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## PROGRAM HIGHLIGHTS

### I. PLANS, PROGRAMS & COORDINATION

#### A. Unified Planning Work Program

Work continued on monitoring the FY 2006 UPWP. Staff identified what work activities would be affected by the new planning requirements in the Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users (SAFETEA-LU).

At its October 19 meeting, the TPB endorsed its statement to FHWA and FTA certifying that the planning process is addressing the major issues facing the region and is being conducted in accordance with all applicable requirements.

#### B. Transportation Improvement Program

At the October 7 meeting, the Steering Committee approved an amendment to the FY 2005-2010 TIP modify funding for several projects as requested by VDOT.

At the October 9 meeting, the Technical Committee recommended to the TPB that the FY 2006-2011 TIP and 2005 CLRP be approved. Staff summarized the public comments received on the plan, TIP and air quality conformity analysis and prepared recommended responses. The TPB accepted the recommended responses to public comment, and approved the CLRP and TIP at its October 19 meeting.

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

At the October 9 meeting, the Technical Committee recommended to the TPB that the FY 2006-2011 TIP and 2005 CLRP be approved. Staff summarized the public comments received on the plan, TIP and air quality conformity analysis and prepared recommended responses. The TPB accepted the recommended responses to public comment, and approved the CLRP and TIP at its October 19 meeting.

The analysis of how the 2005 CLRP transportation improvements relate to the activity clusters was presented the Technical Committee, the TPB, and the Planning Directors in October.

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Staff developed a memorandum responding to specific questions about SAFETEA-LU – from the September TPB meeting. A presentation on the memo was given at the October Technical Committee meeting.

D. Operations, Coordination/Emergency Preparedness

Staff continued work from previous fiscal years to support stakeholder discussion of options for strengthening regional emergency communications and coordination in the transportation sector, including discussions of a proposed regional transportation coordination program. These follow the recommendations of the Regional Emergency Evacuation Transportation Coordination (REETC) Annex of the Regional Emergency Coordination Plan<sup>SM</sup>. Staff provided background information and supported discussions of an Ad Hoc Steering Committee for Strengthening Regional Transportation Operations Coordination comprising DDOT, MDOT, VDOT, and WMATA. During October, the Ad Hoc Committee continued working with the U.S. Department of Transportation Volpe National Transportation Systems Center for expert support to development of a regional coordination program. The Ad Hoc group held a meeting on these issues on October 11, 2005, as well as conference calls on October 4, 20, and 27. TPB staff worked with Volpe staff to support Ad Hoc committee discussions.

The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces met on October 11. Staff briefed the Task Forces on the status of development of the regional transportation coordination program.

The Task Forces were briefed on the U.S. Department of Transportation – National Capital Region Strategic Plan under ongoing development. The Task Forces were also briefed on the newly developed Strategic Governance Structure for Homeland Security Planning in the National Capital Region. Based upon the requirements of this new Strategic Governance Structure, the Task Forces discussed and endorsed a proposal to reestablish a Regional Emergency Support Function #1 – Transportation Committee, under the family of regional public safety committees, separate from but continuing to be coordinated with the MOITS planning process and activities. This will allow the MOITS and RESF 1 groups and staff to more fully support a growing list of activities addressing both Homeland Security and U.S. Department of Transportation requirements. TPB staff worked with COG public safety staff in supporting these discussions. TPB staff began developing UPWP amendments and other materials to reflect this revised work. However, it was anticipated that MOITS would continue shepherding all emergency transportation planning work at least through the end of calendar year 2005.

Also at the October 11 meeting, staff briefed the Task Forces on MOITS activities relative to regional transportation planning aspects of the recently enacted Safe,

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Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) federal transportation legislation. Staff began analysis of the legislation for its impacts on regional transportation operations planning.

Staff continued work on supporting MOITS topic areas in operations, technology, and ITS Architecture. Staff continued working with information compiled on the Regional Traffic Signals Optimization Transportation Emissions Reduction Measure (TERM) for presentation to the TPB in November (deferred by the TPB from its October meeting agenda). The MOITS Traffic Signals Working Group met on October 28 to discuss this topic, as well as discussing plans for the Baltimore Regional Traffic Signal Operations Forum on December 14, and an update on the WMATA Transit Signal Priority Study. Staff also briefed the TPB Technical Committee on the traffic signals topic on October 7.

In associated activities, staff participated in a Web conference on the impacts of SAFETEA-LU on transportation technology, operations, and freight planning on October 5.

In response to a special request, staff joined a two-day expert panel workshop on the Use of Advanced Traveler Information Systems (ATIS) during Catastrophic Emergencies, as part of a Federal Highway Administration study, held at the Transtar regional transportation operations center in Houston, Texas October 13 and 14.

Staff participated in an October 20 conference call of the National Transportation Operations Coalition (NTOC), which is addressing integration of transportation operations considerations into the transportation planning process.

Staff participated in a full-day workshop on the Virginia Department of Transportation Northern Virginia ITS and Operations Strategic Plan on October 24, helping in the development of a concept of operations for VDOT Northern Virginia operations.

Staff also participated in a meeting of the Regional Transit Operators Emergency Preparedness Task Force on October 26, continuing discussions on lessons learned from Hurricanes Katrina and Rita for emergency transit planning.

#### E. Financial Plan

Work continued on the financial analysis for the 2006 update of the CLRP. Consultant staff gave a status report on the financial plan update to the Technical Committee on October 7. The next meeting of the working group is scheduled for November 1.

F. Private Enterprise Participation

No staff activities during this reporting period.

G. Bicycle and Pedestrian Program

A working group of the Bicycle and Pedestrian Subcommittee met on October 18<sup>th</sup> to review the draft Bicycle and Pedestrian for the National Capital region. The working group made numerous comments, and also suggested several revisions to the project database. The bicycle and pedestrian plan and database will be revised and presented to the Subcommittee at its November 15<sup>th</sup> meeting.

In accordance with Transportation Planning Board Resolution R20-2005, adopted in April 2005, letters were sent to the TPB local government member jurisdictions asking them to contribute to the 2006 Street Smart Pedestrian and Bicycle Safety Campaign, at a suggested level of five cents per capita.

H. Access to Jobs Planning

COG/HSPPS staff performed the following tasks in October 2005:

Staff began contacting Human Services Agencies in the District of Columbia to interview human service agency directors and staff about specialized transportation coordination, needs, and shortcomings.

I. Public Participation

The CAC's monthly meeting on October 13 included discussions regarding the Metro funding legislation introduced by Congressman Tom Davis and the 2005 Constrained Long-Range Plan (CLRP). The committee passed two resolutions reflecting 1) comments regarding the analysis of the 2005 CLRP and 2) support for Transportation Improvement Program (TIP) amendments to provide funding for the CapCom program, as well as expressing interest in sustainable funding for the CapCom regional incident coordination program.

TPB held an introductory meeting with two organizations that will be contracted to conduct public involvement activities for the 2006 Constrained Long-Range Plan (CLRP). The two organizations—the Academy for Leadership Foundation and Fitzgerald & Halliday—will be contracted under a Request for Qualifications that was issued by COG in July 2005. Staff drafted task orders for the initiation of public involvement activities that will be planned for the first half of 2006.

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Staff wrote and distributed the “TPB News” newsletter. The mailing list includes more than 2,300 recipients.

***Access for All Advisory Committee***

Staff developed findings and potential recommendations for the AFA subcommittee on transportation for low-income populations which met on October 17, 2005. Staff prepared for the meeting and prepared materials on the findings and recommendations for the subcommittee to review. The subcommittee will meet in December to finalize recommendations.

A brochure on progress made towards accessible transportation since the TPB/AFA disability awareness event in October 2004 was developed. The brochure was presented to the TPB at its October meeting by AFA chair Kathy Porter. Both progress made and remaining challenges were highlighted.

J. Annual Report

No activity on the annual report in October.

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 participated in meetings of VDOT’s Advisory Panel for the I95/395 HOT lane project.
- The DTP Director met with representatives of the General Accountability Office (GAO) to discuss Metro funding options.

***TPB Value Pricing Task Force***

No activity during the reporting period.

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## II. FORECASTING APPLICATIONS

### A. Air Quality Conformity

Regarding the conformity assessment of the 2005 CLRP and FY2006-11 TIP with respect to ozone and carbon monoxide, staff responded to comment, and presented responses and the final draft report to the TPB at its October meeting. The Board approved the conformity assessment at the meeting. Staff subsequently finalized the report, transmitted copies to outside agencies and for federal approval, and posted the final report on COG's website.

Regarding the conformity assessment of the 2005 CLRP and FY2006-11 TIP with respect to PM2.5 directly emitted particles and precursor emissions, staff continued with the technical work tasks contained in the work program. This involved executing the technical approach to develop emissions factors, and then apply them to the travel demand forecasts for each analysis year to compute required mobile source emissions inventories. Results are scheduled to be presented to the Technical Committee in November.

COG/DEP staff worked on the PM2.5 conformity inputs. Staff consulted with EPA OTAQ staff and with the states regarding MOBILE6 fuel parameter inputs. Staff worked on temperature and humidity sensitivity for monthly and seasonal average emission factors. Staff compiled the monthly fuel parameters and ran MOBILE6 sensitivity runs for seasonal and monthly factors. The issue of seasonal vs. monthly parameters was discussed at the MWAQC Technical Advisory Committee meeting in October. Staff attended TPB Technical Committee meeting and the TPB meeting in October.

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

### B. Mobile Emissions Analysis

COG/DTP staff continued technical work activities and coordination with DEP staff relating to requirements for the 8-hour ozone standards and PM2.5 requirements. Staff participated in meetings of MWAQC, its Executive Committee, Technical Advisory Committee, and Emissions Inventory Working Group.

Staff continued work to analyze PM2.5 pollutants and emissions characteristics, develop Mobile6 inputs / outputs, and revise post-processor procedures for the conformity

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assessment of the 2005 CLRP and FY2006-11 TIP. This included consultant task order support for assistance in reflecting new inputs to the Mobile6.2 model, and in executing a revised technical approach to develop annual, instead of daily, mobile source emissions. Staff completed development of these new technical procedures for PM2.5 for application in the air quality conformity assessment described above.

During review of the decoded vehicle registration data staff noted that the Maryland registration database was missing vehicles registered from January through June 30, 2005. Maryland was notified of this discovery and is working on obtaining the missing part of the database. Staff compared the 2005 decoded results with Mobile 6 defaults and found them to be consistent with national defaults both in terms of vehicle type breakdown of the regional fleet as well as the age distribution of the fleet.

#### C. Regional Studies

Staff completed the travel demand modeling for the “More Households in Inner Areas and Clusters” scenario and presented the results of this modeling to the Joint Technical Working Group.

Staff completed an analysis of activity cluster commuting modal share changes for “Transit-Oriented Development,” “More Household Growth in Region” scenarios and presented the results of this analysis to the Joint Technical Working Group.

Staff completed network coding of the transit facilities assumed for the “More Jobs in Outer Areas” and began the travel demand modeling for this scenario.

Staff continued network coding of the transit facilities assumed for the “More Jobs in Outer Areas” and “Region Undivided” land use scenarios.

#### D. Coordination of Cooperative Forecasting & Transportation Planning

Staff began continued to work with the Planning Directors Technical Advisory Committee on the update of Regional Activity Centers and Clusters.

Staff attended and participated in Mid-Atlantic Regional Transportation Planning Coordination Roundtable on growth and transportation issues in the greater Washington-Baltimore CMSA and adjoining regions.

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### III. DEVELOPMENT OF NETWORKS AND MODELS

#### A. Network Development

Work continued to contact transit providers as part of an update of transit schedules for the fall, which will be used in the next round of TIP / CLRP conformity networks. WMATA and Montgomery County are in the process of providing electronic bus timetable files.

#### B. GIS Technical Support

Staff continued to monitor the performance of ArcGIS 8.3 and Oracle 9i databases.

Staff continued implementation of the updated spatial dataset library and accompanying metadata.

Staff continued to provide technical assistance in the analysis of the travel demand modeling for this year's CLRP/TIP Update and Air Quality Conformity analysis.

The GIS subcommittee on Data met on October 6<sup>th</sup> to discuss a draft data sharing agreement and a minimum essential data set to be shared among local jurisdictions.

The GIS Technical subcommittee met on October 6<sup>th</sup> to discuss training for the CapStat Program and other training needs.

Staff worked with the GIS Committee Executive Committee to prepare the meeting agenda and other materials for the October 27<sup>th</sup> GIS Committee meeting.

The GIS Committee met on October 27<sup>th</sup> to discuss the NCR Data Exchange Hub Interoperability Project and current local jurisdiction capability to provide web service integration and data mapping over the next twelve months as the Hub comes on line.

Staff attended the MD MSGIC executive committee meeting to increase GIS coordination between COG and MD state and local government agencies.

#### C. Models Development

Staff is continuing the effort to implement a nested logit mode choice model as part of the TPB travel demand model set. It will be implemented for the four trip purposes used in the Version 2.1D#50 model. Effort is being made on three fronts: 1) installing AEMS

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mode choice and supporting network building routines; 2) developing calibration files from 1994, 2000, and 2002 travel surveys; and 3) implementing transit network coding convention changes, initially for the above years.

Staff continued processing the 2003 External Truck Survey for use in updating the TPB truck models. Staff also continued preparing data to update the demographic models with 2000 CTPP information.

D. Software Support

Staff is supporting the development and execution of the DTP travel demand model using the TP+/Viper software and the Mobile 6.2 Mobile Source Emissions Factor Model in Air Quality Conformity and SIP development. Staff support includes maintenance of current documentation and user guides and training in application of TP+/Viper and Mobile 6.2 and for both models. Staff is also monitoring the performance of DTP desktop and laptop hardware and software and the operation of the DTP plotters in coordination with the COG Office of Technical Programs and Services (OTPS) as appropriate.

IV. TRAVEL MONITORING

A. Cordon Counts

An updated draft report, including an appendix, documenting the results of the regional HOV monitoring project conducted in Spring 2004 was presented to the TPB Technical Committee at the October 7<sup>th</sup> meeting.

B. Congestion Monitoring and Analysis

Comparison of the FY 2005 aerial survey findings with previous aerial surveys was completed and the list of changes to the freeway system over time along with explanations has been prepared. This will be incorporated into a slide show under preparation by the consultant.

Staff researched a new approach that MDSHA has undertaken to monitor congestion using cell phone technology and briefed senior staff on the findings.

C. Travel Surveys and Analysis

1. Household Travel Survey

No staff activities to report.

2. Regional Travel Trends Report

No staff activities to report.

D. Regional Transportation Data Clearinghouse

Staff completed the matching the xy coordinates of VDOT traffic counting station locations to individual Clearinghouse highway network links.

Staff continued the planning for this year's update of the Clearinghouse.

V. TECHNICAL ASSISTANCE

A. District of Columbia

Program Development, Data Requests and Miscellaneous Services

Staff prepared a response to a request on how to analyze and define traffic from other jurisdictions that "cut through" the District.

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

Machine Traffic Counts

Staff had preliminary discussions with District of Columbia Department of Transportation staff regarding the location of the HPMS machine counts scheduled to be counted in Spring 2006.

Verification and Compliance of HPMS Sections in current Street Centerline File with Field Manual Standards

No staff activities during this reporting period.

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Highway Performance Monitoring System (HPMS)

No staff activities during this reporting period.

B. Maryland

Program Development

Staff coordinated with MDOT and MD SHA staff regarding FY2006 work program activities.

Miscellaneous Services

Staff completed work to provide ( 1) inputs and all other necessary files for the execution of the 2004 Air Quality Conformity regional modeling process approved November 17, 2004, using the COG/TPB Travel Demand Model Version 2.1D #50, (2) similar data for the simulation year 2000, and (3) the highway assignment results summary for all simulation years, to a consultant for the Maryland Transportation Authority.

Staff provided inputs and all other necessary files for the execution of the COG/TPB Travel Forecasting Model Version 2.1D #50 for the simulation years, 1994, 2000 and 2025 with supporting documentation to a consultant for the Maryland Transportation Authority. The supporting documentation was also provided to Maryland Transportation Authority staff.

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.

Subregional Studies

Capital Beltway Corridor Transportation Study

Project planning activities at COG have not yet been initiated in FY2006.

I-270 & US 15 Multi-Modal Corridor Study

Staff coordinated with SHA's consultants on the overall project, and participated in a project team meeting in Baltimore.

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### Intercounty Connector Study

Staff completed analysis of 2015 travel demand model results, including preparation of supplementary data regarding growth trends in land activity in the corridor. Following a request from SHA, staff prepared 2010 highway and transit networks to include the I-95 /

Contee Road interchange and performed a travel demand forecast sensitivity test. Following review of the model outputs, staff forwarded electronic data files to SHA's consultants for post-processing.

### Bi-County Transitway Study

Project planning activities at COG have not yet been initiated in FY2006.

## C. Virginia Technical Assistance

### Program Development

There was no activity to report in October.

### Miscellaneous Services

As a follow-up to work activities performed in FY2005 on the Capital Beltway HOT Lane Study, staff continued analysis of 2005 CLRP results in comparison to the previous travel forecasts and sent additional model summary data to VDOT.

### I-95 / I-395 HOT Lane Project

Staff continued work on this project, evaluating model runs / traffic movements.

### Northern Virginia HOV Facilities Monitoring and Data Collection

Field data collection has continued through the month and is nearing completion. Work has begun on travel time runs.

### I-66 Feasibility Study Supplemental Data Collection

There was no activity to report in October.

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Enhanced Commuter Corridor Count Program

There was no activity to report in October.

D. WMATA

Program Development

No activity during the reporting period.

Miscellaneous Services

No activity during the reporting period.

Demand Responsive Study

During the month of October, potential recommendations were developed for the last two focus areas of the Demand Responsive Study: Coordination of Specialized Services and MetroAccess System Design, Management and Operations. Background information was gathered and informal interviews conducted on potential “coordination” opportunities. TranSystems consultants assisted in this effort. Staff prepared for a study steering committee meeting on coordination on October 27, 2005. A thorough PowerPoint presentation was created and included background and context for coordination and laid out several coordination opportunities.

Staff also worked with a “virtual” working group on the MetroAccess focus area. TranSystems supported this effort as well, and specifically developed a thorough “checklist” for an independent review of MetroAccess in one year. Information on changes to the eligibility process, a no-show/late cancellation and door to door service policy was also gathered. This information was presented in PowerPoint presentation and study steering committee members were asked to review the presentation and comment on the study’s on-line message board.

VII. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 19

This grant was closed out in July 2005.

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B. CASP 20

This grant was closed out in November 2004.

C. Conduct 2005 Regional Air Passenger Survey

This project was completed in April 2005.

D. CASP 21

a. Process Regional Air Passenger Survey

Staff efforts during this reporting period were focused on editing the survey data, assigning resident/non-resident status codes to the trip records, factoring of the survey data, data analysis, and geocoding of the trip origin data to transportation analysis zones.

b. Ground Access Element Update

Staff continued work to develop a detailed work plan, draft report outline and schedule for updating the Regional Airport System Plan Ground Access Element.

- The **Aviation Technical Subcommittee** did not meet in October 2005.

**Consultant Support**

*SKYCOMP – Aerial survey of the limited access highway system - \$ 110,000 – ongoing*

*Cambridge Systematics, Inc. – 2006 CLRP Financial Analysis - \$65,000 - ongoing*