

PROGRAM HIGHLIGHTS

I. PLANS, PROGRAMS & COORDINATION

A. Unified Planning Work Program

Because the new FY 2004 MPO planning funding allotments from FTA and FHWA for the District of Columbia, Maryland, and Virginia were revised after the TPB adopted the FY 2004 UPWP in March 2003, the budget tables in the program were revised to reflect minor changes. The Program Committee amended the FY 2004 UPWP on September 5 to reflect these changes. The FY 2004 UPWP will be printed and distributed to the TPB, the Technical Committee and interested groups and citizens in October.

B. Transportation Improvement Program

At the September 5 meeting the Program Committee approved four amendments to the FY 2003-2008 TIP as requested by VDOT. At the September 17 meeting, the TPB approved an amendment to the FY 2003-2008 TIP to include funding for NEPA activities and for preliminary engineering for the Dulles Corridor Rapid Transit project as requested by VDOT.

A draft FY 2004-2009 TIP was distributed at the TPB meeting on September 17. The final draft will be released for public comment on October 15, 2003. At the September 5 meeting, the Technical Committee was briefed on the benefits of producing an interim 2003 CLRP and FY 2004-2009 TIP to be applied in the event that federal approval of the new CLRP and TIP does not occur by January 21, 2004, when the current CLRP and TIP lapse. The Committee agreed that an interim CLRP and TIP should be prepared and released for public comment and TPB approval on the same October 15/November 19 schedule for the new CLRP and TIP. At the September 17 meeting, the TPB approved the development of interim 2003 CLRP and FY 2004-2009 TIP information to be released for public comment on October 15 and adopted on November 19 if the TPB adoption of the 2003 CLRP and FY 2004-2009 TIP is postponed.

A special meeting of the Technical Committee and Federal Highway and Transit Administration staff was held on September 23 to review the types of projects that can be included in an interim CLRP and TIP based upon EPA, FHWA, and FTA guidance. TPB staff distributed draft lists of projects from the draft 2003 CLRP and FY 2004-2009 TIP that appeared not to meet the criteria for inclusion in an interim CLRP and TIP. The implementing agencies reviewed these draft lists and provided TPB staff with specific

comments regarding the status of each project for inclusion in the interim CLRP and TIP. This information will be released for public comment on October 15.

C. Constrained Long-Range Transportation Plan (CLRP)

Draft maps and lists that depict the major studies, major highway improvements, and major HOV and transit improvements to be included in the 2003 CLRP were presented at the TPB meeting on September 17. The final CLRP descriptive information is now scheduled to be released for public comment on October 15, 2003. At the September 17 meeting, the TPB also approved the development of interim 2003 CLRP and FY 2004-2009 TIP information to be released for public comment on October 15 and adopted on November 19 if the TPB adoption of the 2003 CLRP and FY 2004-2009 TIP is postponed.

D. Transportation Operations Coordination and Emergency Preparedness Planning

No meeting of the MOITS task forces was held during the time period. The traffic signals working group met on September 12, 2003, and focusing on the following items:

- Received a presentation on a draft set of Emergency Preemption and Transit Priority Guidelines prepared by Virginia Tech as part of the ongoing regional effort to address regional coordination of planning for traffic signal preemption (for emergency vehicles) and prioritization (for transit).
- Discussed the possibility of a regional intersection safety workshop to be held in 2004.
- Discussed issues related to traffic signal operations during a regional emergency, such as ability to change traffic signal plans in order to expedite early release commutes and evacuations, emergency communications (by telephone and otherwise) with signal controllers, and power back-up by batteries, generators, or solar power.
- Discussed the traffic signal optimization Transportation Emissions Reduction Measure (TERM) reporting schedule; major agencies were to provide staff with information on progress.
- Discussed a newly-available Web-based Traffic Signal Timing training course from the University of Maryland.

EMERGENCY TRANSPORTATION COORDINATION PLANNING ACTIVITIES

The Regional Emergency Support Function (RESF) #1 – Emergency Transportation Work Group met on September 9, 2003. Staff worked extensively with the consultant team on the project to update the Regional Emergency Evacuation Transportation Coordination (REETC) Annex of the Regional Emergency Coordination Plan. Focuses in this time period included continued compilation of emergency through-routes maps and associated geographic information systems files for planning purposes; development of multiple “situations” on which to base emergency transportation planning; and improving

communications procedures within RESF 1. Additionally, staff worked with the consultant team to revise the scope of work, and expand and extend the REETC revision project from the original September 30 end date to December 31, 2003.

Regarding the impact of Hurricane Isabel on the Washington metropolitan area September 16-21, 2003, staff participated in pre-planning activities; a total of ten (10) coordination conference calls before, during, and after the hurricane; and after-event debriefing.

Staff continued to assist COG public safety staff (regarding transportation components and parameters) on the update of the regional coordination plan for major snow events. The Snow Plan transportation working group met on September 29, 2003, and staff participated in planning sessions on September 23 and 26 for an upcoming Snow Plan exercise (to be held October 16).

Staff assisted in the training of key Washington Metropolitan Area Transit Authority staff on use of the Regional Incident Communications and Coordination System (RICCS) on September 30, 2003.

Staff participated in a George Washington University focus group on emergency management planning on September 9, 2003.

E. Financial Plan

On September 5, the Technical Committee was briefed on the final results of the CSI financial analysis for the 2003 CLRP and the short-term funding issues identified by the TPB and the Washington Metropolitan Area Transit Authority (WMATA) at the July 16 TPB meeting. The Technical Committee agreed that a new analysis be undertaken to address the short-term issues raised by the TPB and WMATA. This new study is needed to quantify the region's near-term transit and highway funding needs and priorities and to identify specific sources of revenues over the six-year period 2004 to 2009.

A meeting was held with the financial plan steering committee regarding WMATA's concerns about short-term funding issues and the long-range financial plan for the 2003 CLRP. A memorandum on the financial implications of the 2003 CLRP financial plan was drafted and presented to the TPB at its September meeting. The memorandum reiterated WMATA's short-term funding concerns regarding the CLRP financial analysis, discussed the status of reauthorization of the federal surface transportation programs, and identified three potential steps for addressing both the transit and highway funding challenges.

At the September 17 TPB meeting, the chair of the Technical Committee reported the committee's recommendation for a new six-month study with consultant support. This recommendation was discussed and accepted by the Board. Due to the concerns about

the near-term transit financial crisis, the chair of the TPB directed that the new study be conducted and completed by January 2004. Staff prepared a scope of work for the study and a sole source justification for a contract with CSI to conduct it. At the October 3 meeting, the Program Committee will be asked to amend the FY 2004 UPWP to include the study of near term regional transportation funding needs, funding availability, and project/program priorities to be funded from the WMATA Technical Assistance Program.

F. Private Enterprise Participation

No work during the reporting period.

G. Bicycle and Pedestrian Program

Staff Activities:

- Prepared agenda, minutes, hand-outs, and staffed the meeting of the Bicycle and Pedestrian Subcommittee
- Made arrangements with accounting to handle the Walkable Communities Workshops from a contractual and accounting point of view
- Selected communities to receive Walkable Communities Workshops
- Found instructors, location, and wrote brochure for a Real Intersection Design Workshop. Made a site visit to the Riverdale location.
- Met with Dave Robertson, Calvin Smith and Sean O'Donnell to plan COG's Transportation Safety workshop. Obtained panelists & moderator for the pedestrian safety panel. Wrote some descriptive material for the brochure.
- Fielded questions from the public regarding regional bicycle planning and information.

H. Access to Jobs Planning

COG/HSPPS staff performed the following tasks in September 2003:

- Continued work on the regional Job Access Needs Program Analysis. Spoke with WMATA staff about new program elements to be included in the update of the Area-Wide Job Access Plan.

I. Public Participation

The TPB Citizens Advisory Committee held its regular monthly meeting on September 11. The committee discussed the Cooperative Forecasts and financial issues related to the 2003 Update to the Constrained Long-Range Plan.

Staff spent considerable time planning and advertising two outreach meetings scheduled for October 1 and October 7. For each session, more than 1,000 flyers were mailed to community leaders and interested citizens. More than 40 media outlets were contacted for each session.

Access for All Advisory Committee

In the month of September, staff continued to support the TPB Access for All Advisory Committee. Staff worked with the subgroup looking at transit for people with disabilities and reviewed WMATA's "Mainstreaming Individuals with Disabilities Onto MetroBus and MetroRail". Based on the subgroups discussions, comments on the report were drafted and edited based on e-mails circulated with committee members. Staff conducted informal research on paratransit issues and experiences across the country.

Staff assisted in organizing the public outreach meeting focusing on transit-oriented development (TOD) on the eastern side of the region, co-hosted by the CAC and AFA.

A location was secured, and speakers were confirmed. A conference call was held with the three speakers and moderator to coordinate and organize the presentations and meeting details. Flyers were mailed out and distributed at other public meetings.

Preparations were made for the September 18 AFA meeting, which was rescheduled to October 2 due to Hurricane Isabel. A significant portion of the preparations included the production of fifteen maps that showed 2003 draft CLRP major studies, HOV and transit improvements and highway improvements with 2000 Census demographic information including population below the poverty line, and African-American/Black, Asian, and Hispanic/Latino populations. Special attention was paid to making the maps as clear and easy to read as possible. Staff prepared for the presentation of these maps for the AFA to review for potential impacts on low-income communities, minority communities and people with disabilities.

J. Annual Report

The 2003 edition of the Region was printed and distributed.

K. DTP Management

In addition to the provision of staff support to meetings of the TPB, the Program Committee, and the Technical Committee, the following activities were undertaken:

- The DTP Director and senior DTP staff met by conference call with TRB staff and the TRB Review Committee to discuss the second and final phase of the TRB Committee report on the TPB modeling process.

- The DTP Director met with the Chesapeake Bay Policy Committee to discuss the Committee's proposals for using federal transportation funds for projects aimed at controlling urban runoff.
- The DTP Director participated in a one-day roundtable on scenario planning sponsored by the Federal Highway and Transit Administrations.
- Two senior staff members participated in the regular fall meeting of the AMPO Travel Modeling Subcommittee, hosted by the North Central Texas Council of Governments.

Value Pricing Task Force

The TPB Value Pricing Task Force had its first meeting on September 10, 2003 and reviewed the goals, potential scope and timeframe for the task force. Staff developed a range of options of pricing strategies with definitions for the task force to review, as well as a proposed timeframe and schedule. Staff created a matrix comparing the relative benefits of three pricing strategies. A packet of recent articles on transportation pricing was assembled. The task force page on the COG website was updated with the latest information.

II. FORECASTING APPLICATIONS

A. Air Quality Conformity

Staff continued technical work activities for the air quality conformity assessment of the 2003 CLRP and FY2004-09 TIP. Staff completed work in the separate areas of network development, travel demand forecasting, emissions factor development, and emissions calculation, addressing the milestone years of 2005, 2015, 2025, and 2030, and began to prepare summary materials for the technical report.

After assisting in the preparation of a written response to the TRB Peer Review panel's report, staff participated in a conference call with the Peer Review Panel, discussing TPB's travel demand and mobile emissions modeling procedures, and subsequently participated in a TPB Work Session and the September Travel Forecasting Subcommittee meeting discussion of the report and TPB's response.

Staff completed the documentation of all the TERMS analyzed as NOx mitigation measures for the 2003 Constrained Long Range Plan (CLRP) and the FY 2004-2009 Transportation Improvement Program (TIP). Staff updated the TERMS listed on the TERM Tracking Sheet based on the status reports submitted by the implementing agencies and using the latest Mobile 6 emissions factors and travel demand model estimates. Staff provided technical support to the Commuter Connections staff in

evaluating NuRide, a private program assisting employers in ridesharing alternatives. Staff analyzed emissions reduction strategies for Fairfax County and Loudoun County.

In September COG/DEP staff assisted DTP staff in setting up the MOBILE6 emission factors for 2005 and 2015. DEP staff worked with E.H. Pecham and DTP staff to set up Pecham's software for preparing Mobile input files and output post-processing. DEP staff provided 2007 winter-time CO emission factors for mobile runs used for the Carbon Monoxide Maintenance Plan. Staff briefed TPB Technical Committee and TPB about the SIP submittal and the new schedule to revise the SIP for March 1, 2004.

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 September TPB meeting and air quality conformity consultation elements.

B. Mobile Emissions Analysis

COG/DTP staff continued technical work activities and coordination with DEP staff and MWAQC committees. In September staff participated in meetings of MWAQC, its SIP Management Task Force, an Executive Committee conference call, and a meeting of its Technical Advisory Committee. Air quality planning activities related primarily to preparation of materials to be included in the second phase of the 'severe area' ozone SIP. Staff also proceeded with emissions inventory development for wintertime carbon monoxide (CO) conditions for 2007 and 2016, for CO maintenance planning requirements.

The Travel Management Subcommittee meeting scheduled for September 23, 2003 was cancelled due to a conflict with a special TPB Technical Committee meeting. The next meeting of the subcommittee is scheduled for October 21, 2003.

B. Regional Studies

Staff presented the proposed methodology and detailed assumptions for the "Coordinated Regional Bus and Transit Service" element of the Region Congestion Management Program for the Regional Mobility and Accessibility Study to the Transportation Scenarios Subgroup on September 9th. The Transportation Scenarios Subgroup also met on September 30th to complete local review of the bus service assumptions, planned future Dulles Metrorail line service assumptions, as well as VRE and MARC commuter rail service assumptions for the "Coordinated Regional Bus and Transit Service" element (CLRP Plus Scenario) of the Regional Mobility and Accessibility Study.

Staff reviewed the enhanced bus service recommendations submitted by WMATA staff for the CLRP Plus Scenario.

Staff gave a detailed status report on the Regional Mobility and Accessibility Study to the Metropolitan Development Policy Committee and the COG Board at their September 10th meetings. This report reviewed the activities completed to-date, described the characteristics of four alternative land use scenarios and the transit facility assumptions for a fifth "Transit-Oriented Development" land use scenario proposed for testing, reviewed the conceptual outlines of a regional HOV/HOT lanes scenario also proposed for testing, and discussed next steps and study schedule.

Network development activities in support of the Regional Mobility and Accessibility Study got underway in September. Bus service recommendations submitted by WMATA for input to the "CLRP Plus" scenario were reviewed by staff.

C. Coordination of Cooperative Forecasting & Transportation Planning

Staff presented analytical summaries of the Round 6.3 Forecasts by jurisdiction and regional activity center clusters to the TPB at their September meeting.

III. DEVELOPMENT OF NETWORKS AND MODELS

A. Network Development

Activities in September continued with the development of highway and transit networks in the new Version 2.1/TP+ format for use in air quality conformity analysis of the FY2004-2009 TIP and the 2003 CLRP. The development of highway and transit network files for years 2015 and 2030 were completed, adding to the highway and transit network files for years 2005 and 2025 that were completed in August.

Network maintenance activities for FY2004 got underway with the solicitation of bus service data files from WMATA and Montgomery County. This information is in an electronic format, and data from other transit providers will be sought as well.

B. GIS Technical Support

Staff continued to monitor the performance of ArcGIS and Oracle 9i databases and installed necessary security patches.

Staff completed testing of the ArcGIS 8.3 update and began system-wide installation of ArcGIS 8.3.

Staff continued to provide technical assistance to network development team in update of the CLRP/AQ Conformity networks and transit walk sheds.

Staff continued work on the update regional bikeways GIS layer. Staff received and reviewed bikeways data from DDOT, Northern Virginia VDOT, Prince George's County, Montgomery County, City of Gaithersburg, City of Rockville, Arlington County, City of Alexandria, Fairfax County, and Loudoun County.

C. Models Development

Much of the staff resources in September focused on support to the TRB model review activities. TRB's first letter report commenting on the TPB's travel model performance was formally released to the public on September 8th. Staff, having been afforded an opportunity to see the report in advance of the release date, prepared a formal set of comments on the report for concurrent release on September 8th. As part of the TRB review, several activities were undertaken by the staff in September:

- a survey of existing modeling practices at several MPO's around the country was begun;
- several model sensitivity tests were conducted and documented;
- the development of a "strawman" work program in models development for the next several years was begun.

Effort continued in September to develop a set of training materials on the application of the Version 2.1C model in the TP+ /Viper software environment.

Work continued on the development of an advanced airport passenger travel model for the Washington region. This ongoing activity involves collecting information to develop a calibration file to support the airport modeling effort.

The TPB Travel Forecasting Subcommittee met on September 26th (postponed due to Hurricane Isabel from September 19th). The meeting focused on a discussion of the TRB Committee's first letter report.

Selected staff attended the 4th AMPO Travel Modeling Subcommittee meeting in Arlington, Texas during September 29-30. The conference addressed land use / transportation relationships, the federally-sponsored TRANSIMS effort, and travel model peer reviews.

D. Software Support

Staff continued work on the revision of Version 2 travel demand model flowcharts, making adjustments in the creation of appropriate flowcharts to reflect the current operation and updates of the Version 2.1, Release C, Travel Demand Model, work being done as part of the air quality conformity process, and development of a file naming convention to enable the identification of files with respect to conformity year and alternative within a given year.

Staff, in coordination with the COG Information Technology System, continued the investigation of current direct access device technology which may be applicable as a microcomputer hard drive back-up system to replace the tape back-up system currently in use. Currently, the investigation is focusing on USB 2.0 DVD's and portable hard drives.

IV. TRAVEL MONITORING

A. Cordon Counts

Pre-screening of surveys from the 2003 Roadside Truck Survey was completed. Competitive bids were obtained for keying of survey forms, with the job awarded to Highland Data Services of Blue Grass, Va. Survey tabulation is scheduled to be conducted in coming months, upon completed keying of survey forms.

Staff reviewed comments on the 2002 Metro Core Cordon Count submitted during the summer by the Northern Virginia Transportation Commission.

B. Congestion Monitoring and Analysis

Staff began collecting preliminary data on the arterial highways to be studied during this fiscal year as part of the arterial travel time data collection project. The preliminary data will be used to update the functional class of the arterial highway, where needed. A new storage device for storing GPS data was tested and the program used to analyze the data is being revised. The FY 2003 Arterial Travel Time Report was finalized. The Travel Monitoring Subcommittee did not meet during the month of September. The next meeting of the subcommittee will be scheduled when necessary.

C. Travel Surveys and Analysis

1. Household Travel Survey

Staff continued geocoding of the household travel survey data to TAZ.

2. Census Journey to Work Analysis

Staff completed development of a GIS layer to define regional activity clusters in terms of 1990 and 2000 CTPP TAZ subzone geography.

Staff continued review of the Census Transportation Planning Package (CTPP 2000) - Part 1 "Place of Residence" Transportation Analysis Zone (TAZ) data for the metropolitan Washington region.

3. Regional Travel Trends Report

No staff activities.

D. Regional Transportation Data Clearinghouse

No staff activities.

V. TECHNICAL ASSISTANCE

A. District of Columbia

Program Development

No staff activities.

Miscellaneous Services and Data Requests

Staff attended a meeting with the District of Columbia traffic engineering staff and their consultants who are developing a Travel Monitoring Program for the District. Staff analyzed the emissions reduction benefit of a CMAQ project for the District of Columbia.

Database Automation and Application Development

No staff activities.

Machine Traffic Counts

No staff activities.

District of Columbia City Line Cordon Count

There was no activity during September.

B. Maryland

Program Development

Staff continued coordination with MDOT and MD SHA staff regarding ongoing FY2004 work program activities.

Miscellaneous Services

Staff continued work to provide the Maryland Transit Administration (MTA) with source code for (1) the executable files for the COG/TPB Version 2.1/TP+, Release C Model, (2) the COG/TPB Mode Choice Model program in executable form and (3) GIS files for five transit alternatives for 2025 for its work on the Georgetown Branch Rail/Trail Project. Items (1) and (2) were delivered to the MTA's consultant in February, 2003. Work on Item (3) will be completed when the fifth and final transit alternative data is received from a consultant working on the project.

Staff attended the following meetings:

Maryland Transit Administration Agency Scoping and Streamlined Environmental Regulatory Process overview meeting for the Bi-County Transitway Project, held on September 25, 2003.

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.

Subregional Studies

Capital Beltway Corridor Transportation Study

No activity on the project during this period.

I-270 & US 15 Multi-Modal Corridor Study

No activity on the I-270 project during this period.

Intercounty Connector Study

Staff continued with several parallel work activities on this project, including completing year 2000 validation of the travel demand model at corridor level, executing travel forecasts for the 2030 no-build alternative, and coding of the 2030 build alternative in the Master Plan alignment. Staff also forwarded model output computer files and summary data to SHA's consultants for their work in postprocessing (peak hour volumes and levels of service analysis) each alternative. Staff also hosted two work sessions with SHA's consultants in executing the technical work activities.

C. Virginia Technical Assistance

Program Development

There were no activities to report in September.

Miscellaneous Services

There were no activities to report in September.

Northern Virginia HOV Facilities Monitoring and Data Collection

Data collection got underway in September. The effort involves major flow-direction occupancy and classification counts (5 AM to 10 AM inbound and 3 PM to 8 PM outbound) along the facilities and travel time runs in both the HOV and non-HOV lanes.

Springfield Interchange Data Collection

There were no activities to report in September.

D. WMATA

Program Development

There were no activities to report in September.

Miscellaneous Services

There were no activities to report in September.

Fare Study and Fare Policy Study

There were no activities to report in September.

Regional Transportation Financing Plan

There were no activities to report in September.

VII. CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) PROGRAM

A. CASP 19

1) Regional Air Passenger Origin/Destination Forecast Update

Staff completed a draft report documenting the procedures used to develop forecasts of local originating air passenger trips from each Aviation Analysis Zone to each of the three commercial airports in the region. This draft report will be presented for review at the October meeting of the Aviation Technical Subcommittee.

2) Ground Access Forecast Update

There was no staff activity during this reporting period.

B. CASP 20

1) Process 2002 Air Passenger Survey

Staff continued editing the keypunched survey data, focusing primarily on the following data fields: Arrival Codes, Trip Purpose, Trip Purpose Other, Arrival Mode, Arrival Mode Other, Trip Origin and Trip Origin Other.

Staff also responded to several requests for recent air passenger survey data.

2) Ground Access Travel Time Study

Staff updated the draft project scope of work for the Fall 2003 Ground Access Travel Time Study to include a revised list additional recommended study routes. The scope of work will be presented for review at the October meeting of the Aviation Technical Subcommittee.

The Aviation Technical Subcommittee did not meet in September 2003.

VI. OTHER TRANSPORTATION PROJECTS

Advanced Technology Vehicle Project

The program oversight committee did not meet during the month of September. Staff developed a scope of work to fund CNG infrastructure improvement in the Maryland suburbs. Final contracts were prepared for Document Systems, MASS inc., and draft contracts were prepared for FedEx on the hybrid electric vehicle project. Marketing activities are underway with University of Maryland, Schwan's, Prince George's County, a number of shuttle operators in Southern Maryland and UPS. The program has achieved the emissions reduction goal (NOx) for 2003.

