (TFS) at its meeting on July 23rd. Staff are receiving training in the application of each release of the draft Version 2.1 D model.

The services of Frank Spielberg of BMI-SG, Jeffrey Bruggeman of AECOM, and William Allen were retained to advise the staff as it implements upgrades to the travel demand modeling procedures in response to the recommendations flowing from the TRB Committee’s letter reports. At the close of FY2004, a report is in preparation documenting all activities conducted as part of the models development program. This report will be scheduled for presentation at the TFS meeting on September 17, 2004. All other activities scheduled in FY2004 have been completed.

D. Software Support

Staff continued work on the revision of Version 2 travel demand model flowcharts, making adjustments in the creation of appropriate flowcharts to reflect the current operation and updates of the Version 2.1, Release D, Travel Demand Model. Development of a file naming convention to enable the identification of files with respect to conformity year and alternative within a given year has been deferred. Investigation of the feasibility of a less-detailed chart of the application process and other types of illustration of the process continues. Work in these areas will continue into FY 2005.

Staff, in coordination with the COG Information Technology System, continued the investigation of current direct access device technology which may be applicable as a microcomputer hard drive back-up system to replace the tape back-up system currently in use. The investigation continues to focus on USB 2.0 DVD’s and portable hard drives with the addition of snap drives. Currently, a portable hard drive is in use and continues under evaluation, as do DVD’s. As new microcomputers are acquired they will be equipped with dual drives enabling the reading of DVD and CD’s, and the writing of CD-R/RW’s and DVD+/-RW’s.

Staff has completed all work tasks programmed for FY 2004.

IV. TRAVEL MONITORING

A. Cordon Counts

Travel time runs for the 2004 Regional HOV Facilities Monitoring project were completed in April, and count field work neared completion at the end of June. A few sites will be counted in July because of time lost due to incidents and bad weather in June. The 2004 Roadside Origin/Destination Truck Survey report is being prepared for presentation at the meeting of the TPB Travel Forecasting Subcommittee scheduled for September 17, 2004. All other activities scheduled during FY2004 have been completed.

B. Congestion Monitoring and Analysis

The draft report on the FY 2004 Arterial Highway Travel Time/Speed Monitoring project was completed and is undergoing internal review. No major changes to the roads studied have occurred in the 3 years since the last report. The recalibration of the speed/density and volume relationship will be completed in July. The Travel Forecasting Subcommittee will review the report.

With the completion of the above work elements, staff has now completed all work activities programmed for this project in FY2004.

Travel Surveys and Analysis

1. Household Travel Survey

Temporary staff completed initial geocoding of household travel survey data.

Staff completed initial tabulation and processing of Spring 2003 household travel survey data files.

Staff reviewed the TRB Committee on Travel Modeling comments on future household travel survey data collection and other activities, and will consider them for FY2005 and 20006.

2. Census Journey to Work Analysis

Staff completed the review of CTPP 2000 Part 2 – Place of Work data by TAZ.

Staff received and began review of CTPP Part 3 – Place of Residence by Place Work data by TAZ.

3. Regional Travel Trends Report

Staff completed assembly of new Census, WMATA, and other survey data for the Regional Travel Trends report.

D. Regional Transportation Data Clearinghouse

Staff completed assembly of new traffic count data for Virginia and Census data for inclusion in the regional transportation data clearinghouse.

Staff completed development of automated procedures to fill data gaps for regional clearinghouse network links without updated traffic volume information.

Staff completed initial incorporation of updated AADT into the regional transportation data clearinghouse.

Staff completed the initial incorporation of comprehensive traffic count data by time of day for Maryland jurisdictions in Regional Transportation Data Clearinghouse.

V. TECHNICAL ASSISTANCE

A. District of Columbia

Program Development

Staff attended and participated in DDOT's monthly HPMS meeting.

Miscellaneous Services and Data Requests

No staff activities.

Database Automation and Application Development

Staff completed the project to renumber and map new Federal-Aid number identifiers for DC roads. Staff prepared a map and database of the renumbered Federal-Aid roadway links for DDOT staff.

Machine Traffic Counts

The District of Columbia machine traffic count project was expanded to include additional seven-day counts at a dozen locations. The contract was renegotiated and all the counts were successfully completed on time. Staff is reviewing the counts for quality control after which they will be submitted to the District's Department of Transportation.

District of Columbia City Line Cordon Count

No work activity during the reporting period.

B. Maryland

Program Development

Staff continued coordination with MDOT and MD SHA staff regarding ongoing FY2004 and upcoming FY2005 work program activities. With the completion of the above work elements, staff has now completed all work activities programmed under Maryland Technical Assistance for FY2004.

Miscellaneous Services

Staff provided the current draft version of the COG/TPB Travel Forecasting Model to the Montgomery County Department of Park and Planning, Maryland National Capital Park and Planning Commission.

Staff completed work to provide the current draft version of the COG/TPB Travel Forecasting Model and selected highway networks to a consultant for the Maryland Department of Transportation.

MD SHA / MTA Technical Support

Staff reviewed documentation reports, e.g., draft environmental impact study, alternatives retained for detailed study, for various project planning studies in Maryland. Staff also performed work on the ICC project, as described below.

Subregional Studies

Capital Beltway Corridor Transportation Study

Staff has continued work on validation efforts with consultants and MD State Highway Administration. The study team is in the process of defining managed lane scenarios assumptions to be modeled by staff using the latest modeling methods consistent with the ICC Study.

I-270 & US 15 Multi-Modal Corridor Study

Staff reran the I-270 study using updated procedures for managed lanes and compared results to the previous stage of this study.

Intercounty Connector Study

Staff continued development and analysis of travel forecasts for 2010 and 2030 build alternatives. Staff worked closely with SHA's consultants in executing the technical work activities; this included a work session in the COG offices to review latest results and to discuss next steps. These work activities were funded under the Maryland Technical Support project, listed above.

C. Virginia Technical Assistance

Program Development

There was no activity to report in June. Staff completed all requests for project scoping during FY2004.

Miscellaneous Services

At the request of VDOT, staff prepared a technical tour of the Northern Virginia HOV system, including Shirley Highway, I-66, the Dulles Toll Road, the Springfield interchange, and the informal carpool "slug" lines. This tour was developed for the annual conference of states involved in the HOV Pooled Funds Study. Staff completed all requests for data and other assistance during FY2004.

Northern Virginia HOV Facilities Monitoring and Data Collection

Processing of all data was completed and transmitted to VDOT in February. This project has been completed.

Springfield Interchange Data Collection

At the request of VDOT, this project was deleted from the FY2004 work program, with monies carried forward into FY2005, effective with the TPB action taken on March 17th.

D. WMATA

Program Development

No work activity during this reporting period.

Miscellaneous Services

At the request of WMATA, this project was deleted from the FY2004 work program to make available funds for other projects. The package of changes to the work program was approved at the TPB Meeting on March 17th.

Fare Study and Fare Policy Study

At the request of WMATA, this project was deleted from the FY2004 work program to make available funds for other projects. The package of changes to the work program was approved at the TPB meeting on March 17th.

Regional Transportation Financing Plan

This project has been deleted at the request of WMATA to provide funding for a study of near term regional transportation funding needs and availability and project/program priorities. By action of the TPB Program Committee on October 3, 2003 (resolution TPB PR8-2003), \$150,000 was transferred to I.E Financial Plan to conduct the study at a level of \$201,000 (previously programmed in the FY2004 UPWP at \$51,000). The remaining balance of \$20,000 in this WMATA account was transferred to WMATA Miscellaneous Services, increasing its budget from \$8,125 to \$28,125.

Parking Usage at Metrorail Stations

The consultant completed machine counts at all paid metrorail parking facilities and has submitted count data for 4 locations. Data collection has been completed on time. Staff is estimating occupancy of the parking lots and time of day when the lots fill up. Work will be completed in early Fall 2004 under the FY2005 UPWP.

VII. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 19

1) Regional Air Passenger Origin/Destination Forecast Update

There was no staff activity during this reporting period.

2) Ground Access Forecast Update

There was no staff activity during this reporting period.

B. CASP 20

1) Process 2002 Air Passenger Survey

Staff continued the data processing phase of this project. This included geocoding of the trip origin addresses to transportation analysis zones and assigning resident/non-resident status codes to the trip records.

2) Ground Access Travel Time Study

Staff continued to analyze the travel time data for use in summarizing changes in airport accessibility.

The Aviation Technical Subcommittee did not meet in June 2004.

VI. OTHER TRANSPORTATION PROJECT

Advanced Technology Vehicle Project

The program oversight committee did not meet during the month of June 2004. The emissions reduction goals for the fiscal year have been satisfied. Three new fleets were added to the program: United Parcel Service with 60 CNG powered delivery vehicles, Schwan's food delivery service with 31 propane powered delivery vehicles, and FedEx with 4 hybrid electric delivery vehicles have joined the program. The next meeting of the oversight committee is scheduled for July 29, 2004.

