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## PROGRAM HIGHLIGHTS

### I. PLANS, PROGRAMS & COORDINATION

#### A. Unified Planning Work Program

Work continued on monitoring the FY 2006 UPWP.

The FY 2007 UPWP was submitted to FTA and FHWA in April for review and approval. Staff also prepared and submitted to DDOT, MDOT, and VDOT the documentation for their FY 2007 Section 5303 Unified Technical Studies Grant Applications for the Federal Transit Administration (FTA).

In a Transportation Planning Certification Summary Report dated March 16, 2006, FTA and FHWA determined that the transportation planning process of the TPB meets federal planning requirements and jointly certified the TPB transportation planning process. The report, which contains 9 commendations and 16 recommendations, was presented to the Technical Committee on April 7 and to the TPB on April 19. The recommendations will be addressed during the current update of the CLRP and TIP.

#### B. Transportation Improvement Program

At the April 7 meeting, the Steering Committee approved an amendment to the FY 2006-2011 TIP to include maintenance and safety projects as requested by VDOT and to modify the federal functional classification system of streets in the Districts as requested by DDOT.

At the April 7 meeting, the Technical Committee reviewed the updated project submissions for the 2006 CLRP and FY 2007-2012 TIP and recommended that the TPB approve them for inclusion in the air quality conformity analysis. These updated submissions were released for public comment and agency review at the CAC meeting on March 9. The extended public comment period closed on April 10. At the April 19 meeting, the TPB was briefed on the comments received and recommended responses, and approved the project submissions for inclusion in the air quality conformity analysis for the 2006 CLRP and FY 2007-2012 TIP.

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

At the April 7 meeting, the Technical Committee reviewed the updated project submissions for the 2006 CLRP and FY 2007-2012 TIP and recommended that the TPB approve them for inclusion in the air quality conformity analysis. These updated

submissions were released for public comment and agency review at the CAC meeting on March 9. The extended public comment period closed on April 10. At the April 19 meeting, the TPB was briefed on the comments received and recommended responses, and approved the project submissions for inclusion in the air quality conformity analysis for the 2006 CLRP and FY 2007-2012 TIP.

D. Management Operations & Intelligent Systems (MOITS) Planning

Staff continued supporting the work of the Ad Hoc Steering Committee for a Regional Transportation Coordination Program, comprising representatives of DDOT, MDOT, VDOT, and WMATA. Staff had worked with the Steering Committee to issue on March 10, 2006 a Request for Qualifications (RFQ) for COG to contract for a program manager and technical support team. The deadline for RFQ responses was April 7. Subsequent to April 7, staff worked with the Steering Committee reviewing three (3) responses to the RFQ, and held an April 24 Steering Committee conference call.

The MOITS Policy and Technical Task Forces met on April 11. The Task Forces discussed the recent U.S. Department of Transportation review and certification of the TPB transportation planning process, and findings and recommendations for MOITS program areas. These recommendations included enhancements to regional congestion management system planning, encouragement of ITS architecture implementation, expansion of freight planning, and better documentation of how safety and security are reflected in the planning process. The Task Forces were also briefed on traffic signals activities; on the Regional Transportation Coordination Program noted above; and on transportation emergency preparedness planning described under Task I.L. below.

Staff undertook planning, preparatory, and follow-up work on the above items throughout the month.

Other April 2006 MOITS staff activities were as follows.

- Staff participated in meetings regarding upcoming state applications to the federal Integrated Corridor Management grant program. This program would support development of concepts of operations and targeted operational enhancements for key multi-modal corridors in the country. Staff attended meetings regarding the I-270 Corridor in Maryland on April 4, 17, and 21, as well as a meeting regarding the I-66 Corridor in Virginia on April 20. Applications were to be completed by the state departments of transportation and submitted by a deadline of May 15.
- Staff participated in a Maryland Strategic Highway Safety Plan meeting in Linthicum Heights on April 25.

E. Financial Plan

Work continued on the financial analysis for the 2006 update of the CLRP. On April 4, the working group for the analysis reviewed the data and analysis for the final report. The consultant was asked to prepare updated revenue and expenditure forecasts for the jurisdictions that had not provided data to date for review at the next meeting. A status report on the analysis was given to the Technical Committee on April 7 and to the TPB on April 19. The next meeting of the working group is May 2. The draft revenue and expenditure forecasts are scheduled to be presented to the Technical Committee and TPB in May.

In addition to the update of the financial plan, as requested by the TPB the consultant reported on the preparation of a status report on the progress the region has made since early 2004 in identifying resources to meet the region's currently unfunded transportation needs. This report is aimed at informing the public and elected and appointed officials about the continuing funding shortfall in the region. This progress report will describe the transportation funding accomplishments since 2004, highlight continuing funding challenges, and present potential long-term funding solutions.

F. Private Enterprise Participation

The Seventeen Annual Public Transit Forum, which is sponsored by the TPB Private Provider Task Force was held on May 9. The forum was informative and well attended by private transit and taxicab operators, staff from public transit agencies, and paratransit operators from throughout the region.

G. Bicycle and Pedestrian Program

Staff briefed the CAO's on the Street Smart program, and briefed the TPB Technical Committee on the draft bicycle and pedestrian plan at their April 7 meeting, and the Bike Plan Work Group on April 18. Based on input from the TBB Technical Committee and from the Bike Plan Work group, staff revised the maps, tables, and sections of the draft plan text. TPB staff responded to questions from the press and public regarding the Street Smart pedestrian and bicycle safety campaign. Staff submitted an application to the Maryland Highway Safety Office for funding for the Street Smart campaign in FY 2007.

H. Human Service Transportation Coordination Planning

Staff prepared for an April 6 meeting to begin initial discussions about how this region will address the SAFETEA-LU requirement for human service transportation coordination planning. A PowerPoint presentation was developed that described

information in SAFETEA-LU and the interim guidance about the role of the Metropolitan Planning Organization (MPO), a basic overview of the three programs to be guided by a human service transportation coordination plan: Job Access Reverse Commute, New Freedom and the Elderly and Individuals with Disabilities Program.

Staff made a presentation on the TPB efforts related to Human Service Transportation Coordination Planning at the COG Human Services Policy Committee on April 21, 2006.

Staff continued involvement in the WMATA MetroAccess Ad-Hoc Committee and the Best Practices Subcommittee. Four meetings were prepared for of these groups: April 7, April 17, April 24 and April 28. Information was gathered on four critical functions of the MetroAccess program and recommendations drafted: reservations, scheduling, dispatch and vehicle operations. Staffing level information at both MV Transportation, the MetroAccess contractor, and the Office of MetroAccess was gathered. Staff reviewed best practices information gathered by WMATA staff. An analysis of MetroAccess performance data for January-February 2005 was done.

#### I. Public Participation

Staff assisted with preparations for the Community Leadership Institute by editing and distributing a pre-course survey to participants. Two PowerPoint presentations were created on the role, responsibility and regional challenges for the TPB and the results of three scenarios from the TPB Regional Mobility and Accessibility Study. Staff worked with a consultant to design the land use-transportation activity around the TPB Regional Mobility and Accessibility Study scenarios for the Saturday workshop.

#### *Community Leadership Institute*

The TPB brought together 21 community leaders for its first Community Leadership Institute on April 26 and 29 at the Council of Governments. The two-day pilot workshop was designed to help community leaders learn how to get involved more effectively in transportation decision-making. It was also intended to help the TPB reach out to communities and groups that have not typically been involved in the TPB process.

The participants at the Institute represented organizations that have been recognized as forces for change in their communities, including civic groups, homeowners associations, business organizations and local citizen advisory boards. Most of the participants were nominated by TPB members. They specifically did not include individuals who are already involved with the TPB. Special care was taken to make sure the participants reflected the region's diversity.

The TPB contracted with consultants to provide support for the Institute—the Academy for Leadership Foundation, Fitzgerald & Halliday, and Renaissance Planning. Former TPB Chairman Peter Shapiro of the Academy for Leadership Foundation helped conceive the Institute and facilitated the entire program. Mr. Shapiro is currently a senior fellow at the University of Maryland's Burns Academy of Leadership.

Over the course of two days, participants learned about how, where and when transportation decisions are made in the Washington region. The curriculum included information about the various planning processes at the state, regional and local levels. Information about key regional transportation challenges were woven into the curriculum, including the need for improved coordination between transportation and land use, and the regional transportation funding shortfall.

The written evaluations and other feedback from the Institute were very positive. The pilot seems to have been successful because the participants were interested and enthusiastic; the curriculum had a good mix of presentations and participation; extensive preparation went into the curriculum, the invitation process and the logistics; and the participants and presenters reflected the region's diversity.

The program was designed to be replicable. TPB staff plans to repeat the Institute next spring. In addition, staff will determine whether the materials and curriculum from the Institute can be used in other formats—for example, in one-day workshops, in shorter presentations or in publications. TPB staff also intends to maintain and utilize the contacts with the community leaders who attended the pilot Institute. These contacts could provide valuable conduits for expanded public outreach.

The presentations and other information from the Community Leadership Institute are posted at [www. www.mwcog.org/transportation/activities/cli](http://www.mwcog.org/transportation/activities/cli).

### ***Other Activities***

The CAC's meeting on April 13 included a panel discussion on HOT lanes featuring Ken Orski of the Urban Mobility Corporation and Michael Replogle of Environmental Defense. The conversation focused on express toll lanes, including high-occupancy/toll (HOT) lanes, which combine characteristics of toll lanes and carpool lanes. The meeting also included a presentation and discussion on the possible establishment of a TPB incentives program to promote more effective use of regional activity centers.

A new CAC working group on the TPB's scenario study has been formed. The group will focus on developing an outreach strategy.

John Swanson of the TPB staff presented the briefing “What if the Washington Region Grew Differently?” to the Montgomery County League of Women Voters in Wheaton, Maryland on April 24. Approximately 30 participants attended. Former CAC member Harry Sanders facilitated the session, which also included a presentation by Glenn Orlin of the Montgomery County Council staff.

Darren Smith, transportation planner, began work with the COG DTP staff on April 3. Mr. Smith will focus much of his work on public involvement.

J. Annual Report

Staff began writing the annual report.

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

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 developments and challenges in the Washington Region in the Mid Atlantic Chapter of coreNet global at the Tower Club in Tysons Corner.
- The DTP Director participated in a Kojo Nambdir radio program in Falls Church on transportation and land use issues.

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. The new Regional Emergency Support Function-1 – Transportation (RESF-1 – Transportation) Committee, intending to provide an interface between transportation and emergency management agencies and activities, was formed at an April 19, 2006 kickoff workshop. On April 19, the group established the base membership of the Committee and set a regular meeting schedule (fourth Tuesday of every month at 1:00 P.M.). The Committee also discussed:

- The role of RESF-1 – Transportation in the overall National Capital Region Homeland Security Program
- RESF-1 goals and challenges

- The transportation community's experiences in emergencies over the past five years
- Concerns about communications and training issues
- Action items identified for future Committee focus

Staff undertook planning, preparatory, and follow-up work on the above items throughout the month, consulting frequently with the Chair. Staff also continued attending a number of regularly scheduled meetings of transportation, police, fire, and emergency management agency committees for informational purposes.

#### M. Freight Planning

This task was newly amended to the Unified Planning Work Program by the Transportation Planning Board in December 2005. Staff continued background research and preliminary planning on this task.

## II. FORECASTING APPLICATIONS

### A. Air Quality Conformity

Following the close of the comment period on the scope of work for the air quality conformity assessment of the 2006 CLRP and FY2007 – 12 TIP, staff responded to comments, updating the scope where necessary. Staff presented the package of comments, responses and the final draft scope to the TPB at its April meeting. The Board approved the item, providing staff with a notice to proceed with work activities on the project.

Staff participated in a meeting in Oakland, California of AMPO's Transportation and Air Quality Work Group. Staff also toured a diesel retrofit facility as part of the meeting. Staff participated in the April meeting of the Travel Demand Management Evaluation Group to discuss the status of TERMS as a part of upcoming conformity assessments, and TERMS evaluation needs.

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 April TPB meeting and air quality conformity consultation elements.

B. Mobile Emissions Analysis

Staff continued technical work activities and coordination with Department of Environmental Programs (DEP) staff, primarily relating to requirements for the 8-hour ozone SIP. Staff participated in meetings of MWAQC, its Executive Committee, its Technical Advisory Committee, and its Conformity Subcommittee, and in several meetings / conference calls of its Emissions Inventory Working Group.

Staff continued work to analyze 8-hour ozone and PM<sub>2.5</sub> pollutants and emissions characteristics, develop Mobile6 inputs / outputs and software interface, and revise post-processor procedures for SIP development. This included continued consultant task order support for assistance in reflecting new inputs to the Mobile6.2 model. Staff coordinated with DEP staff in the preparation of emissions factors for the 8-hour ozone SIP.

Staff coordinated with DEP staff and the consultant team selected to survey nonroad transportation construction equipment.

Staff revised the methodology used to estimate older vehicles (age 25 and older), heavy duty gas bus, and light duty diesel vehicles from the registration data base, based on comments received from the air agencies. The revised methodology and results were discussed with the Emissions Inventory Work Group (EI) of (MWAQC)'s Technical Advisory Committee, and TPB Technical Committee. Age distribution percentages and diesel vehicle percentages for all the jurisdictions in the non-attainment region were developed (Mobile 6 format) and are being used to develop mobile source emissions inventories for the 8-hour ozone SIP. Detailed documentation describing the methodology used to decode the VIN registration data for each state was prepared and has been posted on the web.

Staff developed and distributed season 91 versus monthly sensitivity results for VOC emissions rates as requested by the EI work group. The group has tentatively agreed to use the seasonal approach to estimate annual mobile source inventories.

The Travel Management Subcommittee did not meet during April 2006.

DEP staff coordinated with DTP and the state air agencies to review the DTP vin decoder data using 2005 vehicle registration data. Several calls were held to obtain approval from the states for use of the data. Both Maryland and Virginia approved use of the data. Staff met with the District air agency to review the District's vehicle registration data and the District's methodology to develop a "hybrid" approach using

DMV data, Inspections and Maintenance data, and vin decoder data to improve the age distribution of certain vehicle categories. In addition, staff reviewed and coordinated

MOBILE6 sensitivity tests for annual mobile inventories. COG/DEP staff attended TPB Technical Committee and TPB meetings in April. During this period a contract was awarded to ERG to design a survey of nonroad transportation construction equipment in the Washington region. Several calls were held to negotiate the terms of the contract. The contract was awarded the last week of April.

C. Regional Studies

Staff continued work on the development and coding of a variably-priced lanes (HOV/HOT/Express Toll Lanes) Transportation scenario. Work activities included the coding of toll groups for the regional variably-priced lanes scenario and a test model run of the initial toll rate assignment.

Staff continued work on the water-quality indicators (imperviousness).

Staff executed VOC, NO<sub>x</sub>, winter CO, PM<sub>2.5</sub> and NO<sub>x</sub> precursor emissions analysis runs for the CLRP+ and the five alternative land use and transportation scenarios in the Regional Mobility and Accessibility Study (RMAS). These runs will be used to calculate air quality Measures of Effectiveness (MOEs) for RMAS land use and transportation scenarios.

Staff began work on computation of the walk/bike modal share MOE.

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 continued to work with the DC Office of Planning on Round 7.0a updates to COG's Cooperative Forecasts of future population, household and employment growth to reflect land use changes relating to the recently approved design of the Washington Nationals stadium and associated infrastructure improvements to be included in this year's update of the TPB's Constrained Long Range Plan (CLRP) and Transportation Improvement Program (TIP).

III. DEVELOPMENT OF NETWORKS AND MODELS

A. Network Development

Staff completed coordination with BMC and FAMPO in order to include those region's most currently approved projects in the conformity project table. Staff began file preparation for the network development phase of the air quality conformity analysis.

All updates for the 2005 transit network were completed in April. Staff had completed the development of highway network files for 2005 during March. Staff continued work developing highway and transit networks in support of the development of a new nested logit mode choice model. Work is also underway in developing networks to support the conformity analysis for this year.

#### B. GIS Technical Support

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

Staff continued to update ArcGIS software from version 8.3 to 9.1 with a work around procedure developed by COG Information Technology staff to resolve operability issues between the ArcGIS version 9.1 updates and the Microsoft XP (Service Pack 2) operating system.

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

Staff continued work on developing a GIS software application to enable transportation planners and others to more easily identify and code transit walk shed area for potential new transit station locations that are being studied and analyzed using the COG/TPB Version 2.1D travel demand forecasting model

The GIS Committee met on April 20, 2006 to review a draft statement of work regarding planned committee activities to develop of a regional base map and a minimum essential geospatial dataset for emergency preparedness and emergency management purposes.

Staff continued recruitment for a GIS Analyst/Coordinator.

#### C. Models Development

Staff continued development of a nested logit mode choice model, gaining familiarity with the file handling requirements specified by AECOM under contract to TPB staff. Work continues 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, with completion targeted for April.

Staff is engaged in a number of activities with the currently adopted travel demand model, in an effort to update the model sometime this fall. These include updating the TPB truck models, an update to the demographic models with 2000 CTPP information, revisions to external and through trip tables, a revised set of airport access trips based on the 2000 Air Passenger Survey, and the calibration of a commercial vehicle model.

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

Field work, begun in mid-March, continued on the 2006 Central Employment Area Cordon Count. This activity will continue through most of the spring. No counts were conducted during school spring break.

B. Congestion Monitoring and Analysis

The application for flight restriction waiver inside the Capital Beltway was approved and SKYCOMP has started freeway off-peak and weekend data collection flights.

Staff has purchased new hardware which integrates GPS and a hand held computer into a single device, and is testing the hardware for use in the pilot project.

The FY 2006 arterial travel time project is data collection has been completed on 80% of the routes and the data is undergoing quality control check.

C. Travel Surveys and Analysis

1. Household Travel Survey

Staff issued a Request for Proposals (RFP) for a survey consultant to conduct the planned activity-based household travel survey and established a consultant selection review panel for the evaluation of the proposals submitted in response to this RFP.

Staff hired a Survey Analyst to work on household travel survey work activities.

2. Regional Travel Trends Report

Staff began the collection of updated demographic and economic data to be used in the Regional Travel Trends report.

D. Regional Transportation Data Clearinghouse

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

Staff began work on updating traffic volume data for DC highway network links in the Clearinghouse.

V. TECHNICAL ASSISTANCE

A. District of Columbia

Program Development, Data Requests and Miscellaneous Services

Staff attended the DDOT's monthly HPMS coordination meeting.

Machine Traffic Counts

The consultant contract to conduct traffic counts was executed and counting has begun. Staff has been providing quality control assistance to DDOT staff in reviewing HPMS traffic count data.

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 continued coordination with MDOT and MD SHA staff regarding FY2006 work program activities, including hosting new MDOT staff at a 'get acquainted' meeting at COG.

Miscellaneous Services

Staff continued work to provide GPS-based travel time and speed data in electronic form, collected for corridors in Montgomery County, Maryland, to a consultant for the Montgomery County Department of Park and Planning, of the Maryland National Capital Park and Planning Commission.

**MEETINGS**

Staff attended the Maryland Mass Transit Administration (MTA) Bi-County Transitway Project Team and Resource Agency meeting on April 7, 2006, at the Montgomery County, Maryland, offices of the Maryland National Capital Park and Planning

Commission. The draft Detailed Definition of Alternatives Report and general status of the project were discussed.

Staff attended the Bus Rapid Transit (BRT) Workshop held on April 20 and 21, 2006, in Washington, DC, to assist the Federal Transit Administration (FTA) in updating the document "*Characteristics of Bus Rapid Transit for Decision Making*" released in October, 2004 by the FTA Office of Research, Demonstration and Innovation.

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

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Staff coordinated with MD SHA regarding possible follow-up electronic toll lane analyses.

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

Staff participated in the April project team meeting in Baltimore. Staff transmitted to MD MTA the model and files that MD SHA consultants used in their highway corridor modeling activities.

#### Intercounty Connector Study

Staff retrieved and provided SHA and their consultants with project data files and analyses relating to land activity sensitivity tests.

#### Bi-County Transitway Study

Project planning activities have been carried over (reprogrammed) to FY2007.

#### Capital Beltway/ Western Mobility Study

Staff coordinated with MD SHA regarding possible follow-up electronic toll lane analyses.

### C. Virginia Technical Assistance

#### Program Development

There was no activity to report in April.

#### Miscellaneous Services

Staff processed a data request from VDOT to transmit 2000 Census Journey to Work CTPP Part 3 data, including supporting documentation.

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

There was no activity to report in April.

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Northern Virginia HOV Facilities Monitoring and Data Collection

All data collected in the fall monitoring effort were transmitted to VDOT in February. Some additional data collection is being conducted this spring.

I-66 Feasibility Study Supplemental Data Collection

This project has been removed from the FY2006 work program by action of the TPB in March. Resources were carried forward into FY2007 to help fund the Enhanced Commuter Corridor Count Program in that year.

Enhanced Commuter Corridor Count Program

Staff continued processing and statistical analysis of Northern Virginia auto and transit counts collected in the fall of 2005 and the preparation of the draft report for this project.

D. WMATA

Program Development

No activity during the reporting period.

Miscellaneous Services

No activity during the reporting period.

Demand Responsive Study

No activity during the reporting period.

VII. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 21

1) Process Regional Air Passenger Survey

Staff finalized the geo-processing for the 2005 Regional Air Passenger Survey. Staff also analyzed the ticket procurement (How did you purchase your ticket for

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this trip?) survey question. Finally, staff produced a final factored, geocoded 2005 Air Passenger Survey file with file format and technical documentation.

2) Ground Access Element Update

Staff began work to revise the technical memorandum documenting work completed under Task 1 of this project: Review current ground access facilities, services, activity levels and planning in accordance with comments received during internal project team meetings and from the Subcommittee. This also included developing and applying a methodology to conduct Origin-Destination Pair Ground Access Analysis for use in identifying and prioritizing ground access issues and problems.

The **Aviation Technical Subcommittee** did not meet in April 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*