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## PROGRAM HIGHLIGHTS

### I. PLANS, PROGRAMS & COORDINATION

#### A. Unified Planning Work Program

Work continued on monitoring the FY 2005 Unified Planning Work Program (UPWP). Work began on preliminary budget and outline for the draft FY 2006 UPWP.

#### B. Transportation Improvement Program

At the November 5 meeting, the Steering Committee approved an amendment to the FY 2004-2009 TIP as requested by VDOT.

On November 5, the Technical Committee was briefed on the public comments received on the FY 2005-2010 TIP and the draft recommended responses for consideration by the TPB for inclusion in the TIP documentation. The TPB adopted this TIP on November 17.

#### C. Constrained Long-Range Transportation Plan (CLRP)

On November 5, the Technical Committee was briefed on the public comments received on the 2004 CLRP and the draft recommended responses for consideration by the TPB for inclusion in the plan documentation. The TPB adopted the 2004 CLRP on November 17.

Staff updated the Solicitation Document for the 2005 CLRP and FY2006-2011 TIP and prepared for a presentation on the document to the Technical Committee. Information on how the 2004 CLRP performs in relation to the Vision was added to the document.

An accessibility analysis was performed for the 2004 CLRP looking at the number of jobs within 45 minutes by auto, transit and walk-access only transit. A demographic analysis was also done looking at how changes in accessibility are distributed among population groups. More analysis will be conducted and then the work will be presented to the AFA committee in January.

#### D. Operations, Coordination/Emergency Preparedness

*Management and operations activities*

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The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces held a joint meeting on November 9, 2004. The Task Forces were briefed on, and staff continued work on, coordination with the Virginia Department of Transportation and its contractor PBS&J Inc. on “511” traveler information issues. The Task Forces were also briefed on the upcoming Regional ITS Architecture Stakeholders Workshop.

The 511 Feasibility Study Steering Committee met on November 1, and held a follow-up conference call on November 16. The Steering Committee reviewed and provided extensive advice and input to the contractor on the draft Conceptual System Design report for 511 in the region.

The MOITS Traffic Signals and Operations Working Group met on November 19. The group discussed plans for the upcoming Baltimore-Washington Regional Traffic Signals Operations Forum to take place in Columbia, Maryland on December 8; revisiting the topic of identifying potential moderate cost traffic signals-related actions to improve the region’s transportation systems; the national Traffic Signal Operations Self-Assessment effort recently promoted by the Institute of Transportation Engineers; and traffic signals aspects of the Regional ITS Architecture development.

The Regional ITS Architecture Stakeholders Workshop was held on November 30, 2004. The workshop featured an extensive “ITS Architecture ‘101’” session conducted by staff to ensure that participants were familiarized with the concepts of the National ITS Architecture (which provides the basis for the Regional ITS Architecture). After the “101” session, the workshop addressed the FHWA/FTA Final Rule on regional ITS architectures; the existing draft Washington Regional ITS Architecture developed in 2001-2002; the need for updating and expanding the architecture; the proposed process and schedule to update the architecture; and identification of key regional partners. The workshop also provided an opportunity for stakeholders to provide their input to the Regional ITS Architecture early in the process to update the architecture and its development over the coming months.

Staff attended a kickoff meeting of the VDOT Northern Virginia Advanced Transportation Management System data archiving and analysis effort November 2 in Chantilly, Virginia.

#### *Emergency Transportation Coordination Planning Activities*

Staff continued work, begun in FY2004, to support stakeholder discussion 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

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Coordination Plan<sup>SM</sup>. This was a major focus of discussions at the November 9, 2004 MOITS Policy and Technical Task Forces joint meeting.

The recently-formed steering committee of senior-level staff from the District of Columbia, Maryland, and Virginia Departments of Transportation, and WMATA for strengthening regional transportation communications and coordination during incidents met on November 4 and November 23, reviewing aspects of a proposed work plan and schedule developed by the University of Maryland Center for Advanced Transportation Technology (CATT). The TPB was briefed on these efforts at its November 17 meeting, and passed TPB Resolution R7-2005 endorsing the concept of using the existing Capital Wireless Integrated Network (CapWIN) program associated with the CATT as a basis for a regional transportation operations coordination program. The committee and staff were to continue developing a proposed work plan to be presented to the TPB on January 19, 2005.

Also at the November 9 meeting, the MOITS Task Forces were briefed on activities of the Regional Transit Operators Emergency Preparedness Task Force, including results of the Transit Task Force's October 27, 2004 meeting with Thomas Lockwood, Director of the U.S. Department of Homeland Security Office of National Capital Region Coordination.

Staff attended the regular meeting of the National Capital Region Emergency Preparedness Council on November 4, as well as the National Capital Planning Commission's "Surviving Security" Conference at the National Academy of Sciences in Washington, D.C. on November 8.

E. Financial Plan

Information from the revenue forecasts for potential sources such as gas taxes, parking taxes and payroll taxes developed for earlier CLRP financial plans was reviewed and provided to the consultant for the WMATA Funding Panel draft report.

F. Private Enterprise Participation

No work activities to report during the period.

G. Bicycle and Pedestrian Program

Staff Activities:

- Visited ADA Workshop site in Bethesda

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- Prepared hand-outs, set up AV equipment and tables, hosted ADA workshop in Bethesda.
  - Met with COG Contracts Administrator to discuss future funding and contractual arrangements for the 2005 Street Smart program. Revised project agreements/budgets.
  - Wrote a Scope of Work for the 2005 Street Smart program.
  - Prepared a presentation on the effectiveness of the Street Smart program since its inception in 2002. Prepared hand-outs, took minutes, staffed, and presented to the Bicycle and Pedestrian Subcommittee meeting.
  - Met with a representative of the FHWA and with Jim Sebastian of DDOT to discuss the 2005 Street Smart program.

#### H. Access to Jobs Planning

COG/HSPPS staff performed the following tasks in November 2004:

- Staff researched examples of successful Job Access and Reverse Commute (JARC) programs in order to identify best practices to present to the AFA committee in January.
- Staff compiled a draft list of potential invitees for a JARC forum that is tentatively scheduled for February or March 2005.

#### I. Public Participation

The TPB's Citizens Advisory Committee met on November 10. The meeting focused on emergency preparedness, a recap of the TPB's Disability Awareness Day, and the CAC's election to designate six individuals to serve on next year's CAC.

Staff and the CAC worked to prepare for two public outreach meetings on the Regional Mobility and Accessibility Study. The first will be held on December 7 in Fair Lakes, Virginia. The second will be held the following day, December 8, in Gaithersburg, Maryland.

Staff reviewed and prepared responses to public comments received in October regarding the 2004 Amendments to the Constrained Long-Range Plan. More than 1,200 comments were received; almost all comments related to the Intercounty Connector in Maryland. Based on a suggestion made by the CAC earlier this year, all public comments were posted on the web and could be easily sorted. Almost all comments received were posted directly online.

The "TPB News" newsletter was written and distributed.

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*Access for All Advisory Committee*

A report on the Disability Awareness Day was drafted, including a summary of the event and pictures of the challenges and accessibility features.

Staff presented an analysis based on 2000 Census data of the locations and travel patterns of low-income and minority groups to the Technical Committee.

J. Annual Report

No activity during the reporting period.

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 met with representatives of the General Accountability Office (GAO) to discuss airport access projects in the Washington region, as well as the Continuous Airport System Planning (CASP) program.
- The DTP Director participated in two meetings of the transit funding panel established to recommend a regional funding source for WMATA.
- The DTP Director participated in a one-day meeting of the advisory panel for the Travel Model Improvement Program (TMIP) sponsored by FHWA, FTA, and EPA.

II. FORECASTING APPLICATIONS

A. Air Quality Conformity

Staff reviewed comments on the draft air quality conformity analysis of the 2004 CLRP and FY2005-10 TIP, and drafted appropriate responses. At its November meeting the TPB approved the responses to comment and the conformity assessment. Staff finalized and printed copies of the report for transmittal to reviewing federal agencies and for distribution. Staff continued to prepare documentation of the travel demand and emissions modeling work performed for the assessment.

Regarding work tasks for the 8-hour conformity assessment, staff completed the travel demand and emissions analysis (including off-line estimates) for the 2010 forecast year.

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Staff completed a draft supplemental conformity report for presentation at the December Technical Committee meeting.

Staff also briefed MWAQC's Technical Advisory Committee (TAC) on the work.

Staff prepared updated narrative, emissions factors and TERM analysis instruction materials for the air quality sections of the 2005 CLRP and FY2006-11 TIP solicitation document, to be presented to the TPB and Technical Committee at their December meetings.

Staff also performed travel demand sensitivity tests of transit service levels and freeway interchange access, comparing Version 2.1C and Version 2.1D #50 model results to assess differences obtained with the refined modeling procedures. Staff continued work on accessibility analysis using Version 2.1 D comparing changes both through time and between selected alternatives. The accessibility results were documented in a memo that is currently under review.

In November the Air Quality staff reviewed MOBILE6.2 inputs for 8-hour ozone milestone year 2010. Air Quality staff held two conference calls with state air agency staff to discuss how to apply new state I&M programs cutoffs for 2010 and the years beyond. Maryland agreed to wait until the new 8-hour SIP modeling is done to make changes related to their I&M cutoffs. Staff prepared comments to TPB from the air quality Technical Advisory Committee regarding the 1-hour conformity assessment. Staff attended the TPB Technical Committee meeting and TPB meeting in November.

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

COG/DTP staff continued technical work activities and coordination with DEP staff relating to requirements for the 8-hour ozone standards. Staff participated in meetings of MWAQC's Executive Committee and its Technical Advisory Committee, and participated in a conference call with the air management agencies to discuss upcoming changes to I/M program parameters. Staff continued work to revisit the technical procedures developed and applied in preparing the 2002 Periodic Emissions Inventory, redistributing 2002 emissions and VMT into EPA's NEI format. Staff also continued work on longer term research into refinements to inputs to Mobile6.

The Travel Management Subcommittee meeting scheduled for November 2004 was cancelled since there was no need for additional emission reduction measures in the 2004 CLRP and FY 2005- FY 2010 TIP to meet conformity.

C. Regional Studies

Staff worked with WMATA and local jurisdictional staff to obtain the detailed network coding assumptions for the Transit-Oriented Development transportation scenario.

Staff made additional revisions to the draft “citizen friendly” version the Regional Mobility and Accessibility Study presentation.

D. Coordination of Cooperative Forecasting & Transportation Planning

Staff responded to questions on the Round 6.4a land activity forecasts and TAZ-level data file.

III. DEVELOPMENT OF NETWORKS AND MODELS

A. Network Development

During November, documentation of the development of highway and transit networks for 2010 in support of a new 8-hour standard air quality conformity analysis of the FY2005-2010 TIP and 2004 CLRP was completed.

Transit network maintenance activities continued with the processing and coding of transit information for 2004 from regional transit providers. Staff responded to questions from other agencies pertaining to the transit networks developed for the recently completed air quality conformity analysis.

Highway network maintenance got underway with an examination of aerial photographs of freeway lanes developed by Skycomp, Inc. to update information in the coded highway networks for 2000. Staff also responded to questions from other agencies pertaining to highway networks developed for the recently completed air quality conformity analysis.

B. GIS Technical Support

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

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

Staff re-configured ArcView 3.2 and ArcGIS on the remote access terminal server.

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Staff re-installed GIS software on workstation rebuilds.

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

Staff provided technical assistance to the model development team in the export and loading of MDSHA traffic count data by vehicle class for use in the development of commercial vehicle survey sample frame.

Staff completed development of a Metrorail node to TAZ look-up table.

Staff began update of the Regional Street Centerline GIS layer.

Staff began testing ArcGIS 9.0 installation and functionality.

#### C. Models Development

During November, the Version 2.1 D #50 travel model became the official model of record at TPB with the adoption of the FY2005-2010 TIP and 2004 CLRP air quality conformity determination by the TPB at its meeting on November 17<sup>th</sup>. Staff presented an overview of the mobile emissions post processor (linked to the Version 2.1D #50 travel model) to the TPB Travel Forecasting Subcommittee at its meeting on November 19<sup>th</sup>.

Staff has begun developing a sampling plan for a commercial vehicle survey in the spring of 2005. The plan will be completed by the end of December 2004. Staff has also begun evaluating available classification count data for the region as part of the truck and commercial vehicle modeling work.

An in-house staff training presentation on the use of the Version 2.1D #50 model has been in preparation during November.

#### D. Software Support

Staff continued work on the updating of Version 2 travel demand model flowcharts to reflect the current operation and updates of the COG/TPB Version 2.1D # 50 Travel Demand Model. Investigation of the feasibility of a less-detailed chart of the application process and other types of illustration of the process continues.

Staff, in coordination with the COG Information Technology System, continues the investigation of current direct access device technology. The investigation continues to focus on USB 2.0 DVD's. As new microcomputers are acquired they are being equipped

with dual drives enabling the reading of DVD and CD's, and the writing of CD-R/RW's and DVD+/-RW's. The capability to write DVD's is also being incorporated in selected microcomputers currently in service which do not now have that capability. Staff also continues to evaluate portable hard drives as potential back-up devices, with one currently in service in that capacity.

#### IV. TRAVEL MONITORING

##### A. Cordon Counts

Staff has continued working with the models development unit to review available traffic count data locations suitable for drawing a sample as part of a proposed spring 2005 count of trucks and commercial vehicles, to be used in the development of a new set of truck and commercial vehicle forecasting models.

##### B. Congestion Monitoring and Analysis

Staff completed preliminary field work as part of the FY 2005 arterial travel time project. There are two roads in the District of Columbia to be surveyed that are under construction the feasibility of including these roads will be reevaluated towards the end of the data collection phase.

Staff prepared a letter along with supporting documents to be submitted to the Transportation Security Administration (TSA) for permission to fly in restricted air space near the U.S. Capitol in order to successfully complete the Spring 2005 aerial survey project on freeway congestion monitoring.

##### C. Travel Surveys and Analysis

###### 1. Household Travel Survey

No staff activities to report.

###### 2. 2000 Census Journey to Work Analysis

Staff completed control checks on the corrected CTPP Part 3 data file and began summary tabulations of the CTPP Part 3 worker flow data by jurisdiction of residence and jurisdiction of work.

Staff gave a presentation to the Travel Forecasting Subcommittee on the CTPP – Part 3 data and the adjustments that needed to be made to convert the CTPP journey-to-work worker flow data in a daily home-based-work “commuting trip” format.

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Staff continued to respond to questions on the Census Journey to Work data from the 2000 Census.

3. Regional Travel Trends Report

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

D. Regional Transportation Data Clearinghouse

Staff gave a presentation on recent updates to the Regional Transportation Data Clearinghouse including the newly added Census data and detailed traffic volume views to the Technical Committee at their November meeting.

Staff completed the update of Clearinghouse traffic volume and transit databases.

Staff completed the update and enhancement of user interface software for accessing Clearinghouse databases.

Staff completed the update of the Data Clearinghouse Users' Guide.

Staff began the duplication of 2004 version of the Data Clearinghouse on CDs.

V. TECHNICAL ASSISTANCE

A. District of Columbia

Program Development

Staff attended and participated in DDOT HPMS meetings.

Miscellaneous Services and Data Requests

No staff activities.

Database Automation and Application Development

No staff activities.

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### Machine Traffic Counts

Staff met with DDOT staff and discussed the location of the 7-day traffic counts to be conducted in FY 2005. Staff obtained a table of highway performance monitoring system (HPMS) count locations and compiled a draft list of count locations totaling 180. This number is larger than the 100 budgeted in this fiscal year and an additional meeting has been scheduled with DDOT staff to trim and finalize the list.

### B. Maryland

#### Program Development

Staff coordinated with MDOT and MD SHA staff regarding FY2005 work program activities.

#### Miscellaneous Services

Staff provided Excel file and associated TP+ “utility” scripts from the COG/TPB Travel Demand Forecasting Model Version 2.1D # 50 to the Montgomery County Department of Park and Planning, Maryland National Capital Park and Planning Commission.

#### 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.

#### Subregional Studies

##### Capital Beltway Corridor Transportation Study

Staff continued with travel demand modeling efforts and completed data requests pertinent to the study. Staff also continued documenting the work that has taken place in this stage of the study.

##### I-270 & US 15 Multi-Modal Corridor Study

Staff completed coding of transportation networks to reflect the highway and transit assumptions for 2030 forecast conditions for ‘managed’ Electronic Toll Lane scenarios, and executed three travel demand forecasts. Following reasonableness checks of results staff transmitted electronic copies of the output files to MD SHA.

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### Intercounty Connector Study

Sensitivity test results for alternative land activity scenarios were delivered to MD SHA. As a follow-up, a model flowchart of Version 2.1C model customized for the ICC Study was delivered to MD SHA.

### C. Virginia Technical Assistance

#### Program Development

There was no activity to report in November.

#### Miscellaneous Services

Staff processed a data request for products from the 2004 CLRP and 2005-2010 TIP Air Quality Conformity regional modeling process.

#### Northern Virginia HOV Facilities Monitoring and Data Collection

Staff continued fall counting work in the I-95/I-395 and I-66 corridors, including counts of hybrid “clean fuel” vehicles. Roadside counting was concluded in November. Travel time data collection began in mid-month, was suspended Thanksgiving week, and will be completed in December.

#### Springfield Interchange Data Collection

There was no activity to report in November.

### D. WMATA

#### Program Development

No activity during the reporting period.

#### Miscellaneous Services

No activity during the reporting period.

#### Parking Usage at Metrorail Stations

Staff completed the draft report of the metrorail parking lot counts and submitted the same to WMATA.

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Transit Modeling Enhancements and Validation

No activity during this reporting period.

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

Staff efforts during this reporting period continued to be focused on two tasks. These included: 1) Reviewing the process for development and integration of air passenger trips into the COG/TPB travel demand model , and 2) Analyzing recent air passenger survey data to determine if the Aviation Analysis Zone structure should be revised.

B. CASP 20

- 1) Process 2002 Air Passenger Survey

There was no staff activity during this reporting period.

- 2) Ground Access Travel Time Study

There was no staff activity during this reporting period.

The **Aviation Technical Subcommittee** met Thursday, November 18<sup>th</sup> at COG. Agenda items included:

- Update on CONAANDA Activities
- Response to comments on the Draft 2002 Air Passenger Survey Report
- 2005 Regional Air Passenger Survey
- Status report on Ground Access Forecast Update
- Joint FY 2005-2009 Airport Capital Improvement Program

## VI. OTHER TRANSPORTATION PROJECT

### Advanced Technology Vehicle Project

The program oversight committee did not meet during the month of November. Successful negotiations have been completed with the city of Baltimore for the purchase of 4 hybrid electric vehicles (\$ 20,000 subsidy) and Montgomery County (\$ 250,000 subsidy) for the purchase of 6 compressed natural gas buses. The next meeting of the oversight committee is scheduled for December 16, 2004.











