
PROGRAM HIGHLIGHTS

I. PLANS, PROGRAMS & COORDINATION

A. Unified Planning Work Program

Work continued on monitoring the FY 2006 UPWP.

A draft of the FY 2007 UPWP was presented and reviewed at the Technical Committee and TPB meetings in February. The UPWP will be reviewed at the March 3 Technical Committee meeting and it is scheduled to be released for public comment at the TPB Citizens Advisory Committee (CAC) meeting on February 9. The TPB will be asked to adopt it at its March 15 meeting.

B. Transportation Improvement Program

At the February 3 meeting the Technical Committee reviewed the project submissions for 2006 CLRP and the FY 2007-2012 TIP. These submissions were released for public comment and agency review at the CAC meeting on February 9. At the February 15 meeting, the Board was briefed on some of the project submissions. However, because additional information on the submissions was received after February 9, the Board decided to extend the public comment period by releasing the updated project submission information at the March 9 CAC meeting. This extended public comment period will close on April 10.

C. Constrained Long-Range Transportation Plan (CLRP)

At the February 3 meeting the Technical Committee reviewed the project submissions for 2006 CLRP and the FY 2007-2012 TIP. These submissions were released for public comment and agency review at the CAC meeting on February 9. At the February 15 meeting, the Board was briefed on some of the project submissions. However, because additional information on the submissions was received after February 9, the Board decided to extend the public comment period by releasing the updated project submission information at the March 9 CAC meeting. This extended public comment period will close on April 10.

During the month of February, staff guided the development of a new CLRP website developed by a consultant, Fitzgerald and Halliday, Inc. Content for the plan was developed, including text on the current plan, the proposed significant projects, plan

performance, federal requirements and the TPB. Improvements were made to layout and graphics on the website. Staff worked with two consultants to develop a logo for the plan to make it more easily identifiable and therefore more visible to the public and policy makers. Several logos were developed in the month of February.

Staff also reviewed MPO programs that help connect land use and transportation planning. The programs reviewed include San Francisco's Transportation for Livable Communities (TLC), Denver's land use program and Burlington, VT's livable community program. In addition, staff reviewed polls conducted by MPOs and State DOTs.

D. Management Operations & Intelligent Systems (MOITS) Planning

Staff continued supporting the work of the Ad Hoc Steering Committee for Strengthening Regional Transportation Operations Coordination comprising DDOT, MDOT, VDOT, and WMATA. Staff continued development of a Request for Qualifications (RFQ) for to COG contract for a program implement manager and technical support team. The RFQ was to be issued in the near future. Staff also continued working with the U.S. Department of Transportation Volpe National Transportation Systems Center on the program, in February providing input to Volpe's development of a work breakdown structure and cost estimates.

The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces opted not to hold a full Task Forces meeting in February. Key representatives and staff focused on the transportation sector's participation in the FY2006 Urban Area Security Initiative (UASI) process, in preparation for a March 2, 2006 U.S. Department of Homeland Security (DHS) deadline. A February 7 conference call among key transportation participants prepared for the transportation sector's participation in regional, multidisciplinary UASI meetings on February 9 and 15.

Other February 2006 MOITS staff activities were as follows.

- Staff participated in a summit meeting among stakeholders for several traveler information system efforts in Maryland, Virginia, and metropolitan Washington, hosted by the Maryland Department of Transportation in Hanover on February 3.
- Staff attended the quarterly meeting of the National Capital Region Emergency Preparedness Council on February 8.
- Staff participated in a meeting and planning tour of the Huntington Metrorail Station in Fairfax County, Virginia, as part of an ongoing Northern Virginia Transportation Commission Metrorail station bus and rail contingency planning effort, on February 21.

- Staff participated in the kickoff conference call of a new regional management and operations working group of the national Association of Metropolitan Planning Organizations (AMPO), on February 23.
- Staff attended a national workshop on “Using Regional ITS Architectures” in Orlando, Florida, on February 28 and March 1. The workshop examined ongoing applications of the ITS architectures that were federally required for regions by April 2005, as well as methods to meet “Rule 940” systems engineering review requirements for federally-funded ITS projects.

E. Financial Plan

Work continued on the financial analysis for the 2006 update of the CLRP. On February 28, the working group for the analysis met to review the data and analysis and for the final report. Because all of the revenue and expenditure forecasts were not available from the DOTs more time will be needed to complete the review and analysis. A status report on the analysis will be given to the Technical Committee on March 3. The draft revenue and expenditure forecasts are scheduled to be presented to the Technical Committee and TPB in April.

F. Private Enterprise Participation

No staff activities during this reporting period.

G. Bicycle and Pedestrian Program

The Street Smart Steering Committee met with the consultants, Design House, February 13, to review the final creative materials for the Street Smart Pedestrian and Bicycle Safety Campaign. TPB staff briefed the COG police chiefs committee on February 22 on the progress of the program and arranged for police to order collateral materials to assist in their “Street Smart”-related enforcement efforts. TPB staff also briefed the CAO’s on the Street Smart campaign on February 1. TPB staff attended a mandatory grantee workshop for the Street Smart program in Richmond, VA on February 28.

TPB staff developed a revised draft of the bicycle and pedestrian plan based on comments from Bicycle and Pedestrian Subcommittee members. TPB staff worked with jurisdictional staff and finalized the regional pedestrian and bicycle project database. TPB staff met to design a draft GIS map of bicycle projects and a method for integrating the new bicycle and pedestrian project database, which is not geocoded, with existing GIS database layers.

H. Human Service Transportation Coordination Planning

Staff identified examples of human service transportation coordination plans to get ideas on what elements to include in a Washington regional plan. A kick-off meeting will be held in April to discuss how the region should move forward and coordinate funding projects under three programs: Job Access Reverse Commute Elderly and Persons with Disabilities (5310) and New Freedom. This coordination is required under SAFETEA-LU.

I. Public Participation

The newly appointed 2006 CAC held its first monthly meeting on February 9, 2006. The meeting focused on discussing the year ahead—both for the CAC and for the TPB.

TPB staff continued to work with two contractors—the Academy for Leadership Foundation and Fitzgerald & Halliday—on efforts to improve public involvement activities for the 2006 Constrained Long-Range Plan (CLRP). The immediate activities with these contracts include the development of Community Leadership Institute (CLI) on transportation issues, website improvements and other improvements in accessibility to long-range plan information. The CLI will take place in three half-day sessions on April 26, 29 and May 6. In preparation for the institute, staff from the Academy for Leadership Foundation conducted listening sessions with a number of TPB members to solicit their ideas on the project and to receive suggestions on who to invite. Staff and the consultants also worked on the curriculum for the CLI.

In preparation for the TPB's first Community Leadership Institute, a PowerPoint presentation describing the transportation project development and selection process in the region was developed based on information in the TPB Citizens Guide.

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

J. Annual Report

Staff began initial planning for the annual report.

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 gave a presentation on transportation financing at a conference sponsored by Governing magazine.
- The DTP Director participated as a speaker in two seminars at the World Bank; the first on institutional arrangements for metropolitan planning, and the second on High-Occupancy Toll (HOT) lanes.
- The DTP Director participated in a meeting at USDOT on financial constraints in metropolitan planning with representatives at FHWA, FTA, AASHTO, and AMPO.

L. Transportation Emergency Preparedness Planning

In December 2005, the TPB amended the Unified Planning Work Program to create this transportation emergency preparedness task, separated from its previous placement as part of the overall MOITS task I.D. above. A new staff person was hired and began work in February through the COG Department of Human Services, Planning, and Public Safety. Staff worked on transitioning emergency preparedness activities from Task 1.D by undertaking background research, holding a number of internal staff discussions, and attending a number of regularly scheduled meetings of transportation, police, fire, and emergency management agency committees. Preparations began for forming a new Regional Emergency Support Function #1 – Transportation Committee to provide an interface between transportation and emergency management agencies and activities.

M. Freight Planning

This task was newly amended to the Unified Planning Work Program by the Transportation Planning Board in December 2005. Staff continued preliminary research to initiate this task, and attended a meeting of the Baltimore Metropolitan Council Freight Subcommittee on February 16, 2006.

II. FORECASTING APPLICATIONS

A. Air Quality Conformity

Staff completed preparation of the draft scope of work for the air quality conformity analysis of the 2006 CLRP and the FY2007-2012 TIP. Consideration of steps necessary to assess emissions related to ozone precursors, direct PM2.5 and PM2.5 precursors, and wintertime CO was given. Staff presented the draft scope to the TPB Technical Committee and the TPB at their respective February meetings, and released it for public

comment at the February TPB Citizens Advisory Committee meeting. Staff also presented the draft scope to the MWAQC TAC and to its Conformity Subcommittee in February. Following the receipt of the knowledge that the Planning Directors would not be updating Round 7.0 Cooperative Forecasts on a schedule consistent with the CLRP update this year, staff revised the draft scope for presentation/reissue in March.

Staff received and reviewed information on EPA's new transportation conformity rule on PM2.5 hot-spots, and briefed the TPB Technical Committee on the rule and its implications on work program activities.

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

B. Mobile Emissions Analysis

TPB 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, its Technical Advisory Committee, and its Conformity Subcommittee.

Staff reviewed DEP-generated emissions factors for the 8-hour SIP, and, after signoff, applied them to develop the 2002 base year mobile source emissions inventory. Following review of each component of the base year inventory, staff transmitted the results to DEP for their inclusion in the full inventory.

Staff continued work to analyze 8-hour ozone and PM2.5 pollutants and emissions characteristics, develop Mobile6 inputs / outputs and software interface, and revise post-processor procedures for SIP development. This included consultant task order support for assistance in reflecting new inputs to the Mobile6.2 model.

Staff revised the draft memorandum documenting the development of the vehicle age distribution and percentage of diesel vehicles under each vehicle type for each model year using the VIN decoding process based on internal review and comments from senior staff. The memorandum and attachments including recommendations were shipped to VDEQ/VDOT staff for their review and comment. Staff is developing a package for the District of Columbia, Air Quality Division and will have it ready by the first week of March. Development of similar files for Maryland had to be rerun since the original data set had missing registrations from January through June 2005.

Staff developed the Mobile 6.2 inputs including hourly temperature, relative humidity, and fuel parameters required to conduct a sensitivity analysis of the monthly versus

seasonal approach in developing annual fine particulate matter (PM 2.5) inventories. Annual PM 2.5 inventories using the seasonal and monthly approaches were developed and after internal review were presented to the TPB Technical Committee.

COG/DEP staff prepared base case MOBILE6 input files and ran MOB6 for 2002. Staff provided fuel parameters and meteorological inputs in MOB6-ready format to TPB staff for seasonal sensitivity runs. Staff attended TPB Technical Committee and TPB meetings in February. The TAC discussed the proposed scope of work for the PM2.5, NOx, VOC and CO conformity determination.

C. Regional Studies

Staff continued work on the development and coding of a variably-priced lanes (HOV/HOT/Express Toll Lanes) Transportation scenario.

Staff calculated land use measures of effectiveness (MOEs) for the five alternative land use and transportation scenarios and began work on finalizing the maps and tables for these MOEs.

Staff began work on calculation airport and inter-city bus and rail accessibility measures of effectiveness (MOEs) for the five alternative land use and transportation scenarios.

D. Coordination of Cooperative Forecasting & Transportation Planning

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

Staff worked with the Planning Directors Technical Advisory Committee on the review of proposed updates to the Round 7.0 COG's Cooperative Forecasts of future population, household and employment growth. The Planning Directors decided to delay updates to the Round 7.0 forecast until next year, when more information is available about the exact details of the BRAC-related changes at the transportation analysis zone (TAZ) level.

III. DEVELOPMENT OF NETWORKS AND MODELS

A. Network Development

Work continued to update transit files and catalogues for the fall of 2005, which will be used in the next round of TIP / CLRP conformity networks. Staff has completed transit line coding for WMATA Metrobus routes, as well as services provided in most TPB

jurisdictions. Remaining effort is with Frederick, Calvert, and Charles Counties. Also, processing remains for MARC, VRE, MTA, and Lee Coaches and National Coach commuter bus services. These are expected to be completed in March.

Staff reviewed highway and transit inputs from the implementing agencies, and completed the draft conformity project table, including identifying, with shading, all changes from last year. Staff developed a list of significant change projects, and coordinated with local jurisdictions and state DOTs to provide complete descriptions for each project.

B. GIS Technical Support

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

Staff began the update of the ArcGIS software from version 8.3 to 9.1.

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

A reviewed a draft MOA on a minimum essential dataset for a consistent Regional GIS base map to be used for emergency preparedness and emergency management purposes with COG's general counsel in response to questions by Fairfax County's general counsel.

Staff continued to work with the GIS Executive Committee on the GIS data UASI funding initiative and the schedule for future GIS Committee meetings and work activities.

C. Models Development

Staff has begun executing the AECOM nested logit mode choice model to gain familiarity with the file handling requirements. Work is proceeding to check model results with transit survey data for 2000 (regional bus survey) and 2002 (Metrorail survey), as well as testing the model in a forecast mode for a year 2030 projection. Staff is continuing the development of an ArcGIS process for computing zonal walk shed areas needed to support this model development.

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. Work is continuing on a revised set of external and through trip

tables, and on a revised set of airport access trips based on the 2000 Air Passenger Survey.

Using data collected by TPB staff in FY2005, a contractor has progressed through trip generation and distribution in the calibration of a commercial vehicle model. Documentation is under review. The consultant has received comments from staff and has made some adjustments to the model to include the 'other' employment category in the trip generation step.

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 training in application of TP+/Viper and Mobile 6.2 and maintenance of current documentation and user guides 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 Technology Programs and Services (OTPS) as appropriate.

IV. TRAVEL MONITORING

A. Cordon Counts

Preparations are being made for field work to begin in March on the 2006 Central Employment Area Cordon Count.

B. Congestion Monitoring and Analysis

Based upon 2005 aerial survey data, staff developed a table consisting of the 10 worst congested locations on the freeway system and a table of locations with significant changes in absolute density (density changes greater than 50%) since 2002. The second table included locations where conditions have improved due to capacity improvements. Findings were presented to the TPB Technical Committee and the Transportation Planning Board during February meetings and the final report was released at the TPB meeting.

Staff developed the outline of a pilot approach to expand coverage of the arterial congestion monitoring program. The program would collect speed/travel time data using volunteer drivers who would collect the data during their commute to work. This would be a year round program and offer the possibility of wider coverage. Further details of

the program will be presented to the TPB Technical Committee during the March meeting.

C. Travel Surveys and Analysis

1. Household Travel Survey

Staff continued to work on the design of the pilot survey for the planned activity-based household travel survey for the TPB modeled region.

Staff continued development of a Request for Proposals (RFP) for a survey consultant to conduct the planned activity-based household travel survey.

Staff continued recruitment for a Survey Analyst to work on household travel survey work activities.

2. Regional Travel Trends Report

No staff activities to report.

D. Regional Transportation Data Clearinghouse

Staff continued work on updating traffic volume data for Maryland and Virginia highway network links in the Clearinghouse.

V. TECHNICAL ASSISTANCE

A. District of Columbia

Program Development, Data Requests and Miscellaneous Services

Test runs were made of a select link analysis for estimating the "Cut Through" traffic entering the District.

Staff responded to a data request from DDOT's consultant on the 11th Street Bridge project, by preparing Mobile6 emissions factor input files and transmitting them to the consultant.

Staff finished executing select link analyses for all links around the DC line and post-processing the analysis outputs. Staff documented modeling tasks and summary results in a draft memo for internal review and discussion.

Staff attended the DDOT's monthly HPMS coordination meeting.

Staff completed a select link analysis of DC "cut-through" requested by DDOT staff.

Machine Traffic Counts

Staff prepared the RFP for the Spring 2006 HPMS counts in the District of Columbia which is to be released during the first week of March, with proposals due at the end of the Month.

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

No staff activities during this reporting period.

Highway Performance Monitoring System (HPMS)

No staff activities during this reporting period.

B. Maryland

Program Development

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

Miscellaneous Services

Staff provided Montgomery Department of Park and Planning, Maryland National Capital Park and Planning Commission with (1) inputs and all other necessary files for the execution of the 2005 CLRP/FY 2006-2011 TIP Air Quality Conformity regional modeling process approved October 19, 2005, by the Transportation Planning Board using the COG/TPB Travel Demand Model Version 2.1D #50 and (2) forecasts of population, households and employment from Round 7.0 of the COG Cooperative Forecasting process.

Staff provided zonal trip tables from the Air Quality Conformity regional modeling process, as used in the conformity determination approved October 19, 2005 by the Transportation Planning Board, to the Prince George's County Office of Transportation, Department of Public Works and Transportation.

As requested by Maryland MTA, staff developed networks and executed a travel demand forecast to test the impact that the possible closing of some MARC rail stations might have on transit ridership. The transit network coding included removal of the Boyds, Dickerson and Jessup stations (St. Dennis, which MTA also listed for removal in the study, is outside the TPB modeled region) and reflection of improved train running times to save 3 minutes at each closed station. Staff completed the travel demand runs and reported the results of the analysis to MTA.

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

No activity during the reporting period.

I-270 & US 15 Multi-Modal Corridor Study

Staff attended three travel demand modeling meetings during the month of February and worked closely with MTA and SHA and their consultants.

Intercounty Connector Study

Staff continued review of the FEIS document.

Bi-County Transitway Study

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

Capital Beltway/ Western Mobility Study

During the month of February, COG/TPB staff worked with MD SHA staff and their consultants on next steps for the study. Travel demand modeling for 2000 Validation and 2030 No Build has been completed and passed on to MD SHA consultants. COG/TPB staff is waiting on input for build alternatives to proceed with the project, as well as any feedback on the completed work.

C. Virginia Technical Assistance

Program Development

There was no activity to report in February.

Miscellaneous Services

COG/TPB staff continued coordination with VDOT staff to answer questions and compare assumptions about toll revenue estimation methods.

I-95 / I-395 HOT Lane Project

This project has been completed.

Northern Virginia HOV Facilities Monitoring and Data Collection

All data were transmitted to VDOT in February.

I-66 Feasibility Study Supplemental Data Collection

There was no activity to report in February.

Enhanced Commuter Corridor Count Program

Staff continued processing and statistical analysis of Northern Virginia auto and transit counts collected in the fall of 2005.

D. WMATA

Program Development

No activity during the reporting period.

Miscellaneous Services

No activity during the reporting period.

Demand Responsive Study

Staff prepared and edited the AFA study report “Improving Demand Responsive Services for People with Disabilities” for presentation to the Technical Committee and TPB. Staff presented the five high priority recommendations in a PowerPoint presentation at the February Technical Committee and TPB meeting. A four-page color pamphlet was created to highlight the study’s findings and recommendations. A letter transmitting the report to the WMATA Board of Directors was signed by Michael Knapp and sent to WMATA. Staff also prepared for a presentation by Kathy Porter on the study recommendations to the Montgomery County Council.

VII. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 21

a. Process Regional Air Passenger Survey

Staff continued to check the results of the geo-processing for the 2005 Air Passenger Survey.

b. Ground Access Element Update

Staff continued to prepare a technical memorandum for review by the Subcommittee at their March meeting. This memorandum documents work completed under Task 1 of this project: Review current ground access facilities, services, activity levels and planning. It will also document major ground access issues and problems which could be addressed through this planning effort.

The **Aviation Technical Subcommittee** did not meet in February 2006.

Consultant Support

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

Cambridge Systematics, Inc. – 2006 CLRP Financial Analysis and

Near Term Funding Needs Report - \$140,000 – ongoing

Academy for Leadership Foundation – Public Involvement \$50,000 – ongoing

Fitzgerald and Halliday, Inc. – Public Involvement \$50,000 – ongoing