
PROGRAM HIGHLIGHTS

I. PLANS, PROGRAMS & COORDINATION

A. Unified Planning Work Program

At the July 20, 2005 meeting, the TPB amended the FY 2006 Unified Planning Work Program (UPWP) to include revised work statements and budgets for the Virginia Technical Assistance Program and to update the State Planning and Research Program. Work continued on monitoring the FY 2006 UPWP.

At the July 8 meeting, the TPB Steering Committee adopted a resolution requesting that VDOT allocate the FHWA Metropolitan Planning Organization Planning funds attributable to the portion of the Stafford County that is part of the Washington DC-Virginia-Maryland urbanized area to the Fredericksburg Area Metropolitan Planning Organization (FAMPO).

B. Transportation Improvement Program

At the July 8 meeting, the Steering Committee approved an amendment to the FY 2005-2010 TIP modify funding for seven highway projects and two park-and-ride lot improvements as requested by MDOT. At the July 20 meeting, the TPB approved an amendment to the FY 2005-2010 TIP to include CMAQ funding for nine projects as requested by VDOT.

At the July 8 meeting, the Technical Committee received the draft FY 2006-2011 TIP. Due to the additional time required for revising the Round 7.0 land use forecasts for use in the air quality conformity analysis, the date for releasing the draft conformity determination, the draft 2005 CLRP and the draft FY 2006-2011 TIP for public comment will be changed from the July TPB meeting to September 15. The TPB is scheduled to adopt the CLRP and TIP at its October 19 meeting. The Technical Committee also was briefed on a set of proposed improvements for the TIP and CLRP process and documents.

C. Constrained Long-Range Transportation Plan (CLRP)

Due to the additional time required for revising the Round 7.0 land use forecasts for use in the air quality conformity analysis, the date for releasing the draft conformity determination, the draft 2005 CLRP and the draft FY 2006-2011 TIP for public comment

will be changed from the July TPB meeting to September 15. The TPB is scheduled to adopt the CLRP and TIP at its October 19 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 PlanSM. Two special work sessions were held on the topic of the proposed regional transportation coordination program: a COG Chief Administrative Officers Committee session on July 6, 2005, and a Transportation Planning Board session on July 20. Staff prepared background information and helped support these sessions. Also continuing from FY2005, 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. The Ad Hoc group held a conference call on August 22.

The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces held a joint meeting on July 12, 2005. The Task Forces and staff focused preparations for the July 20 work session noted above. The group discussed operations issues in the wake of the July 7, 2005 terrorist bombings in London, England. The group was also briefed on the activities of the National Capital Region Exercise and Training Oversight Panel (ETOP) for Homeland Security and the Regional Incident Communications and Coordination System (RICCS).

For informational purposes, staff attended a meeting at the Baltimore Metropolitan Council on July 14 focusing on the initiation of a project in the Baltimore Region for emergency scenario-based travel forecast modeling.

Staff participated in a July 25 conference call of the National Transportation Operations Coalition (NTOC), which is addressing integration of transportation operations considerations into the transportation planning process.

Staff attended a meeting of the National Capital Region Emergency Preparedness Council on July 27 to keep abreast of activities of that group, particularly regarding public outreach for emergency preparedness.

E. Financial Plan

Work began on the new financial analysis for the 2006 update of the CLRP. The kick-off meeting of the financial analysis steering group and the new consultant team was held on July 19. At this meeting, the proposed work program and tasks were reviewed in relation to the previous financial analysis in 2003. A schedule of when implementing agency revenue forecasts and expenditures would be provided to the consultant was discussed and established. The next meeting of the steering group is scheduled for September 27.

F. Private Enterprise Participation

At the July 20 TPB meeting, the chair of the TPB Private Provider Task Force briefed the Board on the sixteenth annual public transit forum held on May 24. The briefing was well received.

G. Bicycle and Pedestrian Program

The Bike/Ped Plan Work Group met on July 14 to review a draft of the Bicycle and Pedestrian Plan for the Washington region. The group discussed the policy recommendations and suggested a few changes, and discussed the format and content of the plan projects and database, and their relationship to bicycle and pedestrian projects in the local plans, TIP, and CLRP. Guidelines for the types of projects local agencies should submit for inclusion in the regional plan were discussed.

At the July 19 meeting of the Bicycle and Pedestrian Subcommittee a revised version of the plan and database was reviewed and discussed with the larger group. Based on the recommendations of the Work Group and the Bicycle and Pedestrian Subcommittee, staff made further revisions to the draft plan. Staff worked on a number of technical problems with the on-line database.

The Bike/Ped Subcommittee also discussed the possibility of selecting a new regional top priority list of unfunded bicycle and pedestrian projects. The National Park Service gave a presentation on a possible extension of the Suitland Parkway Trail from D.C. into Maryland. The D.C. representative agreed that the time was ripe to move that project forward, suggested that D.C. would be willing to upgrade its section of the trail, and offered to meet with the National Park Service and the Maryland-National Capital Parks and Planning (Prince Georges County Office) to discuss possible funding sources and other issues.

In accordance with TPB resolution R20-2005, adopted in April, staff prepared a draft letter from the TPB chair to the TPB member jurisdictions, requesting funding for the 2006 Street Smart Pedestrian and Bicycle Safety Campaign, along with a table of suggested contributions and a program summary.

For informational purposes COG staff attended a planning meeting for the District of Columbia's Union Station Bike Station project.

H. Access to Jobs Planning

COG/HSPPS staff performed the following tasks in July/August 2005:

In July/August 2005, COG staff continued to research case studies of successful JARC programs to identify potential approaches for new JARC services in the Washington region.

I. Public Participation

The CAC's monthly meeting on July 20 included a briefing and discussion on the TPB's Accessibility Analysis for the 2004 Constrained Long-Range Plan, a discussion regarding the development of the CapCom incident coordination center, and a discussion of the COG/TPB analysis of the federal base realignment and closing recommendations.

Two CAC working groups continued their work in July and August. The Working Group on CLRP/TIP Information and Analysis discussed a number of steps to improve the quality and timeliness of the information and analysis that the TPB produces. The Working Group on the Regional Mobility and Accessibility Study will launch a series of outreach meetings in the fall that will include information on the qualitative and quantitative effects of various scenarios on a localized level. A public forum was scheduled for September 20 in Oxon Hill. The powerpoint briefing on the study will also be presented at a forum on transit-oriented development on September 28 in Loudoun County. The event will be sponsored by the Dulles Area Transportation Alliance.

The TPB issued a Request for Qualifications on July 29, 2005, which will lead to the hiring of a contractor(s) to assist with new public involvement activities in 2006, particularly for the new CLRP. The focus of these new activities will be education of community leaders who have not typically been involved in the TPB process and the development of new systems for obtaining representative input from citizens. These actions will include consideration of past outreach efforts, and identification of what has worked well and what activities have been less successful.

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

Access for All Advisory Committee

Staff prepared for the July 28 AFA meeting which included a status report on the subcommittee on transportation for low-income communities and the demand responsive study and a review of the progress made on implementing the AFA recommendations to improve transit information for limited English speaking populations.

An accessibility analysis was conducted for the AFA subcommittee on transportation for low-income communities. The subcommittee reviewed this information and began making preliminary recommendations at its August 1 meeting.

J. Annual Report

The annual report, which is called the Region magazine, was printed and distributed to a mailing list of more than 2,300 recipients. This year’s edition features articles on the Regional Mobility and Accessibility Study, the regional transportation funding shortfall, the inclusion of the Intercounty Connector in the CLRP, and TPB’s Disability Awareness Day in October 2004.

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 two meetings of the VDOT Advisory Panel on HOT lanes for the I-95/395 corridor.
- The DTP Director and senior DTP staff met with representatives of the Federal Highway Administration and their consultants to discuss the work plan for a White House Area Transportation Study (WHATS) using the TRANSIMS microsimulation model. DTP staff agreed to provide local traffic monitoring data to the consultants working on the study.

TPB Value Pricing Task Force

No activity during the reporting period.

II. FORECASTING APPLICATIONS

A. Air Quality Conformity

Staff participated in meetings of the Metropolitan Development Policy Committee and its Planning Directors Committee regarding the adoption for testing purposes of final draft Round 7.0 Cooperative Forecasts to be used in the conformity assessment of the 2005 CLRP and FY2006 - 11 TIP. Staff completed network development steps for highway, transit & HOV networks for each analysis year. This work included: coordinating with the GIS staff to produce highway link ascii files, updating the time-of-day files, producing sets of peak and off-peak transit mode files, accuracy checking the built highway networks, and successfully building the transit lines through the built highway network for each year. Network development staff coordinated with GIS staff to create peak and off-peak walk-shed and walk-link files for each scenario. Staff completed the update of the bus fare matrix to reflect the Summer 2005 VRE fare increase and prepared all other files required for travel demand modeling. Staff organized input files and executed travel demand modeling for 2002, 2010, 2020 and 2030. In addition, staff performed quality assurance of model output, began documenting travel demand modeling work, proceeded with mobile source emissions calculations for each forecast year, and began development of an air quality conformity summary report in anticipation of delivering results to the TPB Technical Committee at its September meeting.

Staff prepared response to comment received on the scope of work for the conformity assessment of the 2005 CLRP and FY2006-11 TIP with respect to PM_{2.5} directly emitted particles and precursor emissions. Staff briefed the TPB on the response to comment at its July meeting, and the TPB approved the work scope. Staff proceeded with the technical work tasks contained in the work program.

In August EPA released "Guidance for Creating Annual On-Road Mobile Source Emission Inventories for PM_{2.5} Nonattainment Areas for Use in SIPs and Conformity". Staff reviewed the guidance for general information, possible impacts upon the approved work scope for the PM_{2.5} conformity assessment, and for presentation to Technical Committee in September. Staff attended an EPA / FHWA jointly sponsored 'summit' meeting on transportation conformity and air quality planning issues in Charleston, SC.

COG/DEP staff prepared a draft comment letter on TPB's draft PM_{2.5} conformity scope of work and schedule. The draft comment letter was discussed at the MWAQC Technical Advisory Committee and two conference calls were held with the state air agencies to finalize the comment letter. The comment letter was transmitted to TPB on July 13, in

time for the TPB mailing and for consideration of the issue on July 20. Staff attended TPB Technical Committee meetings and the TPB meeting in July.

COG/DEP staff worked on the PM_{2.5} conformity inputs. There was a conference call and a meeting to discuss temperature and relative humidity inputs for fine particles and to gain consensus regarding the database to be used. Staff researched the source of NMIN meteorological inputs and consulted EPA regarding meteorology inputs. A conference call was held on August 22 to discuss the inputs and the frequency (seasonal or monthly). Staff consulted with TPB staff regarding a presentation to the Southern Transportation and Air Quality Summit in South Carolina. DEP staff attended training for PM_{2.5} conformity.

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 PM_{2.5} requirements. Staff participated in meetings of MWAQC, its Executive Committee, Technical Advisory Committee, Conformity Subcommittee, and Emissions Inventory Subcommittee.

Staff continued work to analyze PM_{2.5} pollutants, emissions characteristics, and Mobile6 inputs / outputs, and completed work to prepare emissions factors and revise post-processor procedures for the conformity assessment of the 2005 CLRP and FY2006-11 TIP. This included consultant task order support for assistance in reflecting new inputs and EPA guidance associated with the Mobile6.2 model version.

Staff requested vehicle registration data files as of July 1, 2005 from the three state air agencies. Staff prepared a purchase order and acquired the VIN decoder software from ESP data solutions and using the assistance of the IT department was able to successfully decode VIN numbers acquired from the District of Columbia. Analysis of the decoded data is underway to yield vehicle type, age, and diesel sales fraction. VIN data has been acquired from Maryland Department of Environment, and we are waiting for data from Virginia which is expected in the first week of September 2005.

Staff tested the new software interface developed by E&H Pechan and associates for developing VOC and NO_x emissions rates from the Mobile 6 model and found it to be acceptable for use in producing ozone emissions rates for conformity analysis. Staff performed a quality control check of the ozone precursor rates and found them reasonable. Staff developed the requirements for a similar interface to develop particulate matter (PM_{2.5}) emissions rates using the Mobile 6 model. Staff prepared a number of exhibit tables of households and employment based on Round 7 land use for use in the conformity document.

Staff attended a particulate matter workshop offered by US EPA in Newark, NJ.

C. Regional Studies

Staff completed the travel demand modeling for the “COG/TPB Regional Analysis: Impacts of the U.S. Department of Defense (DoD) Base Realignment and Closure (BRAC) Recommendations for the Metropolitan Washington Region” report.

Staff prepared a draft report analyzing the travel demand and air quality impacts of two BRAC land use scenarios, one for 2010 and another for 2020, with the TPB Constrained Long Range Plan transportation networks for these years. Staff presented this report to the TPB Technical Committee, the Planning Directors Technical Advisory Committee, the Metropolitan Development Policy, the COG Board and the TPB in July.

Staff worked with the Transportation Scenarios Subgroup to refine the assumptions for the transportation scenarios to be paired with the “More Jobs in Outer Areas” and “Region Undivided” land use scenarios.

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

Staff began development of a highway network screenline analysis for the alternative land use and transportation scenarios analyzed to-date. This screenline analysis will analyze peak and off-peak period volume-to-capacity ratios across major regional screenlines

D. Coordination of Cooperative Forecasting & Transportation Planning

Staff worked with the Planning Directors Technical Advisory Committee (PDTAC) to reach consensus on how to resolve the implied imbalance between forecast jobs and households in the draft Round 7.0 Cooperative Forecasts. After consideration of several ways that forecast jobs and housing growth might be brought into closer alignment, the PDTAC agreed that the most reasonable assumption was that local jurisdictions over time would re-plan and rezone land sufficient to provide for the additional housing that was needed to meet the forecast growth in workers and jobs.

The PDTAC, acknowledging the need for re-planning and rezoning as local jurisdiction approached build-out of their current plans, recommended to the Metropolitan Development Policy Committee that the draft Round 7.0 household forecasts be increased by 92,000 household or 3.8%. This was in addition to the 28,000 households added to the revised draft forecasts by Fairfax, Montgomery and Prince William County in June.

The MDPC approved the revised draft Round 7.0 Forecasts for use in the TPB Air Quality Conformity Analysis of TIP and CLRP on July 13th and notes in its approval resolution that these forecasts assumes that certain localities over time will re-plan and rezone land sufficient to provide for the additional housing to meet employment projections in the 2020 to 2030 time period.

Staff created the TAZ-level data file for the revised draft Round 7.0 Cooperative Forecasts of employment, households and population. This TAZ-level data file incorporated the additional households added to the 2020 to the 2030 household forecasts as recommended by the PDTAC.

Staff prepared a memorandum on the employment definition adjustments factors to be used with the revised Round 7.0 TAZ-level data files in running the TPB Version 2.1 travel demand model.

III. DEVELOPMENT OF NETWORKS AND MODELS

A. Network Development

All highway and transit network development for use in the 2005 CLRP and the FY2006-2011 TIP updates was completed. Highway and transit network files were generated for 2002, 2010, 2020, and 2030. A report documenting these activities was presented to the TPB Travel Forecasting Subcommittee at its meeting on July 22, 2005. Work is getting underway to contact transit providers to begin the update of transit schedules for the fall, which will be used in the next round of TIP / CLRP conformity networks.

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 and instruction to network development team in the coding of future year networks for this year's CLRP/TIP Update and Air Quality Conformity analysis.

Staff worked with the GIS Committee Executive Committee to prepare the meeting agenda and other materials for the July 19th and August 25th GIS Committee meetings.

The GIS Committee approved new bylaws at its July 19th meeting. A proposed mission statement for the Geospatial Interoperability project was also presented and discussed at this meeting.

The GIS Committee approved the proposed mission statement for the Geospatial Interoperability project and established a GIS data subcommittee at its August 25th meeting. Presentations on WebEOC Incident Management software and the MD emergency management EMMA map service were also given at this meeting.

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

Staff attended the annual ESRI GIS software users' conference to learn about the latest applications of GIS technology in the fields of transportation and emergency management coordination.

C. Models Development

A report documenting all models development activities undertaken in FY2005 was presented to the TPB Travel Forecasting Subcommittee on July 22, 2005. Staff continued reviewing the nested logit model files and documentation received from Jeff Bruggeman of AECOM, retained to advise on the development of this model. Staff has executed a test run of the model structure developed by AECOM and has received a user's guide from the consultant to aid in application of the software.

During August, staff transmitted the completed commercial vehicle survey data to Bill Allen, the consultant retained to aid in the development of a commercial vehicle model. Staff began processing the 2003 External Truck Survey for use in updating the TPB truck models. Staff also began 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 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 Technical Programs and Services (OTPS) as appropriate.

IV. TRAVEL MONITORING

A. Cordon Counts

A report documenting the results of the regional HOV monitoring project conducted in Spring 2004 was presented to the TPB Travel Forecasting Subcommittee at its meeting on July 22, 2005.

Staff completed field data collection of counts of trucks and light commercial vehicles. This data was transmitted to Bill Allen, the consultant retained as part of the Models Development work program, to begin development of the commercial vehicle model.

B. Congestion Monitoring and Analysis

Staff prepared a draft presentation documenting the findings of the arterial highway travel time project to be presented to the Travel Forecasting Subcommittee at its September meeting. Staff attended a meeting with a consultant who has developed proprietary software for using cell phone calls to estimate speeds on highways and is implementing the same in the Baltimore metropolitan area.

SKYCOMP is completing the freeway data analysis of the Spring 2005 aerial survey and the preliminary results will be presented to the Travel Forecasting Subcommittee in September.

B. Travel Surveys and Analysis

1. Household Travel Survey

No staff activities to report.

2. 2000 Census Journey to Work Analysis

No staff activities to report.

3. Regional Travel Trends Report

No staff activities to report.

D. Regional Transportation Data Clearinghouse

Staff obtained updated traffic volume data for Jefferson County, West Virginia from WVDOT and began loading this data into to the Regional Transportation Data Clearinghouse database.

Staff began the matching the xy coordinates of VDOT traffic counting station locations to individual Clearinghouse highway network links. This work activity will enable Data Clearinghouse users to identify the actual link where the traffic volume data is collected as opposed to the larger segment (group of links) for which the VDOT traffic volume estimate is typically reported.

Staff began planning the structure of the detailed traffic volume database for this year's update of the Clearinghouse.

V. TECHNICAL ASSISTANCE

A. District of Columbia

Program Development

No staff activities.

Miscellaneous Services and Data Requests

No staff activities.

Machine Traffic Counts

Based on our review of the seven day machine counts at 140 locations, MCV has corrected some formulas in the spread sheet and is redoing the weekend counts at a few missing locations.

B. Maryland

Program Development

Staff coordinated with MDOT and MD SHA staff regarding closeout of FY2005 activities and initiation of FY2006 work program activities.

Miscellaneous Services

Staff provided travel time and speed data for the Maryland National Capital Park and Planning Commission, Montgomery Department of Park and Planning.

Staff provided inputs and all other necessary files for the execution of the 2004 Air Quality Conformity regional modeling process as approved on November 17, 2004, forecasts of population, households and employment from Round 6.4A of the COG Cooperative Forecasting process, and ArcView shape files containing TAZ, TAD and jurisdiction boundaries to a consultant for the Montgomery County, Maryland, Department of Public Works and Transportation.

Staff delivered zonal land area data and component and total transit travel time data for the year 2000 from the COG/TPB travel modeling process to the Baltimore Metropolitan Council.

MDOT Training/Technical Support

Staff conducted a training session on the application of the COG/TPB Travel Demand Model using the Citilabs TP+ and Viper software package for staff of the Travel Forecasting Section of the Maryland State Highway Administration (MDSHA) on July 27, 2005 at the MDSHA offices.

Subregional Studies

Capital Beltway Corridor Transportation Study

Project has not yet been initiated in FY2006.

I-270 & US 15 Multi-Modal Corridor Study

Project has not yet been initiated in FY2006.

Intercounty Connector Study

Following a request from SHA, staff delivered to MD SHA all the inputs and outputs of travel demand forecasting runs executed for the ICC study. The inputs/outputs include: 2000 validation, 2010 and 2030 No Build, Corridor 1 and Corridor 2 alternatives, 2030 Corridor 1 alternative with COG/TPB model version 2.ID#50, and 2030 Toll and No Toll scenarios for Corridor 1 and Corridor 2 alternatives with 6.4A land use.

Bi-County Transitway Study

Project has not yet been initiated in FY2006.

C. Virginia Technical Assistance

Program Development

There was no activity to report in July/August.

Miscellaneous Services

As a follow-up to work activities performed in FY2005 on the Capital Beltway HOT Lane Study, staff continued analysis of existing results, performed additional iterations of the modeling work to test the sensitivity of travel demand results to further variation in tolls, and met twice with VDOT staff to review and discuss the data.

I-95 / I-395 HOT Lane Project

Staff initiated work on this new project in FY2006, using the technical methods recently developed on the Virginia Capital Beltway HOT Lane Study. Staff reviewed proposals from Fluor/Transurban and Shirley/Clark to construct HOT lanes on I-95 and I-395 in Virginia from Stafford County to the 14th Street Bridge. Staff coded a 2010 highway network for each proposal, building off of the 2005 CLRP / FY2006-2011 TIP 2010 forecast year network. The 2005 CLRP was selected as the base because it contains the beltway HOT lanes. Staff coded access/egress points from the facility based on the July 26, 2005 Advisory Panel meeting worksheet, using detailed schematics from the June, 2005 Fluor/Transurban and Shirley/Clark proposals. Following the network coding, script revisions, and creation of summary templates, staff executed model runs for the two separate proposals, applying Round 7 Cooperative Forecast land activity and other input data from the 2005 CLRP update. Staff is reviewing the results for presentation to VDOT in September.

Northern Virginia HOV Facilities Monitoring and Data Collection

There was no activity to report in July/August.

I-66 Feasibility Study Supplemental Data Collection

There was no activity to report in July/August.

Enhanced Commuter Corridor Count Program

There was no activity to report in July/August.

D. WMATA

Program Development

No activity during the reporting period.

Miscellaneous Services

No activity during the reporting period.

Demand Responsive Study

During the months of July and August, staff prepared for the July 13 meeting of the study steering committee, contracted with Transystems for consultant help via a competitive request for qualifications (RFQ), and conducted extensive research on the study focus areas. Innovative practices and background information was gathered on the four study focus areas: 1) communications with customers, 2) MetroAccess system design and management, 3) coordination of specialized services and 4) additional transportation services for persons with disabilities. MetroAccess statistics were gathered and demand trends analyzed. Research on the benefits of demand responsive services was conducted. Information on premium same day taxi service programs and accessible taxicabs was gathered via interviews, reports and site visits to Baltimore and the D.C. Taxicab Commission.

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

The final draft report and summary of findings for the Ground Access Forecast Update were presented to and approved by the Aviation Technical Subcommittee.

All required elements of the CASP 19 have been completed. The final reports for the Air Passenger Origin/Destination Forecast Update, Ground Access Forecast Update, and Heliport-Vertiport System Plan Study; and a request for final payment were submitted to the FAA in July.

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.

C. Conduct 2005 Regional Air Passenger Survey

1) There was no staff activity during this reporting period.

D. Process Regional Air Passenger Survey.

1) Staff continued to analyze the survey data to explain anomalies that were discovered while editing the survey data.

The **Aviation Technical Subcommittee** met Thursday, July 27th. Agenda items included:

- Update on CONAANDA Activities
- Presentation of draft report and summary of findings for the Ground Access Forecast Update
- Status report on the 2005 Regional Air Passenger Survey

Consultant Support

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