

## **TRANSPORTATION PLANNING BOARD TECHNICAL COMMITTEE MINUTES**

### **1. Welcome and Approval of Minutes from the April 3 Technical Committee Meeting**

The minutes were approved as written.

### **2. Update on Proposed Amendments to the FY 2009-2014 TIP to include Additional American Recovery and Reinvestment Act (ARRA) Funded Projects**

Mr. Kirby said that according to the national press, the transportation sector is doing well obligating ARRA funding for projects. He commented that this is due to the MPOs and DOTs being able to use their established process for identifying projects and obligating funding. He then highlighted TPB actions to amend or modify the FY 2009 TIP to include ARRA funded projects since February. He asked the DOTs and WMATA to report on any forthcoming TIP amendment or modification requests for the May 20 TPB meeting.

Mr. Rawlings said that the DDOT TIP amendments have obligated all of the District's ARRA transportation funding. He mentioned that DDOT would have a new amendment in June to reallocate some STP project funding that was replaced by ARRA funding.

Mr. Ashby said that WMATA has amended the TIP to reflect its full obligation of ARRA funding. He mentioned that there may be some adjustments in June that are necessary to reflect final project budgets.

Ms. Erickson said that MDOT will have two MTA amendments bus projects in May and that the state has allocated \$62 million to the counties for them to select projects. She indicated that the locally selected ARRA funded projects would be submitted for TIP amendments in May.

Mr. Thomas reported that Frederick County will submit an amendment for \$3.6 million for ARRA funded system preservation projects.

Mr. Weissberg said that Prince George's County will have an amendment for \$7.4 million for resurfacing projects.

Chairman Erenrich distributed a letter from Montgomery County to the TPB detailing its ARRA funded projects for a TIP amendment in May.

Mr. Srikanth reviewed recent actions on the state ARRA transit projects in the region and in April on state ARRA pavement and bridge rehabilitation projects. He distributed a letter from VDOT to the TPB on a May TIP amendment detailing state ARRA funding for two phases of the Fairfax County Parkway associated

with BRAC and for a pedestrian pathway in Semper Fidelis Memorial Park. He explained that the Northern Virginia region is allocated \$52 million and the Northern Virginia Transportation Authority (NVTA) will approve a list of these regional projects in May.

Mr. Biesiadny distributed a letter from the Jurisdiction and Agency Coordinating Committee of the NVTA detailing its recommended ARRA funded projects. He said that the NVTA will consider this list at its May 14 meeting. He said that VDOT will submit these projects for a TIP amendment by TPB on May 20. He explained that the Commonwealth Transportation Board (CTB) will meet May 21 to approve the statewide projects which might require future TPB consideration.

Mr Kirby commented that the TPB will be pretty close to committing all of the region's transportation ARRA funding after May 20.

### **3. Status Report on the Air Quality Conformity Assessment of the 2009 CLRP and FY 2010-2015 TIP**

Ms. Posey reviewed a mail-out item discussing the 2008 vehicle registration data. The report, "Composition of the Vehicle Fleet in the Metropolitan Washington Region" had been presented to the TPB at its April meeting. She explained the data supplied by the VIN decoder software. She discussed (pages 8 & 9) the comparison of data collected in 2005 vs. that collected in 2008, explaining that there was a decrease of registered vehicles in the District, and an increase in Maryland and Virginia, which resulted in a net increase for the region. She noted (page 11) that there has been an increase in the number of hybrid vehicles registered. She showed age distribution charts (pages 12, 13, & 14), and explained that the vehicle fleet is aging. She presented (pages 16 & 17) emission rate charts comparing rates for the 2005 vs. the 2008 fleet, and noted the increased emission rates resulting from the older vehicle fleet. She summarized the information, noting that there is approximately a 10% increase in emission rates for 2010 and a 4% increase in rates for 2030 due to the change in the composition of the vehicle fleet from 2005 to 2008.

Ms. Posey stated that preliminary results for the 2010 analysis year were complete. She explained that emissions increased from last year and are very close to the allowed budgets, especially VOC. With the aging vehicle fleet, estimated emissions increased significantly. However, with land activity forecasts projecting fewer households, and some highway capacity increasing projects being delayed, the VMT dropped relative to last year. The decrease in VMT helped offset some of the increase resulting from the older vehicle fleet.

Chairman Erenrich asked if it was a problem that some vehicles are registered in incorrect jurisdictions. Mr. Clifford replied that we use the data for jurisdictional totals, so there would be some effect.

Mr. Verzosa asked if the effect of people not buying new, more efficient vehicles is factored in. Mr. Kirby replied that emission factors are available for each vehicle year, and that the effect of fewer new vehicle purchases hurts emissions.

Mr. Mokhtari asked if vehicle pollutant levels dictated by inspection requirements are accounted for. Mr. Clifford replied yes, that the Mobile model does account for this, but that it is addressed more thoroughly in the new EPA MOVES model with extra data points.

Chairman Erenrich asked if results would be presented to the Tech Committee in June. Ms. Posey replied yes. She noted that if it is necessary to use TERMS to meet budget requirements that the list of projects already developed would be used. Mr. Srikanth noted that the necessary time-frame for implementation of TERMS would be short. Chairman Erenrich suggested that there might be some projects already underway that might have emissions benefits that have not been credited. He Erenrich asked for staff to let the Committee know right away if additional TERMS are needed. Ms. Posey replied that she would.

**4. Review of Department of Energy (DOE) and Environmental Protection Agency (EPA) Programs Providing ARRA Funding for Vehicle Technology Improvements to Reduce Mobile Emissions**

Ms. Rohlfs explained that COG is partnering with 12 equipment owner operators to reduce emissions from heavy duty diesel fleets in the Washington metropolitan region. The owner/operators that have agreed to participate in this project include: Washington Metropolitan Area Transit Authority (WMATA); Washington Area Sewer and Water Authority (DCWASA); Montgomery County, Maryland; Fairfax County, Virginia; Prince William County, Virginia; and private fleet owner/operators Pleasants Construction, CJ Miller, LaFarge, Beuchert, GDS Rentals, Chaney Construction, and Facchina Construction.

She said that the result will significantly reduce annual NOx and fine particle emissions in the region, improving the health of residents and providing needed reductions for the region to meet the ozone and fine particle standard. A total of 789 pieces of heavy duty diesel on-road and off-road equipment will be retrofitted to reduce diesel emissions. The emissions reduction is estimated at 572 tons per year of NOx and 40 tons per year of fine particles.

She explained said that the company owners of the equipment will be sharing in the costs of the project by contributing the cost of transporting the equipment and provides a cost share for engine repowers. MWCOG will administer the project and, with the help of the Maryland Department of the Environment, Virginia Department. of Environmental Quality and Virginia Department of Transportation, will monitor and verify the project's progress. The total grant request is \$3,774,636.

**5. Report on the 2009 CLRP Forms and FY 2010-2015 TIP Project Inputs**

Mr. Austin reported that the deadline for inputs for the FY 2010-2015 TIP was on April 24 and gave a status update on the agencies that had submitted data.

Mr. Thomas asked if it was possible to add in a new project for the TIP. Mr. Austin replied that as long as the project did not have conformity impacts, it could probably be included.

## **6. Briefing on Findings from the 2007/2008 Household Travel Survey**

Mr. Griffiths gave a PowerPoint presentation highlighting the results of the 2007/2008 Household Travel Survey by total daily trips by purpose, mode and average daily miles traveled per household. He noted that while direct commutes between home and work accounted for only 16% of daily travel, these trips accounted for about one-third of the total daily miles of travel.

Mr. Mokhtari asked why average daily person trips varied so much from one jurisdiction to another.

Mr. Griffiths responded that this variation was because of differences in average household size, the number of workers per household and household incomes that also varied considerably by jurisdiction.

Mr. Biesiadny commented that it would be helpful to have more slides in the presentation depicting changes from earlier household travel surveys. He noted that Mr. Griffiths included some of these comparisons in his oral presentation, but they were not found on any of the slides in the Power Point presentation.

Mr. Griffiths responded he would add such comparison slides to his future presentations when comparable data was available. He also noted that he was planning to co-author a TRB paper with Mr. Pisarski and Mr. Wickstrom on 1968 to 2008 household travel changes in the Washington region.

Mr. Smith asked when the data from the 2007/2008 Household Travel Survey would be incorporated into the Transportation Planning Board's (TPB) travel demand models.

Mr. Milone responded that after the models development team had vetted the new survey data they would begin incorporating this data into the travel demand forecasting models in the first half of FY 2010.

## **7. Briefing on 2008 Peak Period Freeway Congestion in the Washington Region and Changes Since 2005 and 2002**

Mr. Sivasailam spoke to a power point presentation on the item. He provided background on the project, the major freeway congestion in region, and changes to system performance (improvements and degradation) over time by comparing 2008 results with the 2005 survey results. There were a number of questions and suggestions regarding the presentation to the TPB.

In response to a question on the impact of the gas price on congestion, Mr. Sivasailam responded that the gas prices had not reached their peak during the

survey. Mr. Kirby noted that the drop in VMT from 2005 to 2008 could be due to a number of factors such as the economy, capacity improvements, and gas prices. Mr. Sivasailam added that congestion still exists but it is not as severe in terms of density, and duration with the peak period shrinking. Mr. Kirby pointed out locations where congestion has gotten worse since the last survey. Chairman Erenrich suggested organizing the presentation as good story, bad story etc.

Mr. Smith asked whether the Dulles Greenway and route 28 were covered. Mr. Sivasailam replied the former is surveyed under the freeway congestion monitoring program whereas route 28 is covered by the arterial congestion monitoring program. Mr. Jordan of SKYCOMP discussed the additional work his firm is doing in the region on arterial routes for Maryland State Highway Administration and Virginia Department of Transportation and he provided name of the contacts.

#### **8. Update on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) program**

Mr. Kirby reminded the Committee that it and TPB were briefed on MATOC activities during the Presidential Inauguration, the first major event during MATOC's current initial trial phase. The Committee was further briefed on MATOC activities at the April 3 meeting. He said that the TPB will be briefed at the May 20 meeting on continuing trial phase activities, as well as on ongoing preparations for full MATOC implementation on July 1 when 2 staff will be hired for the program.

He said that the MATOC Executive Committee, which includes the top officials of DDOT, MDOT, VDOT, and WMATA, has begun to identify potential state and federal funding to operate the program beginning in July 2010. The program budget is \$1.3 million per year. One potential source being explored is to include funding in the new authorization of the US transportation bill due in the Fall.

#### **9. Update on the Development of a Regional Priority Bus Project for Submission for Competitive Grant under the American Recovery and Reinvestment Act**

Mr. Eichler and Ms. Bansal presented a brief update on the development of a priority bus project proposal for possible funding under the ARRA. They stated that they have begun to add all known bus transit projects to the map and supporting tables, to ensure that all potential bus projects were considered for the funding proposal. The map also contained the locations of proposed and existing transit centers.

Mr. Srikanth inquired as to what sorts of bus-related improvements were eligible for inclusion on the list. Ms. Bansal replied that any and all improvements can be included. Mr. Erenrich inquired as to whether staff would select the candidate corridors in the subsequent two weeks. Chairman Eichler replied that the selection would only occur after final guidance from the US DOT was provided

around the middle of May. Project selection criteria would be discussed at the next Scenario Study Task Force meeting to be held on May 20.

Mr. Kirby reported that the TPB is developing a June 24 Priority Bus Transit workshop, intended to garner regional support for the priority bus project proposal and help inform regional decision makers of the importance of bus transit in regional mobility.

**10. Briefing on a Proposed Amendment to the 2009 CLRP to include the Purple Line Light Rail Project in Montgomery and Prince George's Counties**

Ms. Erickson, referring to the April 23 letter in the mailout, explained that the Maryland Mass Transit Administration (MTA) has completed the Alternative Analysis and Draft Environmental Impact Statement (DEIS) for the Purple Line, and is preparing to submit a New Starts application to the Federal Transit Administration for funding in the Fall 2009. Because the 2009 CLRP is scheduled to be adopted by the TPB on July 15, 2009, MDOT has requested that the TPB initiate the process to amend the 2009 CLRP by October to include the 16 - mile Purple Line connecting the New Carrollton and Bethesda Metrorail stations. She explained that MDOT will provide more details on the financial plan, including project costs and the reasonably expected to be available funding sources. She said the funding will include new revenue projected in the state transportation trust fund from various tax increases that in 2007 and 50 percent federal new starts funding.

Mr. Madden, the project manager for the Purple Line project, reviewed the seven page memorandum and the draft CLRP project description form. He pointed out that the segment from Bethesda to Silver Spring has been in the CLRP for many years. He summarized the support expressed for a light rail alternative and public comment process which included over 3,000 comments. He said that the governor is expected to announce his decision on the alternative to be submitted to FTA in June.

Mr. Biesiadny suggested that the map in the memorandum showing the light rail line be revised to make it clear that the line connects four Metrorail stations and MARC.

Ms. Posey informed Mr. Madden that she had not received the detailed inputs on this project required for coding it in the networks for the air quality conformity analysis.

Ms. Erickson said that MDOT and MTA are working to provide this information.

**11. Briefing on a Proposed Amendment to the 2009 CLRP to include the Closure of the I-395 Southbound Exit Ramp to 3<sup>rd</sup> Street NW, the Reconfiguration of the Southbound Entrance and Northbound Exit Ramps, and the Reconnection of F and G Streets between 2<sup>nd</sup> and 3<sup>rd</sup> Streets NW in Conjunction with the "Return to L'Enfant" Planned Unit Development on the I-395 Air Rights between E Street and Massachusetts Avenue NW**

Mr. Rawlings, referring to the April 23 letter in the mailout, explained that the "Return to L'Enfant" is a planned unit development that a developer is proposing to build on a platform on the air rights over I-395 between E Street and Massachusetts Avenue NW. DDOT has requested that the TPB initiate the process to amend the 2009 CLRP and FY 2010-2015 TIP by October to include the key transportation components of the development. He said that the developer will pay the costs for these components and will work with FHWA regarding the process to close the I-395 Southbound Exit Ramp to 3<sup>rd</sup> Street NW. He reviewed the transportation changes.

Mr. Biesiadny suggested that more detailed maps are necessary to describe the proposed changes. Mr. Rybeck said that more detailed maps would be provided including traffic count data on the ramps.

Chairman Erenrich asked if an EIS under the NEPA process is required. Mr. Rybeck replied that an environmental assessment (EA) would be completed.

Mr. Srikanth commented that in the past year there have been changes proposed to I-295 and I-395 and asked if there is a big picture plan for the District's interstates. Mr. Rybeck said that he would provide information on this.

Ms. Erickson asked when the EA and ramp work would begin.

Mr. Kirby said that the southbound ramp is proposed to be closed in 2010 and this change to the plan requires an air quality conformity assessment.

## 12. Greenhouse Gas (GHG) Emissions Analyses

Mr. Sivasailam and Ms. Morrow spoke to a memo (with attachments) with an update on greenhouse gas (GHG) emissions work activities. Mr. Sivasailam updated the committee on the development of the baseline CO<sub>2</sub> and GHG emissions inventories. He presented the final staff recommendation that the baseline be developed by starting with Mobile 6 emissions and subtracting the impacts of CAFE 35 and the region's TERM commitments. Staff was still working to complete the GHG estimates for the TERM commitments.

Mr. Sivasailam also presented a proposed revised methodology for estimating CO<sub>2</sub> emissions benefits for the 'signal optimization' TERM. With the availability of CO<sub>2</sub> emissions rates by speed from a report published by University of California, Riverside, the existing methodology for analyzing this TERM using before and after studies for two low-speed arterials is likely to overstate the CO<sub>2</sub> benefits as CO<sub>2</sub> rates are significantly higher at low speeds. Staff proposes to estimate emissions benefits for each state by facility type using speed profiles from the annual Arterial Travel Times Studies prepared by DTP staff.

Ms. Morrow reviewed the status of the analysis of transportation-related GHG reduction measures in the National Capital Region Climate Change Report.

Ms. Morrow then presented an update to the “Cash for Clunkers” program analysis that was presented at the April meeting. The updated draft analysis reflected the potential impact of the proposed “Accelerated Retirement of Inefficient Vehicles Act of 2009” in the Washington, DC region. Based on the assumptions specified by staff, the program could potentially have a cumulative cost effectiveness of \$53/ton of CO<sub>2</sub> by the sixth and final year of voucher redemptions.

### 13. Briefing on Integrating Freight into the 2010 Update of the CLRP

Ms. Foster gave a PowerPoint presentation to the Committee that summarized the draft report: “Integrating Freight into the 2010 Update of the CLRP” and the Next Steps for the Freight Program. She reviewed freight trends and noted that the majority of total freight trips made by all modes in the region, when measured by total tonnage or by total value, are “through” trips.

She reviewed the current Freight Program outreach which includes a monthly *Focus on Freight* e-newsletter, attending MPO and association meetings, and maintaining the Freight Subcommittee Web Site. The Freight Subcommittee meets bi-monthly. She explained that a Freight Stakeholder Outreach Survey is being conducted to gain input from shippers, receivers and wholesalers. To date 35 surveys have been completed. Congestion on I-495, I-95 and I-66 were raised repeatedly as the most significant challenge to doing business in the region.

The following recommendations to Integrate Freight into the 2010 CLRP were presented:

1. Enhance the freight section of the CLRP during the next major CLRP update.
2. Scan CLRP projects; identify projects that particularly support goods movement. Draft a letter of support for these projects on behalf of the Freight Subcommittee.
3. Compile freight projects that fall within the region from other transportation planning areas.
4. Work towards a detailed National Capital Region Freight Plan.
5. Maintain the current Freight Subcommittee, *Focus on Freight* e-newsletter, and outreach.
6. Continue to compile and analyze freight data to better understand the regional freight system.

Mr. Weissberg who is the Freight Subcommittee Chairman commented that the next Freight Subcommittee meeting is May 14, 2009 at COG Room 1, 1:00 pm.

Mr. Rybeck suggested that because the region is a “through” region, maybe it could receive additional federal resources. Mr. Kirby described the I-95 Corridor Coalition as one of the federal government’s responses to supporting multi-regional multi-state initiatives.

Chairman Erenrich suggested identifying hotspots and truck delays. Mr. Thomas responded that MDOT is doing that with the Maryland Freight Plan. Chairman Erenrich also suggested acknowledging the conflicts between commuter rail operations and freight operations.

**14. Update on EPA’s Draft Motor Vehicle Simulation Model (MOVES)**

Delayed to June.

**15. Additional Business**

None.