

# **TRANSPORTATION PLANNING BOARD**

## **TECHNICAL COMMITTEE MINUTES**

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

Minutes were approved as written.

### **2. Briefing on the Draft 2006 CLRP Financial Analysis**

Mr. Kirby briefed the Committee on the status of the financial analysis for the plan, which was based upon the February 28 meeting of the working group for the analysis. He summarized the progress of each of the jurisdictions and agencies in providing revenue and expenditure forecasts through 2030. He said that Virginia revenue and expenditure data is still under development and is delayed because there are major revenue proposals under debate in the state legislature. The draft data has been provided by DDOT and MDOT, and WMATA just provided its revenue projections and expenditure needs. The next working group meeting is April 4. The draft revenue and expenditure forecasts and an initial draft report are anticipated to be presented to the Committee on April 7 and to the TPB on April 19.

Mr. Kirby then briefed the Committee on a copy of a March 2, 2006 WMATA presentation on the financial inputs to the 2006 financial analysis. He said that the WMATA Board is scheduled to receive this presentation on March 16 and approve the attached resolution on the inputs for transmittal to the TPB. He highlighted the background information on the transit ridership constraint in the core that was implemented in 2000 due to limited funding for Metrorail cars. He also noted that FTA requires that the Dulles Rail project and the CLRP inputs and planning assumptions such as the ridership constraint be consistent. He pointed out that the inputs do not assume the Davis Bill or dedicated funding, and thus the only way to remove the ridership constraint is to get commitments for the new state and local funding levels shown in the tables. He said that in a recent meeting at WMATA, staff indicated that extending the current Metro Matters funding commitments beyond 2010 are being discussed.

Mr. Srikanth commented that this is good news if the constraint can be removed. However, since VDOT has not yet provided the local jurisdictions with its revenue projections the amount of such commitments can not be determined at this time. Mr. Verzosa said that he was unaware of discussions about extending the Metro Matters funding agreement beyond 2010.

Ms. Erickson said that the MDOT draft revenue information appears to meet the future Metro Matters levels requested by WMATA. However, these recent WMATA data are being reviewed and the MDOT submission will have to be approved by the Secretary.

Discussion on this item resumed later in the meeting when Mr. Kubly of WMATA arrived.

After Mr. Kirby summarized what WMATA information he presented earlier, Mr. Kubly reported on what happened at the March 2 WMATA committee meeting. He said that a board member asked questions about the proposed WMATA financial inputs and assumptions. The member requested that it be made clear that the state and local revenue shown in the tables are assumptions based upon the amount necessary to fund the WMATA projects submitted for the CLRP. He said that the states and local jurisdictions will have to submit their own revenue commitments. Mr. Kubly said that the Committee agreed to send the report to the WMATA Board for its consideration on March 16.

Mr. Rybeck commented that the local share shown in the table makes a big jump in the out years and said that the question each jurisdiction has to answer is whether these funds are reasonably expected to be available.

Mr. Kubly said that the amounts shown are in year of expenditure dollars and that the amounts will be less when they are deflated to current dollars for use in the financial plan. Mr. Kirby said the simplest statement is that the jurisdictions need to commit to funding Metro Matters beyond 2010 and into the future.

In response to Mr. Mokhtari, Mr. Kubly said that the WMATA assumption of modest (2.75%) growth in federal funding after 2011 is probably conservative.

Mr. Kirby asked what could be presented to the TPB on March 15. Mr. Kubly suggested that the TPB could be informed that WMATA has submitted its estimated needs, which would enable the removal of the transit ridership constraint, but that the revenue commitments to these needs has not been made as yet.

Mr. Srikanth commented that the draft work scope for the air quality conformity analysis included the transit ridership constraint at 2010 levels for 2020 and 2030. He suggested that the analysis could be done with and without the constraint. Mr. Kirby agreed that the current wording could be expanded to include language to say that the transit ridership constraint would be removed if the additional funding is identified in the financial analysis.

Mr. Smith asked why the urgency to decide in April. Mr. Kirby said that it was necessary in order to keep to the fall schedule for approving the new TIP.

Mr. Kirby asked Mr. Kubly to see if a WMATA representative could make a presentation on the WMATA submissions at the March 15 TPB meeting.

Chair Canizales requested Mr. Kubly to provide the local jurisdictions with the revenue requests in constant dollars.

**3. Review of Project Submissions for the 2006 Constrained Long Range Plan (CLRP) and FY 2007-2012 Transportation Improvement Program (TIP)**

Mr. Kirby provided a brief background on the project submission information that had been released for public comment in February. At the Citizens Advisory Committee (CAC) meeting, it was apparent that the information that had been released was too difficult to understand. Mr. Austin gave a presentation explaining the significant changes for the 2006 Constrained Long Range Plan. There were three projects in the District of Columbia, totaling over \$1 billion. These included the South Capitol Street Corridor and Frederick Douglas Memorial Bridge, the reconstruction of the 11<sup>th</sup> Street Bridges, and a new streetcar project in Anacostia. The only other project was an interchange reconstruction at VA 28 and I-66 in Virginia. It was noted that the completion date shown for this project was incorrect and should be changed to 2008. Mr. Austin said this presentation would be taken to the next CAC meeting and the March TPB meeting.

Mr. Mokhtari said that the Prince George's County Planning Board had just approved a road-widening project on Kenilworth Avenue between River Road and Pontiac Street. This project would be submitted through MDOT by the following Monday. Mr. Canizales also reported that a new developer-funded road had been approved in Prince William County to extend Neabsco Road, connecting Opitz Road and Dale Boulevard. Complete project information was to be provided to TPB staff by Monday.

**4. Review of Revised Draft Scope of Work for Conducting the Air Quality Conformity Assessment of the 2006 CLRP and FY 2007-12 TIP**

Mr. Clifford spoke to three handout items: 1) Draft Memo from Mr. Clifford to the Transportation Planning Board, dated March 8, 2006, with a subject of "Draft Scope of Work for the Air Quality Conformity Assessment of the 2006 Constrained Long Range Plan (CLRP) and the FY2007-2010 Transportation Improvement Program (TIP)"; 2) an internal MWCOG memorandum from Mr. DesJardin to Mr. Clifford, dated February 28, 2006, with a subject of "Use of Round 7.0 Cooperative Forecasts for the Air Quality Conformity Analysis of the 2006 CLRP and FY2007-12 TIP"; and 3) EPA Regulatory Announcement, EPA420-F-06-022, dated February 2006.

Mr. Clifford provided the Committee with a summary of updates to the scope. He noted that, if additional funding is identified, the transit constraint may not be needed and the work scope would be modified later to reflect this. He provided the EPA factsheet referenced and noted the full regulation is available on the internet; he also mentioned that hot spot analysis is the responsibility of local jurisdictions, not the TPB.

The Committee then discussed the topic including: Regarding the memo from Mr. DesJardin, if land use updates are not required annually, why produce a memo stating the planning directors intent not to update forecasts this year? Because TPB and other agencies were expecting the annual update. BRAC will require a lot of study and it is not yet clear where the land use changes will occur, on a traffic zone basis, so it is better to

wait until the details of the BRAC relocations are known. COG staff expects the Planning Directors to update the land use forecasts for next year's cycle.

**5. Review of Amendments for Carryover from the FY2006 Unified Planning Work Program (UPWP)**

Mr. Miller distributed a memorandum to the Committee on the proposed amendments for carryover from the FY 2006 UPWP to the FY 2007 UPWP scheduled to be approved by the TPB at the March 15 meeting. He reviewed the changes to the work statements and the budgets for the two basic program projects and for the technical assistance projects in Maryland, Virginia and WMATA.

Mr. Griffiths described the carryover activities and funding for the household travel survey and the regional data clearinghouse projects. Ms. Erickson described the carryover funding for the Maryland technical assistance projects. Mr. Srikanth reviewed the changes in the Virginia projects.

Mr. Miller summarized the WMATA carryover funding changes. He explained that WMATA would use the carryover funds to develop a \$250,000 project for FY 2007 that would strengthen its GIS capabilities to enhance regional planning. Mr. Kirby said that it is important that this project focus on the regional information needs and dissemination. Mr. Srikanth commented that this will also benefit the local transit systems and that the Committee should work with WMATA on this project.

**6. Review of Draft FY2007 UPWP**

Mr. Miller referred to the handout of the draft FY 2007 UPWP document. He commented on the budget levels in Tables 1 and 2 and said that there had been only one change in the text of significance since the February version that the Committee had reviewed. He said the change was on page 2-22 under the human service transportation coordination planning work activity. The change was to add a bullet to conduct the independent review of MetroAccess as recommended in the February 2006 TPB study: "Improving Demand Responsive Services for People with Disabilities in the Washington Region." He noted that consultant assistance for this review is anticipated.

Mr. Srikanth asked how this review relates to the recent WMATA activities to address the current MetroAccess service problems. Mr. Miller said that the TPB study looked at the longer term service and consumer issues and that this review would be conducted in the late fall after WMATA has completed its efforts to address the current problems.

**7. Briefing on Draft FY 2007 Commuter Connections Work Program (CCWP)**

Mr. Ramfos reviewed the draft FY 2007 Commuter Connections program with a PowerPoint presentation. He covered the mission and definition of Commuter

Connections, the benefits of the program to commuters, jurisdictions, and to the business community. He then showed the geographic coverage area of the program which is much larger than the non-attainment region. He then discussed the census ranking of carpooling which showed that the Washington metropolitan region is ranked 3<sup>rd</sup> in the nation for the number of carpoolers for metropolitan areas with 1 million or more workers.

Mr. Ramfos then showed the transportation and emission impacts of the program and compared results from 2002 to 2005. He also discussed the cost effectiveness of the program. Next, he covered new projects and substantive changes being proposed for the FY 2007 CCWP. He then covered the proposed budget for the program and discussed the next steps for the approval process which would include additional presentations to the Commuter Connections Subcommittee, having the draft FY 2007 CCWP released for public comment at the March 19<sup>th</sup> TPB meeting, and final adoption at the April TPB meeting.

Mr. Rybeck asked how many InfoExpress kiosks were located in the District. Mr. Ramfos responded that there were three kiosks in the District that provided commuter information, real time traffic information, interactive maps and guides, and also allows the user to apply for the Commuter Connections ridesharing and Guaranteed Ride Home program. Mr. Mohktari asked how kiosk locations are chosen. Mr. Ramfos responded that there are specific criteria that have been developed and used for choosing and maintaining a kiosk location.

Mr. Owolabi asked how the Telework program is administered for District of Columbia employers. Mr. Ramfos stated that the Telework program is not funded by DC, however if employers have telecommuting questions they are handled through the District's Commuter Connections Employer Outreach program.

Mr. Mohktari asked how many Guaranteed Ride Home program rides are given and how much does the average ride cost? Mr. Ramfos stated that approximately 220 rides are given each month and the average cost of a ride is approximately \$60. He also noted that the price of rides has gone up due to the higher gasoline prices and surcharges that have been instituted by the ride providers.

Next, Mr. Mohktari asked how many telecommuters there were in the region. Mr. Ramfos stated that there were 320,000 telecommuters in the region who telework an average of about one day per week based on the latest State of the Commute survey report.

Mr. Tangirala asked if the Committee can receive a copy of the PowerPoint presentation. Mr. Ramfos stated that the PowerPoint presentation would be posted on the COG web site.

Mr. Ramfos encouraged Committee members to submit any comments to him on the draft CCWP and also stated that the draft copy of the FY 2006 Work Program was available as a handout and could be picked up by those interested at the conclusion of today's meeting.

**8. Briefing on Draft *Arterial Highway System Performance in the Metropolitan Washington Region***

Mr. Sivasailam gave a brief outline of the existing congestion monitoring program, and the outline of a proposed approach to expand coverage the arterial highway congestion monitoring program. A pilot study would be conducted to study the proposed approach to collect speed/travel time data using volunteer drivers. He also talked about a pilot study underway in the Baltimore metropolitan region which is relying on cell phones to predict speeds/travel times on all the major roadways in that region. Mr. Rybeck said privacy could be an issue with cellular phones. In response to a question as to why we don't use the same technique as freeways for arterial highways, Mr. Sivasailam mentioned that arterial highways have signals and the Highway Capacity Manual recommends using average travel speed as the measure to use to develop levels of service for arterial highways.

Mr. Sivasailam mentioned the Commuter Connections Ride Sharing data may be used to solicit volunteers. A number of local jurisdictions also indicated that they could recruit staff from their respective agencies as volunteer drivers. In response to a question from Mr. Smith as to where radio traffic reporters are getting travel time information, Mr. Meese replied it comes from a number of sources and varies by facility. Mr. Kirby mentioned how at TRB when discussing the need for research funding, agreed that this was an area for the private sector. Mr. Sivasailam also clarified that when the full program is implemented after the pilot study it would be a program collecting data throughout the year and not be limited to any one season. He said staff would present the arterial report to the TPB most likely in May or June. He also distributed copies of the 2005 Freeway Congestion Monitoring report on DVD.

**9. Other Business**

None.

**10. Adjourn**

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE - March 3, 2006**

**DISTRICT OF COLUMBIA**

DDOT                      Rick Rybeck

**MARYLAND**

Frederick Co.            -----  
Gaithersburg            -----  
Montgomery Co.        David Moss  
Prince George's Co.    Aaron Overman  
Rockville                -----  
M-NCPPC  
  Montgomery Co.        Eric Graye  
  Prince George's Co.    Faramarz Mokhtari  
MDOT  
                              Lyn Erickson  
                              Terrance Hancock

**VIRGINIA**

Alexandria                Maria White  
Arlington Co.            Tamera Ashby  
City of Fairfax            Alexis Verzosa  
Fairfax Co.                Mike Lake  
                                  Robert Owolabi  
Falls Church             -----  
Loudoun Co.              Arthur Smith  
Manassas                 -----  
Prince William Co.      Rick Canizales  
NVTC                      -----  
PRTC                        Anthony Foster  
VRE                         -----  
VDOT                        Kanathur Srikanth  
VDRPT                     -----  
NVPDC                    -----  
VDOA                        -----

**WMATA**

WMATA                    Scott Kubly

**FEDERAL/OTHER**

FHWA-DC                Takumi Yamamoto  
FHWA-VA                -----

FTA                        Deborah Burns

NCPC                     -----

NPS                        -----

MWAQC                 Rama Tangirala

**COG Staff and Others**

Ronald Kirby, COG/DTP  
Mike Clifford, COG/DTP  
Gerald Miller, COG/DTP  
Mark Pfoutz, COG/DTP  
Michael Freeman, COG/DTP  
John Swanson, COG/DTP  
Daivamani Sivasailam, COG/DTP  
Jim Hogan, COG/DTP  
Bob Griffiths, COG/DTP  
Jinchul Park, COG/DTP  
Jane Posey, COG/DTP  
Andrew Austin, COG/DTP  
Christopher Arabia, VA-DRPT  
Jeff King, COG/DEP  
Sunil Kumar, COG/DEP