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## PROGRAM HIGHLIGHTS

### I. PLANS, PROGRAMS & COORDINATION

#### A. Unified Planning Work Program

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

The preliminary budget and outline of work activities for the FY 2006 UPWP were presented to the Technical Committee and TPB at their January meetings. The draft FY 2006 UPWP will be presented to the Technical Committee and TPB for review in February, and the final version will be presented to the TPB for approval at the March 16 meeting.

#### B. Transportation Improvement Program

At the January 7 meeting, the Steering Committee approved amendments to the FY 2004-2009 and the FY 2005-2010 TIPs to change or modify funding for several projects as requested by MDOT and VDOT.

The TPB and Technical Committee was briefed on the proposed schedule and revised draft solicitation document for the 2005 CLRP and FY 2006-2011 TIP and the air quality conformity analysis. The TPB approved the final solicitation document at its January 19, 2005 meeting.

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

The TPB and Technical Committee was briefed on the proposed schedule and revised draft solicitation document for the 2005 CLRP and FY 2006-2011 TIP and the air quality conformity analysis. The TPB approved the final solicitation document at its January 19, 2005 meeting.

Staff prepared the draft Solicitation Document for the 2005 CLRP and the FY2006-2011 TIP for review at the Technical Committee and TPB meeting. The TPB approved the Solicitation Document at the January 19 meeting and the document was finalized and distributed.

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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 January 11, 2005. The Task Forces were briefed on, and staff continued work on, coordination with the Virginia Department of Transportation and its contractor PBS&J Inc. on “511” traveler information issues. The Task Forces also were briefed on the status of Regional ITS Architecture development.

The regional 511 Steering Committee met January 13, reviewing and commenting on the consultant’s draft implementation plan as part of the 511 feasibility study.

Staff attended sessions at the Transportation Research Board Annual Meeting in Washington, D.C., January 10-13.

Staff also participated in a conference call with Virginia Department of Transportation (VDOT) staff on January 28 on coordinating develop of the Regional ITS Architecture with VDOT’s ITS Architecture.

Throughout the month, staff work extensively developing components of the revised draft Regional ITS Architecture.

*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 Plan<sup>SM</sup>.

The ad hoc Steering Committee for the coordination strengthening effort met on January 4 to discuss components of program work plan and funding proposals for strengthening regional transportation coordination and communications, provisionally called the “CapCom” program. The proposals were developed by the University of Maryland Center for Advanced Transportation Technology (CATT), with consultation with TPB staff.

The January 11 MOITS Task Forces joint meeting discussed the proposed CapCom work plan and schedule, and reviewed what was to be briefed to the TPB on January 19 on the program. The TPB reviewed and approved the work plan on January 19.

Staff coordinated with staffs of the University of Maryland and TPB member agencies to develop brief “Concept Papers” that those agencies might submit for consideration for

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FY2005 Urban Area Security Initiative (UASI) Homeland Security funding. The MOITS Task Forces held a special meeting on January 25 to review approximately 20 proposals submitted for consideration. As requested by the UASI funding process, the Task Forces prioritized proposed projects in preparation for a February 3-4 meeting of all 15 Regional Emergency Support Function (RESF) chairs (transportation, fire, law enforcement, health, emergency management, and other functional areas). Staff attended the January 6 meeting of the National Capital Region Emergency Preparedness Council to keep abreast of the Council's discussion of the UASI program.

Staff participated in a meeting on January 14 of the Operations Subcommittee of the ad hoc Steering Committee to strengthen communications and coordination, focusing on Washington Metropolitan Area Transit Authority (WMATA) coordination, and toured WMATA operations control centers, discussing procedures coordination with a number of WMATA operations staff.

Staff also participated in the kickoff meeting of the National Capital Region Interoperability Committee (for Homeland Security data and communications) on January 19, including review of a 2000 report (which had been advised by the MOITS Task Forces) on transportation agency telecommunications infrastructure and needs in the region.

E. Financial Plan

In preparation for developing the new financial analysis for the 2006 update of the CLRP, staff began developing an RFP to obtain consultant assistance to conduct this analysis in FY 2006. The RFP will be presented to the Technical Committee in the Spring.

F. Private Enterprise Participation

No work activities to report during the period.

G. Bicycle and Pedestrian Program

Staff Activities:

- Attended a pre-bid conference for the Street Smart Program.
- Presented to Technical Committee on the Street Smart Program and on the Top Unfunded Regional Priority Bicycle and Pedestrian Projects
- Attended sessions at the TRB Conference Jan. 9-13.
- Prepared agenda, hand-outs, took minutes, staffed the Bike/Ped Subcommittee meeting.
- Reviewed the proposals for the Street Smart program, attended the consultant selection meeting.
- Revised Street Smart project agreement with MHSO.

- Met with Andrew Austin to discuss the progress of the ETIP and online database of projects.
- Gathered information on the background of the regional top priority bicycle and pedestrian projects and bike/ped projects in the TIP and CLRP in preparation for a presentation to the TPB in February.

#### H. Access to Jobs Planning

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

- Staff met to discuss strategies for assisting WMATA with its JARC program, including a possible forum or discussion as part of the Access for All Subcommittee.
- Staff continued to examine best practices and examples of JARC program in other metropolitan areas.

#### I. Public Participation

The CAC held its regular monthly meeting on January 13. Because the 2005 committee has not yet been appointed, the 2004 members convened for this meeting. The committee discussed the recent blue ribbon panel report on funding for Metro and received a briefing from the newly formed organization MetroRiders.org. The committee also discussed outreach meetings that will be held in 2005.

The “TPB News” newsletter was written and distributed.

#### *Access for All Advisory Committee*

Staff completed an accessibility analysis for the 2004 CLRP including accessibility to jobs by auto, transit and walk-only transit within 45 minutes for 2005 and 2030. Using the CTPP Census data, a demographic profile for each accessibility change category was developed and compared to the general population. The draft analysis did not show any disproportionately adverse impacts on low-income, minority, nor disabled populations. Staff developed and gave a presentation on the draft analysis at the January 27 Access for All Advisory (AFA) Committee meeting. Additional preparations for the January 27 meeting included information gathering on the recommendation regarding MetroAccess in the Metro Funding Panel report, identifying proposed committee activities for 2005, and a review of Job Access Reverse Commute projects. A meeting summary was drafted and a detailed follow-up e-mail was provided after the January 27 meeting.

#### J. Annual Report

Staff began work on the text for the annual report, “The Region.”

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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 three sessions at the annual meeting of the Transportation Research Board: on financing; value pricing; and data needs for travel demand modeling.
- The DTP Director participated in meetings of the Association of Metropolitan Planning Organizations (AMPO) to discuss current MPO planning issues.

*TPB Value Pricing Task Force*

Staff prepared for the January 19 meeting of the Value Pricing task force. An agenda and meeting material were provided to task force members via e-mail. The regional goals for pricing projects were adopted by the task force at the meeting and distributed at the TPB meeting. A summary of the January 19 meeting was drafted. Staff updated the task force webpage with the latest information.

II. FORECASTING APPLICATIONS

A. Air Quality Conformity

Regarding work tasks for the 8-hour conformity assessment of the 2004 CLRP and FY2005-10 TIP, in January staff responded to comments on the draft report and presented summary materials to the TPB, which approved the staff responses and the conformity assessment. Staff subsequently finalized the report, placed the final version on the COG website, and transmitted copies to the appropriate state and federal agencies.

Staff prepared a draft scope of work for the air quality conformity analysis of the 2005 CLRP and the FY2006-2011 TIP. This scope addresses requirements associated with the 8-hour ozone standard, but does not address fine particulate matter (PM 2.5) requirements since required guidance from EPA has not yet been issued. The draft was completed for presentation to the TPB Technical Committee meeting in February, and for release for public comment at the February 10<sup>th</sup> Citizens Advisory Committee meeting.

Staff participated in several TRB Annual Meeting sessions, as well as the Winter meeting of the Transportation and Air Quality Committee, ADC20.

COG/DEP staff coordinated a conference call and drafted a comment letter on TPB's 8-hour ozone conformity determination and distributed it to TPB staff in time for the TPB meeting on January 19, 2005. Staff summarized the 8-hour comment letter to the TPB

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Technical Committee. Staff attended the TPB Technical Committee meeting and TPB meeting in January. Staff prepared a presentation on the 8-hour ozone standard and COG's interim 8-hour mobile budget for TRB's annual meeting. The presentation was reviewed with DTP staff and changes were made to reflect DTP staff comments before the presentation was submitted to TRB.

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 January 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. Staff participated in a meeting of MWAQC's Technical Advisory Committee (TAC). Staff completed work to revisit and document the technical procedures developed and applied in preparing the 2002 Periodic Emissions Inventory, redistributing 2002 emissions and VMT into EPA's NEI format including the 28 vehicle types used in Mobile6.

Staff researched vehicle identification number (VIN) decoders and contacted developers of VIN decoder software. Discussions were held with air agency representatives regarding the preliminary approach in testing the software and obtaining sample VIN numbers for testing. Trial version of VIN decoder software developed by ESP data solutions was installed and tested on a few VIN numbers. Negotiations are underway with the developer on price and compatibility issues in using the software in a batch mode. Staff also conducted some background research work on developing particulate matter (PM) emissions factors which would be part of upcoming conformity analysis.

#### C. Regional Studies

Staff completed the initial coding of the Transit-Oriented Development transportation scenario network and reviewed this initial coding with the members of the Joint Technical Working Group.

Staff prepared a presentation on the network coding assumptions for "transitways" in the Transit-Oriented Development transportation scenario and explained that, from a regional travel demand forecasting perspective, there were very few differences in the network coding regardless if the service assumed for a particular transitway was light-rail or bus-rapid transit. Both light-rail and bus-rapid transit had exactly the same mode code in the regional transit network coding schema.

Staff discussed the issue of developing a transportation scenario that analyzed additional Potomac River crossing at the January 14<sup>th</sup> Joint Technical Working Group, but was unable to reach consensus on moving ahead with developing such a scenario.

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Staff began calculation of Regional Mobility and Accessibility Study land use “Measures of Effectiveness” for the Transit-Oriented Development scenario.

D. Coordination of Cooperative Forecasting & Transportation Planning

Staff reviewed preliminary Round 7 Cooperative Forecasts submitted by the members of the Cooperative Forecasting Subcommittee and continued coordination with this Subcommittee and the Planning Directors on the schedule for the review and approval of the Round 7 Cooperative Forecasts for use in this year’s CLRP Update and Air Quality Conformity Analysis.

III. DEVELOPMENT OF NETWORKS AND MODELS

A. Network Development

During January, network maintenance activities continued with the update of transit line files with current information depicting transit service during the fall and winter of 2004. Highway network maintenance continued with coding of revised year 2000 lane capacities in network link files, reflecting information displayed in aerial photographs of freeway lanes developed by Skycomp, Inc. Staff continued coordination with GIS staff to update the GIS-based highway database.

B. GIS Technical Support

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

Staff created installation CDs for Oracle 10g Server and Client software.

Staff downloaded the latest service pack for ArcGIS 9 continued testing the ArcGIS 9 installation and new functionality provided in this new release.

Staff created a work flow diagram for the implementation of ArcGIS 9 server and client Software.

Staff continued refinement of the roll-out plan to assist GIS users in the migration of all GIS data to the Windows 2000 GIS Server.

Staff provided technical assistance to the model development team in the comparison of DDOT, MD SHA and DDOT traffic count data with Version 2.1D model validation runs.

Staff continued to provide technical assistance to network development team in the coding of the Transit-Oriented Development scenario for the Regional Mobility and Accessibility Study.

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Staff continued update of the Regional Street Centerline GIS layer.

C. Models Development

Staff presented a sampling plan for a commercial vehicle survey in the spring of 2005 to the TPB Travel Forecasting Subcommittee at its meeting on January 21st. This plan, developed in accordance with guidance furnished by COG's consultant, Bill Allen, reflects locations representative of the distribution of facility type and area type categories. Staff spent considerable time in relating each candidate traffic count in the COG regional transportation data clearinghouse to the 2000 highway network.

Staff has begun reviewing coded ground counts in the base year (2000) highway network to identify counts that may in fact be of questionable quality. Some of these counts have been shown to be uncounted manual estimates, not observed data. Cleaning up these counts is important in developing performance statistics for the TPB travel demand models. Staff is also evaluating time of day speed / volume data that has recently become available, to be used in checking the post processor.

D. Software Support

Staff continued work on the updating of Version 2 travel demand model flowcharts to reflect the current operation and updates of the COG/TPB Version 2.1D # 50 Travel Demand Model. Investigation of the feasibility of a less-detailed chart of the application process and other types of illustration of the process continues.

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. As new microcomputers are acquired they are being equipped with dual drives enabling the reading of DVD and CD's, and the writing of CD-R/RW's and DVD+/-RW's. The capability to write DVD's is also being incorporated in selected microcomputers currently in service which do not now have that capability. 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 is also underway.

IV. TRAVEL MONITORING

A. Cordon Counts

Staff has resumed processing data collected last Spring for the regional HOV monitoring project, in preparation for a report documenting the results of this effort.

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B. Congestion Monitoring and Analysis

Staff started data collection as part of the FY 2005 arterial travel time project on the region's arterial highways. Six drivers (two crew sets) are being used on two highways on a given day which should help in completing the data collection effort by mid-February.

A flight waiver request letter has been sent to the Homeland Security Department to enable the consultant to collect data in restricted air space and successfully complete the project. As a condition of the waiver, law enforcement personnel will fly in the plane during flights over restricted zones.

C. Travel Surveys and Analysis

1. Household Travel Survey

Staff continued disk storage maintenance of Household Travel Survey databases on DTP workstations.

2. 2000 Census Journey to Work Analysis

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

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

Staff coordinated with the FHWA and the Census Bureau on setting up a special training workshop on the CTPP for TPB and participating agency staff in March.

3. Regional Travel Trends Report

Staff continued analysis of new Census, WMATA, and other survey data for Regional Travel Trends report.

D. Regional Transportation Data Clearinghouse

Staff completed duplication of 2004 version of the Data Clearinghouse on CDs and distributed these CDs to members of the TPB Technical Committee.

V. TECHNICAL ASSISTANCE

A. District of Columbia

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### Program Development

Staff attended and participated in DDOT HPMS meetings.

### Miscellaneous Services and Data Requests

Staff is estimating the emissions benefit for a shared car project in the District of Columbia, for the District of Transportation. In addition staff is updating the emissions benefit from a list of previously implemented projects eligible for CMAQ funding.

### Database Automation and Application Development

No staff activities during the reporting period.

### Machine Traffic Counts

Staff has received a second list of HPMS sites superseding the previous list and is reviewing the list with the known HPMS links and finalizing the list for data collection in Spring 2005.

## B. Maryland

### Program Development

Staff coordinated with MDOT and MD SHA staff regarding ongoing FY2005 work program activities and proposed activities for the FY2006 UPWP.

### Miscellaneous Services

Staff provided ArcView shape files containing TAZ, TAD and jurisdiction boundaries covering the 2191 TAZ/487 TAD/24 jurisdiction Expanded Cordon Washington Region and facility type definitions used in the COG/TPB Travel Forecasting Model Version 2.1D #50 to a consultant to the Maryland Transportation Authority.

Staff provided (1) highway and transit networks and other necessary input files and software to run the COG/TPB travel Forecasting Model Version 2.1D #50 as used in the 2004 CLRP/FY 2005-2010 air quality conformity determination approved by the TPB on November 17, 2004, and (2) Round 6.4A of the COG Cooperative Forecasts to a consultant to the Maryland Department of Transportation.

### MD SHA / MTA Technical Support

Staff also 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

Staff completed travel demand modeling of four new alternatives based on different weaving assumptions between managed lanes and general use lanes. The results were subsequently transmitted to the consultants working on the project.

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

No activities during the reporting period.

#### Intercounty Connector Study

Staff drafted a technical memorandum regarding select link analysis and distributed it for internal review. Per SHA request, staff also began work to apply the select link analysis methods at various locations in the corridor.

### C. Virginia Technical Assistance

#### Program Development

Staff worked on a proposed revised monitoring program for Northern Virginia.

#### Miscellaneous Services

There was no activity to report in January.

#### 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 will be transmitted to VDOT in February.

#### Springfield Interchange Data Collection

There was no activity to report in January.

### 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.

Transit Modeling Enhancements and Validation

No activity during the reporting period.

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 used the 2000 Air Passenger Survey Data to calculate density of air passengers by taz. These data were then used to produce ArcView plots of the following categories: density of resident and non-residents origin home trips, density of residents and non-residents origin non-home trips, density of resident and non-resident origin home trips by mode, density of residents and non-residents origin non-home trips by mode.

Staff also produced cross-tabulated tables for the four categories listed above. The tables will be used to update the current AAZ boundaries.

Finally, staff updated air passenger statistics using data from MWAA and MAA.

B. CASP 20

1) Process 2002 Air Passenger Survey

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The final report summarizing the findings of the 2002 Air Passenger Survey was approved by the Aviation Technical Subcommittee.

2) Ground Access Travel Time Study

There was no staff activity during this reporting period.

The **Aviation Technical Subcommittee** met Thursday, January 27<sup>th</sup> at COG. Agenda items included:

- Update on CONAANDA Activities
- Discussion on 2005 Regional Air Passenger Survey schedule
- Status report on Ground Access Forecast Update
- Joint FY 2005-2009 Airport Capital Improvement Program
- Development of a National Air Passenger Survey Database

VI. OTHER TRANSPORTATION PROJECT

Advanced Technology Vehicle Project

The program oversight committee did not meet during the month of January 2005. A no cost extension of the consultant (Edwards & Kelcey) contract was executed to extend the project until June 30, 2005. A contract with city of Baltimore for the purchase of 4 compressed natural gas light duty vehicles was executed. A contract document for Montgomery County for the purchase of 6 compressed natural gas buses was prepared and sent to the county for signature. The next meeting of the oversight committee is scheduled for March 17, 2005.