
PROGRAM HIGHLIGHTS

I. PLANS, PROGRAMS & COORDINATION

A. Unified Planning Work Program

Work continued on monitoring the FY 2005 Unified Planning Work Program (UPWP).

B. Transportation Improvement Program

At the May 6 meeting, the Steering Committee approved seven amendments to the FY 2004-2009 and the FY 2005-2010 TIPs to change or modify funding for projects as requested by VDOT.

At the May 6 meeting, the Technical Committee received the listings of preliminary draft project submissions for the 2005 CLRP and FY 2006-2011 TIP.

C. Constrained Long-Range Transportation Plan (CLRP)

At the May 6 meeting, the Technical Committee received the listings of preliminary draft project submissions for the 2005 CLRP and FY 2006-2011 TIP.

D. Operations, Coordination/Emergency Preparedness

Management and operations activities

The Management, Operations, and Intelligent Transportation Systems (MOITS) Policy and Technical Task Forces held a joint meeting on May 10, 2005. The Task Forces were briefed on the status of regional ITS architecture development, and on the 511 Feasibility Study.

The 511 Steering Committee met on May 16 to review the draft Regional 511 Feasibility Study. The group provided comments to the contractor, who incorporated them into the final draft report dated May 31.

On May 4, staff participated in a day-long national "Operations Data Workshop" held by the Transportation Research Board in Washington, D.C.

On May 23, staff participated in a conference call of the National Transportation Operations Committee, and reviewed written materials on operations practices in conjunction with the call.

On May 24, staff participated in an I-95 Corridor Coalition Executive Committee meeting in Philadelphia, Pennsylvania.

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 Coordination PlanSM.

Staff worked with University of Maryland and MOITS representatives on continued formation of a "CapCom" regional transportation operations coordination program. On May 10, the Task Forces were briefed on the status of funding and governance developments for CapCom, advised by the MOITS Task Forces, under development by the University of Maryland Center for Advanced Transportation Technology. The concept of the "Mid-Atlantic Communications Interoperability Partnership (MACIP)" was discussed; a MACIP executive board was to oversee and coordinate a number of interrelated communications and data technology integration efforts. The Task Forces were also briefed on proposed work tasks for a first year of the program.

Staff briefed the MOITS Task Forces on the final decisions reached by the Chief Administrative Officers Committee and the state's Homeland Security Senior Policy Group on transportation sector proposals submitted for consideration for FY2005 Urban Area Security Initiative (UASI) Homeland Security funding. The group discussed the need to document potential future needs for future UASI program consideration opportunities.

On May 18, the Transportation Planning Board was briefed on the status of development of the regional transportation coordination program. Staff assisted University of Maryland staff in preparing the presentation.

Staff attended meetings at which the UASI program was discussed: the Chief Administrative Officers Committee on May 4, and the National Capital Region Emergency Preparedness Council on May 19.

E. Financial Plan

The RFP for consultant assistance to conduct the new financial analysis for the 2006 update of the CLRP was issued on April 20 and a pre-proposal meeting to address technical and contractual questions was held on May 12. The proposals are due on June 9.

F. Private Enterprise Participation

The 16th Annual Public Transit Forum, which is sponsored by the TPB Private Provider Task Force was held on May 24. The forum was informative and well attended. The chair of the task force will present a report on private sector involvement in transit and highlights of the forum to the TPB at its July 20 meeting.

G. Bicycle and Pedestrian Program

Staff Activities:

- Presented to the Virginia Trails Conference on the Street Smart Program and Pedestrian Safety in the Washington Region
- Prepared agenda, hand-outs, staffed, took minutes for the Bicycle and Pedestrian Subcommittee meeting
- Presented to the TPB on the coordination of the Street Smart Program with law enforcement
- Worked with consultant to distribute Street Smart collateral materials
- Worked with consultant to line up speakers, plan Street Smart press event. Responded to inquiries from the press and public.
- Submitted reimbursement vouchers and progress reports on the Street Smart program to MHSO, Virginia DMV. Worked with consultant to obtain an additional \$80,000 for the Street Smart program from DC MPD.
- Worked on the update of the bicycle and pedestrian plan
- Met with Andrew Austin to discuss the Bicycle and Pedestrian Project database

H. Access to Jobs Planning

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

- Staff continued to research background materials relating to key focus areas identified at the Demand Responsive Services Study Steering Committee Meeting.

- Researched best practices from around the country in paratransit and demand responsive transportation for upcoming report for Steering Committee.

I. Public Participation

The CAC's monthly meeting on May 18 included an extensive discussion of the COG land use forecasting process. The committee also established two working groups that will focus on 1) outreach on the Regional Mobility and Accessibility Study, and 2) improving information and analysis for the Constrained Long-Range Plan and Transportation Improvement Program.

Staff wrote and distributed the "TPB News" newsletter.

Access for All Advisory Committee

Staff prepared for a May 16 meeting of the AFA Subcommittee on Transportation for Low-Income Populations. Information on the three strategies the subcommittee chose to focus on was created. Large GIS maps showing low-income populations and the transit network, including bus frequency, were created. Staff compiled examples of the kinds of transit information that could be inventoried and how it may be packaged and distributed.

An analysis of household accessibility based on the 2004 CLRP was conducted. Household accessibility by transit, walk-only transit, highway for 2005 and 2030 was analyzed. Further analysis will be conducted with the CTPP data on low-income households. This analysis will be reviewed by the AFA subcommittee to understand employment options and locations for low-income populations.

Staff worked on developing a public participation plan for the 2006 CLRP update that would engage diverse stakeholders and educate the public about the regional transportation planning process.

J. Annual Report

Staff made revisions to 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 the regional mobility and accessibility study to the National Capital Region Chapter of the World Future Society.
- The DTP Director and senior staff met with staff of the General Accountability Office to provide input on a study the GAO is conducting of WMATA's funding needs.

TPB Value Pricing Task Force

No activity during the reporting period.

II. FORECASTING APPLICATIONS

A. Air Quality Conformity

Staff continued with the technical work activities required to execute the travel demand and emissions analyses for the air quality conformity assessment of the 2005 CLRP and FY2006-11 TIP. Regarding network development activities, staff built the 2010 highway network and reviewed it for network errors. Staff developed the 2010 peak and off-peak transit files, using the December 2004 schedules as a base. This work included updating mode files and the various accessory files needed to build the transit network. Staff cleaned the mode files so that they would run through the 2010 highway network. Staff began work on highway and transit network development for the 2030 forecast year.

Staff invited transit providers to a meeting to review comments received on Virginia beltway HOT lane transit inputs and to finalize those inputs. After much discussion, the group agreed on a final list of bus routes for the conformity analysis. Working with the transit providers and the consultant for the HOT lane project, staff updated tables listing the details (service frequencies, route alignments, etc.) of the bus routes associated with the Virginia HOT lane project.

Staff also continued with preparing flowcharts and files for data processing (and reviewing Mobile6 and emissions post-processor inputs as reported below under Mobile Emissions Analysis).

Following EPA's release of awaited guidance on PM2.5 precursor requirements, staff drafted a scope of work for the conformity assessment of the 2005 CLRP and Fy2006-11 TIP with respect to PM2.5 directly emitted particles and precursor emissions, for presentation to the TPB Technical Committee at its June meeting.

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 May 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 upcoming PM_{2.5} conformity requirements. Staff participated in meetings of MWAQC, its Executive Committee, and its Technical Advisory Committee. Staff continued work to analyze PM_{2.5} pollutants, emissions characteristics, and Mobile6 inputs / outputs, and continued preliminary work to prepare emissions factors and revise post-processor documentation for the upcoming 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, primarily new methods for the emissions analysis on local roads in rural areas of the region, preparatory to executing the emissions estimation process.

On the VIN decode research project, staff completed analyzing the decoded VIN numbers by comparing the percentage of light duty vehicles, and light duty trucks 1 through 4 against percentages developed by the state air agencies. These percentages matched well for the three jurisdictions. The second test involved comparing the age distribution for the light duty vehicle types against the age distribution used in the SIP. The results matched well in some jurisdictions for light duty vehicles but not for light duty trucks. The preliminary findings of the analysis were presented to Metropolitan Washington Air Quality Committee's (MWAQC) emissions inventory subcommittee.

Staff presented a memo on traffic variations: (1) between average daily traffic (ADT) to average weekday daily traffic (AAWDT), and (2) between Summer, Fall, Winter, and Spring average weekday daily traffic compared to the average daily weekday traffic, to the Travel Forecasting Subcommittee. The memo had recommendations on factors to use during model validation, and seasonal adjustments for the post processor.

The Travel Management Subcommittee did not meet during the month of May 2005.

COG/DEP staff contacted the state air agencies for information to update their Inspection and Maintenance program parameters. Staff worked on D.C. cut-point files to prepare them for modeling. Staff held 2 conference calls. The first was to discuss mobile source inputs, including the Heavy Duty Diesel Vehicle Defeat Device compliance rate, and to discuss controlled and uncontrolled mobile inventories for 2009. Staff meet with DTP staff to discuss development of the 2009 mobile inventory for the SIP. The second call was held to discuss local road modeling, I/M program and cutpoints, and seasonal VMT

methodology. DEP staff attended TPB Technical Committee meetings and the TPB meeting in May.

C. Regional Studies

Staff presented background material on the “More Households in Inner Areas and Clusters” land use scenario to the Transportation Scenarios Subgroup at their May 13th meeting and worked with the members of this subgroup to develop the assumptions for the transportation scenario to be paired with this land use scenario.

Staff participated in discussions on the development of a work program to analyze the transportation impacts of proposed Department of Defense employment shifts in the Washington region and how the Regional Studies scenario methodology could be used for this analysis.

D. Coordination of Cooperative Forecasting & Transportation Planning

Staff continued to work with the Planning Directors on concerns about the jobs and housing imbalance implied by the draft Round 7.0 forecasts and the implications of these draft forecasts for transportation, affordable housing, air and water quality, and other policy areas.

Staff briefed the Metropolitan Development Policy Committee on efforts to address the concerns expressed by the District of Columbia Office of Planning staff about the implied jobs and housing imbalance in the draft Round 7.0 Cooperative Forecasts and to assess other implications of these draft forecasts.

III. DEVELOPMENT OF NETWORKS AND MODELS

A. Network Development

During May, network development activities were focused on coding and checking transit and highway network files for use in the 2005 CLRP and the FY2006-2011 TIP. Highway network files were generated for 2010, 2020, and 2030 using COG’s GIS-based highway network building process. Transit files have been developed for 2010, with files depicting 2020 and 2030 scheduled for completion in June.

B. GIS Technical Support

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

Staff continued evaluation of existing GIS datasets and the changes required to reorganize these dataset into an updated spatial dataset library.

Staff continued update of the Regional Street Centerline GIS layer.

Staff drafted proposed new by-laws for COG's GIS Committee and reviewed these proposed by-laws with COG's Chief Information Officers (CIO) Committee.

Staff met with the new GIS Committee leadership to finalize the agenda for the June 9th GIS Committee meeting.

C. Models Development

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 is seeking clarification on some of the technical points in the documentation. AECOM is preparing a work plan for implementing the nested logit model into the regional process. At the request of the Federal Transit Administration, staff completed sensitivity testing of "base" and "build" scenarios using the FTA SUMMIT model. This analysis is being undertaken in several metropolitan areas so that results can be compared and evaluated.

Staff has continued processing the 2000 CTPP demographic data, which will be used to update the household size, income, and vehicle availability models. Regional and zone level information is being developed.

The TPB Travel Forecasting Subcommittee met on May 20th, but there were no TPB models development work program items on the agenda.

Staff also examined capabilities of Citlabs Cube Voyager software in anticipation of upgrading the existing TP+ software.

D. Software Support

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. Staff also continues to evaluate portable hard drives as potential back-up devices, with one currently in service in that capacity. Exploration of server-based system-wide backup procedures continues. Successful back-up and retrieval of files on a server-based system has taken place.

IV. TRAVEL MONITORING

A. Cordon Counts

Staff continued processing data collected last Spring for the regional HOV monitoring project, in preparation for a report documenting the results of this effort. A draft summary of data was presented to the TPB Travel Forecasting Subcommittee on May 20th.

Staff is continuing field data collection of counts of trucks and light commercial vehicles. Work on this project will continue into FY2006, with completion of data collection scheduled for the end of July.

B. Congestion Monitoring and Analysis

Staff has completed 100% of the data analysis of the FY 2005 arterial travel time project on selected arterial highways in the region and report preparation is underway. SKYCOMP has started freeway data collection and completed 70% of the data collection effort. SKYCOMP data collection activities are expected to be completed by the first week of June 2005.

C. Travel Surveys and Analysis

1. Household Travel Survey

Staff continued research activities related to the development of a large-sample methodologically enhanced activity based regional household survey for the metropolitan Washington region.

2. 2000 Census Journey to Work Analysis

Staff continued analysis and adjustment of the CTPP Part 3 worker flow data by jurisdiction of residence and jurisdiction of work.

Staff attended and participated in the Transportation Research Board (TRB) Conference on Census Data for Transportation Planning.

Staff briefed the Travel Forecasting Subcommittee on the processing and analysis of the CTPP Part 3 worker flow data and the major issues discussed at the TRB Census Data Conference.

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

3. Regional Travel Trends Report

No staff activities to report.

D. Regional Transportation Data Clearinghouse

No staff activities to report.

V. TECHNICAL ASSISTANCE

A. District of Columbia

Program Development

No staff activities to report.

Miscellaneous Services and Data Requests

No staff activities to report.

Database Automation and Application Development

No staff activities to report.

Machine Traffic Counts

MCV associates has started data collection (seven day counts) on District of Columbia roadways and expects to complete the data collection before the end of June 30, 2005.

B. Maryland

Program Development

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

Miscellaneous Services

Staff continued work to provide travel time and speed data for the Maryland National Capital Park and Planning Commission, Montgomery Department of Park and Planning.

Staff participated in a travel demand modeling work session held at COG to discuss ongoing work activities being performed at COG and by consultants to refine the Version2.1D model, particularly the mode choice components.

MD SHA / MTA Technical Support

Staff reviewed documentation reports, e.g., draft environmental impact study, alternatives retained for detailed study, for various project planning studies in Maryland. Staff completed work analyzing select link methods and results using both the Version2.1C and 2.1D models, and transmitted to SHA and their consultants the draft technical memo on the subject

Subregional Studies

Capital Beltway Corridor Transportation Study

Project has been completed.

I-270 & US 15 Multi-Modal Corridor Study

Staff attended and updated accessibility to households programs which were executed and presented at an Access for All Advisory Committee meeting.

Intercounty Connector Study

Staff reviewed network updates on the project for application to other project planning activities in Maryland.

Bi-County Transitway Study

Staff continued working on studying the FTA's Summit model in preparation for future modeling work and attended a travel forecasting meeting at BMC as a part of this effort.

C. Virginia Technical Assistance

Program Development

There was no activity to report in May.

Miscellaneous Services

Staff continued testing the Version 2.1 D 50 travel demand model in application of tolls on the proposed HOT lanes of the Capital Beltway in Northern Virginia. Several toll scenarios have been tested to determine how best to maintain free flow conditions on the HOT/HOV facility.

Northern Virginia HOV Facilities Monitoring and Data Collection

All of the count data has been furnished to VDOT as of the end of January. GPS travel time data was transmitted to VDOT in March. All FY2005 activities for this project have now been completed.

Springfield Interchange Data Collection

This project has been cancelled by VDOT, and funding has been carried forward into FY2006 for use in the Virginia technical assistance account.

Additional Traffic Counts

A new project was established at the request of VDOT to conduct some spring traffic counts on the Northern Virginia HOV network. Data will be tabulated and transmitted to VDOT in June.

D. WMATA

Program Development

No activity during the reporting period.

Miscellaneous Services

No activity during the reporting period.

Parking Usage at Metrorail Stations

No activity during the reporting period.

A Study on Innovative Ways to Improve Paratransit Services in the Washington Region

Follow-up to the first steering committee for the Demand Responsive/Paratransit study was conducted. The gaps, shortcoming and strategies identified during the committee's facilitated discussion were grouped into five focus areas. Staff began researching innovative practices for the focus areas.

Staff continued to review reports and materials on paratransit and coordination issues. Interviews were conducted to further clarify innovate practices. A study report outline was developed to frame the study. An analysis of MetroAccess statistics on cost and ridership was conducted, and compared to statistics of demand responsive services in the National Transit Database. Research on the benefits of providing demand responsive services was conducted.

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 revised the 2000 Air Passenger survey data to include revised coding of mode and trip origin for selected records. Staff also completed creation of the revised AAZ boundary system for the Washington/Baltimore air system region and produced several ArcView plots of the revised AAZ's for review at the May Aviation Technical Subcommittee meeting. Finally, staff began work on the draft project report.

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) The 2005 Air Passenger Survey was conducted from March 6th through March 19th. The data collection phase of this project has been completed.

D. Process Regional Air Passenger Survey

- 1) Staff began conducting logic and edit checks on the keypunched survey data. These efforts were focused on the following data fields: Arrival Codes, Trip Purpose, Trip Purpose Other, Arrival Mode, Arrival Mode Other, Trip Origin and Trip Origin Other.

The **Aviation Technical Subcommittee** met Thursday, May 26th at the Maryland Aviation Administration. Agenda items included:

- Status report on the Ground Access Forecast Update
- Status report on the 2005 Regional Air Passenger Survey
- Update on the Revised FY 2005-2009 Airport Capital Improvement Program
- Presentation on the Regional Helicopter System Plan Study
- Update on CONAANDA Activities

VI. OTHER TRANSPORTATION PROJECTS

Advanced Technology Vehicle Project

COG staff attended the Clean Cities Conference where new vehicle technologies were discussed. The program oversight committee did not meet during the month of May. However, a number of conference calls were held to discuss the closure of the program at the end of the fiscal year and work on a final report on the success of the project.

Consultant Support

Edwards & Kelcey & ASG - Phase II Implementation of the Taxicab Replacement Program in Maryland (Washington & Baltimore) - \$ 240,000.

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

MCV associates – District of Columbia machine traffic counts - \$ 84,000

E.H. Pechan – Assistance with EPA's Mobile 6 Model - \$15,000