

**TRANSPORTATION PLANNING BOARD  
TECHNICAL COMMITTEE MINUTES**

**1. Welcome and Approval of Minutes from the March 4, 2005 Technical Committee Meeting**

Minutes were approved as written.

**2. Update on Project Submissions and Comments Received to Date for the 2005 Constrained Long Range Plan (CLRP) and FY2006-2011 Transportation Improvement Program (TIP)**

Mr. Kirby referred to the mailout item which described the project submissions for the 2005 CLRP and FY 2006-2011 TIP. He reported that the Eastern Federal Highway Administration (EFHA) had requested that its proposed Manassas Battlefield Bypass project be removed as a submission. He also noted that VDOT had provided more details on the draft financial plan for the HOT lanes project. He said that in light of this additional information on the submissions, the TPB at the March 14 meeting extended the public comment period on the project submissions to April 15. The Board was now scheduled to act on the submissions at its April 20 meeting.

Mr. Wamsley commented that the financial plan for the HOT lanes project in Virginia did not identify revenues for operating and maintenance costs of the project after 2010. Mr. Kirby said that after the facility opens in 2010 the toll revenues will be used for debt service on the construction bonds and for operating and maintenance expenses.

Chairman Mokhtari pointed out that there appeared to be an inconsistency between some information on the CLRP project form and the information in the air quality conformity table for the MD 202 Largo Town Center Metro Access Improvement project. Mr. Smith said that SHA would look into it.

The Committee recommended that TPB approve the submissions for inclusion in the air quality conformity assessment for the 2005 CLRP and FY 2006-2011 TIP.

**3. Briefing on the Metropolitan Development Policy Committee's (MDPC) Approval of Draft Round 7.0 Cooperative Land Use Forecasts for use in the Air Quality Conformity Analysis of the 2005 CLRP and FY2006-2011 TIP**

Mr. DesJardin described the agenda item materials, which included summaries of the draft Round 7.0 Cooperative Forecasts approved by COG's Planning Directors Technical Advisory Committee (PDTAC) and Metropolitan Development Policy Committee (MDPC). Mr. DesJardin also described the letters from D.C. Office of Planning staff to the PDTAC and MDPC which expressed concerns about the imbalance in forecast jobs and housing, particularly after 2020. Mr. Kirby stated that the TPB discussed the forecasts and letter during their March 16 meeting and that a TPB member from the District requested that staff prepare a letter to the MDPC concerning the jobs / housing issue. Mr. DesJardin said that, in approving the draft Round 7.0 Forecasts, PDTAC and MDPC members concurred that they were the most accurate projections possible given current local comprehensive plans and zoning. Mr. DesJardin also said the COG staff was having ongoing discussions concerning housing and job forecasts with the Baltimore

Metropolitan Council (BMC) as well as jurisdictions in Virginia such as Culpeper and Fauquier counties.

Mr. Griffiths said that TPB staff is also reviewing the current assumptions for growth factors assumed for each of the external stations. Mr. Biesiadny requested that TPB staff share a draft of the letter with Technical Committee members prior to the TPB meeting.

#### **4. Briefing on Rationale for Changing the Travel Demand Model Metrorail Core Ridership Capacity Constraint from 2005 to 2010**

Ms. Byala presented a PowerPoint briefing on the rationale for changing the Metrorail core ridership constraint from 2005 to 2010. She explained that with the Metro Matters funding program more rail cars will be purchased and the increase in capacity will accommodate ridership growth through 2010. This change would be reflected in the demand analysis as specified in the draft scope of work for the air quality conformity assessment of the 2005 CLRP and FY 2006-2011 TIP.

Mr. Rybeck commented on how rail car capacity, station capacity and service levels influence the maximum load points in the core of the rail system. Ms. Byala explained that the Rosslyn tunnel is a choke point and that Metro is looking at ways to reduce the Orange Line crowding by routing alternating Blue Line trains to the Yellow Line. In response to Mr. Srikanth, Ms. Byala said that the peak hour maximum load does not reflect the idea of removing seats to increase the standing capacity in each car. This idea is being tested and would increase the capacity about 10 percent. Mr. Srikanth asked if any fare structure changes were looked at to influence the peak hour demand in the future. Ms. Byala replied that fare changes were not examined.

Mr. Kirby asked what happens if full federal funding is not committed to the Metro Matters program. Ms. Byala said that if the full amount is not obtained then the compact jurisdictions will increase their commitment. Mr. Griffith asked if there has been any peak demand spreading in the past few years. Ms. Byala replied that there had been a little, but that most of the riders are federal government workers who do not have much flexibility regarding working hours. Mr. Biesiadny commented that at the new parking garages in Virginia there has been some spreading due to parking availability.

The Committee recommended that TPB approve the scope of work with the change in year in the ridership constraint to 2010 for the air quality conformity assessment for the 2005 CLRP and FY 2006-2011 TIP.

#### **5. Update on Comments Received to Date on the Scope of Work for the Air Quality Conformity Assessment for the 2005 CLRP and FY2006-2011 TIP**

Mr. Clifford spoke on two mailout items: Guidance for Determining the "Attainment Year" for Transportation Conformity in New 8-Hour Ozone and PM2.5 Non-attainment Areas, by EPA, with a transmittal letter dated 3/10/05; and a memorandum from Mr. Clifford to the Transportation Planning Board, dated 3/10/05.

The Committee then discussed the topic, asking: What is the status of the 2005-2010 TIP? (It is currently being reviewed by federal agencies.)

**6. Briefing on the Results of the Regional Pedestrian and Bicycle Safety Education Campaign and Proposed Request for Local Funding Commitments**

Mr. Farrell spoke to a PowerPoint presentation and handout on the results of the regional pedestrian and bicycle safety campaign and a proposed request for local funding commitments.

Ms. Samarasinghe asked whether cooperation with the parks to promote safety along the trails had been considered. Mr. Farrell replied that parks generally lack posting space, but that posters had been distributed to agencies across the region and posted in public buildings. Efforts to reach pedestrians have focused on transit riders and transit shelters.

Chairman Mokhtari noted that no local match was suggested for the District of Columbia, and that the amount of money needed for match was less than the amount suggested in the table. Mr. Farrell replied that the minimum level of local match needed to sustain the program, if all jurisdictions contributed, would be 1.8 cents per capita rather than 5 cents per capita as shown in the table. Five cents per capita is what Arlington County and Fairfax County are currently contributing. The District of Columbia is not being asked to provide local match funds because it is providing its federal funds for the program.

Mr. Hekimian asked whether laws in the jurisdictions were different with respect to yielding to pedestrians. Mr. Farrell replied there was some variation with some jurisdictions requiring drivers to yield and others to stop. Motorists must yield to pedestrians when they turn right on red, as well as to pedestrians who are going straight when the motorist is turning on a green. Mr. Hekimian asked if the motorist was required to yield to a pedestrian on the curb. Mr. Farrell replied that generally the law required the pedestrian to be in the same half of the roadway as the motorist, or on the center line, which is known as the "position of danger" before the motorist is required to yield.

Mr. Hekimian noted that the public does not always understand the law, and asked how feasible it would be to educate them. Mr. Farrell replied that Street Smart deals in simple messages, and it was decided that "Stop for Pedestrians" was close enough for purposes of a mass media campaign.

Mr. Meese added that there is a 50/50 split of collisions at the crosswalk versus mid-block, and drivers should avoid hitting pedestrians at all locations.

Mr. Rybeck noted that the fourth chart, pedestrian and bicycle deaths per 100,000 population, did not adjust for daytime population. The District's daytime population is over 1 million. Moreover, the District has far more walking and bicycling than other jurisdictions. Therefore pedestrian and bicycle deaths per 100,000 population overstates the per-mile risk of walking or bicycling in the District of Columbia. Mr. Rybeck asked if this could be reflected somehow. Mr. Farrell replied that census walk to work data could be used as a proxy of the prevalence of walking trips. Mr. Rybeck suggested that it would be better to use daytime population.

Chairman Mokhtari asked if the number of accidents in the day versus night-time could be determined. Mr. Farrell replied that it would be difficult to do on a regional basis. Mr. Rybeck added that the time of night and day changes over the year. Mr. Farrell noted that regional numbers are only as good as the reporting, and some agencies have more detailed data than others.

Mr. Replogle commented that the Police should be informed about the campaign and that the TPB write a letter to the Police Chiefs committee.

Mr. Moss asked how young males are pinpointed given that the posters seem fairly general. Mr. Farrell replied that young men are known to listen to drive-time radio on specific radio stations.

Mr. Moss asked when the request for local commitments would go to the Board. Mr. Kirby replied that it would go to the Board in April to request funds for next year.

Chairman Mokhtari suggested that the requested local contribution be the minimum needed to meet the federal match. Mr. Kirby commented that the danger with that would be that if every jurisdiction did not contribute the required match would not be obtained.

Chairman Mokhtari said that TPB staff should offer to give this presentation to the COG Police Chiefs Committee to encourage more coordination of enforcement activities during the campaign.

#### **7. Briefing on Draft Work Plan for Conducting the Financial Analysis for the 2006 Update to the Financially-Constrained Long Rang Plan (CLRP)**

Mr. Miller briefed the Committee on a handout that reviewed the results of the financial analysis for the 2003 CLRP and identified the key assumptions and issues that need to be addressed in the new analysis. He then briefed the Committee on the draft work plan for conducting the financial analysis for the 2006 CLRP. He said that the work scope is very similar to the previous one. He noted that the schedule is very ambitious, with the request for proposal (RFP) to be issued in May, the work to begin in July, and the final report due in December. He proposed that a steering committee be established as in previous efforts.

Ms. Byala noted that the issue in the handout that said WMATA revenues and cost assumptions need to be updated should say all implementing agencies revenues and cost assumptions need to be updated. Mr. Miller said that this would be changed. Mr. Kirby commented that the recent Metro Funding Panel report provides good information on WMATA's revenue and cost projections through 2015.

Mr. Biesiadny commented that it would be desirable to look for other consultants to conduct this study. Mr. Miller said that COG would follow its request for proposal (RFP) process and that the RFP would be sent to numerous consulting firms and posted on the COG web page. He reported with the previous RFP processes more than one consultant proposal had been received. The selection committees composed of the staff from the DOT's, WMATA, and a local jurisdiction representative reviewed the proposals and then

selected the most responsive. Mr. Spalding said that the selection committees he had participated on were very objective. Mr. Canizales commented that by considering previous experience on this analysis too much, a different approach may be missed. Chairman Mokhtari said that the consultant selection criteria is important.

Mr. Srikanth said that it is good to have new people and ideas, but the selection should follow the COG procurement process. He noted that his analysis has been conducted several times and that the consultants can only quantify the long-term transportation revenue and cost picture. It is really a policy challenge to identify new revenues to address the transportation challenges facing the region.

#### **8. Update on Staff Proposals for the FY 2006 Commuter Connections Work Program (CCWP)**

Mr. Kirby stated that staff had developed a second proposal and that the FY 2006 Commuter Connections program streamlined proposal was sent to the three state funding agencies on March 11<sup>th</sup>. The updated proposal had recommendations for funding allocations. Staff met with the state funding agencies this past Tuesday and gave a PowerPoint presentation on the proposal. Another meeting is planned for the following week to discuss the proposal and next steps in putting together the FY06 CCWP.

Ms. Byala asked whether or not the PowerPoint presentation would be shown to the TPB. Mr. Kirby responded that it depended on the outcome of the next meeting with the state funding agencies. Mr. Srikanth stated that the overall process of restructuring Commuter Connections has been very complicated and there has been much discussion among the staffs of the state funding agencies. Many of the discussions have been policy driven and there has been substantive information and issues that will be shared with staff on the proposal. We are striving for a draft Work Program for the April 20 TPB meeting.

Mr. Smith asked how the restructured program will affect air quality conformity. Mr. Kirby responded that we are proceeding as planned and that every TERM that is in the CCWP is in the TIP. If there are changes in the program they will be reflected in changes to the TIP and CLRP.

Mr. Ramfos stated that the Commuter Connections Subcommittee would also review the draft Work program document once it was available.

#### **9. Briefing on Use of Traffic Volume Estimates to Evaluate TPB Travel Model Performance**

Mr. Griffiths introduced this item stating that TPB staff has spent the past few months taking a closer examination of the traffic count data used to validate the regional travel model.

Mr. Milone distributed a handout entitled, 'Traffic Counts and Travel Model Performance.' He explained that the objective of the analysis was to examine the nature and location of the observed and estimated traffic counts used to validate the regional travel model (Version 2.1D #50 model) and then to investigate how the model

performance is affected when the “uncounted manual estimates” of traffic volumes are removed. He then briefed the Committee on the handout materials. The conclusion of the analysis was that the performance of the model was consistently good throughout the traffic volume ranges once the “uncounted model estimates” were removed from the traffic count data.

Mr. Milone reviewed how the states develop HPMS data for state-wide reporting and then directed the Committee to a graph on page 9 of his handout showing the historical HPMS-based VMT growth trends in the Washington MSA by state (Virginia, Maryland, and the District). The graph indicated that the VMT annual growth rates for each state varies considerably.

Mr. Hekemian asked what causes the large variations in the annual VMT growth reported by the District of Columbia? Mr. Kirby commented that various factors such as tourism levels and employment growth will influence VMT growth in the District.

**10. Briefing on Regional Travel Trends**

Deferred to May meeting.

**11. Other Business**

None.

**12. Adjourn**

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE - April 1, 2005**

**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.      Alexander Hekimian  
  Prince George's Co. Faramarz Mokhtari  
                              -----

MDOT                     Ron Spalding  
                              Glen Smith  
                              Shiva Shrestha

**VIRGINIA**

Alexandria              Maria White  
Arlington Co.          Nicole Lewis  
City of Fairfax         Alexis Verzosa  
Fairfax Co.             Tom Biesiadny  
                              Carl Winstead  
Falls Church            -----  
Loudoun Co.             Arthur Smith  
Manassas                -----  
Prince William Co.    Rick Canizales  
NVTC                     -----  
PRTC                     Karen Waterman  
VRE                        -----  
VDOT                     Kanathur Srikanth  
VDRPT                    -----  
NVPDC                    -----  
VDOA                     -----

**WMATA**

WMATA                    Lora Byala

**FEDERAL/OTHER**

FHWA-DC                -----  
FHWA-VA                Unwanna Bellinger

FTA                      -----

NCPC                    -----

NPS                     -----

MWAQC                 -----

**COG Staff and Others**

Ronald Kirby, COG/DTP  
Gerald Miller, COG/DTP  
Mike Clifford, COG/DTP  
Robert Griffiths, COG/DTP  
Mark Pfoutz, COG/DTP  
Jim Hogan, COG/DTP  
Andrew Meese, COG/DTP  
Ron Milone, COG/DTP  
Michael Farrell, COG/DTP  
Michael Freeman, COG/DTP  
Daivamani Sivasailam, COG/DTP  
Nicholas Ramfos, COG/DTP  
Joan Rohlfs, COG/DEP  
Wanda Hamlin, COG/DTP  
Jane Posey, COG/DTP  
Paul DesJardin, COG/HSPPS  
Jim Wamsly, FCSG  
Michael Replogle, Environmental Defense