

TRANSPORTATION PLANNING BOARD

TECHNICAL COMMITTEE MINUTES

1. Welcome and Approval of Minutes from the January 6 Technical Committee Meeting.

Minutes were approved with an addition of “Cordon Count Activity” to the first sentence on to page 2.

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

Mr. Kirby asked the DOTs to report on the status of the project submissions for the 2006 CLRP and new TIP.

Ms. Hassoun of DDOT presented a slide show on the Anacostia River Waterfront Initiative and on two major projects in the waterfront area to be submitted for the plan. She described the South Capitol Street Bridge Corridor project and the 11th Street Bridges project. She explained the status of the EIS processes and anticipated construction dates for these projects. Ms. Penney of DDOT also described the general cost estimates and proposed funding sources for implementing the projects.

Mr. Srikanth said that the VDOT air quality conformity input information on the CLRP project submissions had been provided to TPB staff. He said that there are no new major projects, but some changes in timing and costs for some existing projects. Mr. Griffiths asked about proposed improvements serving Fort Belvoir to accommodate the new jobs from the federal BRAC actions last year. Mr. Srikanth said that he was not aware of any new transportation projects at this time and that the US Army is considering various development alternatives for the fort. Mr. Lake said that Fairfax County is working with the Army on this development and potential transportation improvements.

Ms. Erickson said that the MDOT project cost information was being refined and there were only a few new smaller projects. She said that the project submission input would be provided early next week.

Ms. Byala said that WMATA is waiting for final budget information but that there would not be anything that affects conformity. She explained that the on-going CLRP financial analysis is looking at potential revenues beyond that included in the adopted Metro Matters agreement. Mr. Kirby said that this additional funding will depend on the on-going efforts to identify state and local funding to match Congressman Davis’ proposed bill calling for dedicated WMATA funding. Mr. Kirby said that what is assumed for this new funding could change when the transit capacity constraint through the Metrorail core is applied. Currently, the transit constraint is applied at 2010 levels. Ms. Posey said that the new buses being purchased with Metro Matters funding could be reflected in the demand modeling with generic improvements to bus headways.

Mr. Mokhtari reported that Prince George’s County would be submitting a small privately funded roadway.

3. Briefing on the Draft Scope of Work for Conducting the Air Quality Conformity Assessment of the 2006 CLRP and FY2007-12 TIP

Mr. Clifford spoke to a handout document dated 02/03/06 and entitled “Air Quality Conformity Assessment: 2006 Constrained Long Range Plan Amendments and FY2007-2012 Transportation Improvement Program”. Mr. Clifford noted that this year’s scope of work includes one assessment which addresses all relevant pollutant, whereas last year’s scope included two assessments – one for ozone and carbon monoxide and another for fine particles.

Mr. Kirby noted that the transit constraint procedure documented on page 4 is not applied until analysis year 2020. If we want to change this, we need to do so before the March TPB meeting.

4. Briefing on the Report: “Improving Demand Responsive Services for People with Disabilities in the Washington Region”

Ms. Klancher gave an overview of the TPB Access for All Advisory Committee’s Demand Responsive study and described the five high priority recommendations which include: Improve and widely distribute information about MetroAccess; Improve the MetroAccess complaint process; Create an effective MetroAccess users group; Establish a premium same-day taxi service for MetroAccess customers; and Conduct an independent review of MetroAccess with the study’s “checklist” by January 2007.

Mr. Foster recommended that drivers be interviewed about scheduling and other issues for the independent review of MetroAccess with the “checklist”. Mr. Mokhtari asked if the study looked at MetroAccess trip destinations and to what extent the trips were local versus regional. Ms. Klancher replied that the study obtained average trip length but not origin-destination information. Mr. Verzosa stated that the study listed a shortcoming of MetroAccess as meeting the letter of the law and that meeting the spirit of the law requires more funding. Mr. Verzosa suggested that human service money should be used to support transportation services for people with disabilities. Ms. Massie and Mr. Verzosa stated that the ADA only requires curb-to-curb service. Ms. Klancher replied that new FTA guidelines state that the ADA requires origin to destination transportation, which may require door-to-door service for some people with disabilities. Mr. Rybeck stated that no federal funding is available to help implement the ADA and finding the money is a problem.

Mr. Foster asked if MetroAccess vehicles are dispatched from a central location. Ms. Klancher replied that a centralized dispatch system is used and that vehicles are dispatched from providers located through out the region.

Mr. Srikanth suggested that the PowerPoint presentation is too long for the TPB and that the division between regional and MetroAccess findings is confusing.

Mr. Verzosa stated that it may be difficult to find taxi cab companies to participate in a premium same day taxi service because of the City of Fairfax’s experience with taxi cabs not wanting to take short fares from the subsidized program to provide service to older

adults. Ms. Klancher stated that the City of Baltimore's experience suggests that taxi cab drivers like the guaranteed fare and that the cost per trip is about half that of a regular paratransit trip. Mr. Overman asked if technology for payment systems is being looked at. Ms. Klancher replied that the use of a credit card in the Baltimore taxi program is an example of an innovative way to improve tracking and payment arrangements. Ms. Byala stated that WMATA is looking at a card that could include both a chip like the Smartrip card has and a stripe for swiping cards like a credit card.

Ms. Massie asked if a regional decision about a human service transportation coordination plan has been made. Ms. Klancher replied that no decision has been made to date which is why a kick-off meeting is proposed for March or April. Mr. Kirby stated that the region needs to start on this because the funds are available now. Ms. Byala said that a competitive process to select the projects should go through COG. Ms. Klancher stated that approximately \$2 million dollars a year are available to the region in JARC and New Freedom money. Mr. Kirby said that a lot of smaller groups are going to want access to the money. Mr. Srikanth asked what role the TPB will play in this based on SAFETEA-LU. Mr. Kirby stated that who and how this process will be done is not specified. Ms. Klancher stated that SAFETEA-LU only specifies that the MPO shall be involved but nothing more. Mr. Kirby said one possible arrangement is to have the TPB administer the process. Mr. Srikanth and the Committee recommended that the kick-off meeting be held to discuss these issues. Mr. Kirby said that staff will arrange for a kick-off meeting in March or April.

5. Briefing on 2005 Peak Period Freeway Congestion in the Washington Region and Changes Since 2002 and 1999

Mr. Kirby spoke to the power point handout and the overhead slides. He described the overall system performance and the increase in congestion from 2002 to 2005. The message to be presented to the board will consist of examples where things have gotten worse, things have gotten better and some mixed results.

Mr. Kirby also presented results of the Winter 2005 add on which studied the impact of the addition of the 2nd lane to the exit ramp from outer loop of the Capital Beltway to westbound Dulles Toll Road. Mr. Verzosa asked whether we have data on I-66 prior to the opening of the Orange Line. The first survey was completed in 1993 which happened after the opening of the Orange Line. Mr. Price recommended that staff do a white paper on changes to the system over time including the occupancy of the road. An error on slide 17 was pointed out and staff said they will fix it prior to the TPB meeting.

6. Briefing on Draft Work Program for FY2007 Unified Planning Work Program (UPWP)

Mr. Miller referred to the handout of the draft FY 2007 UPWP document. He reviewed the budget levels in Tables 1, 2 and 3 and commented upon the write-ups of the work activities. He described the funding totals and noted that the budget levels for FY 2007 were based on information provided by MDOT and VDOT and on his estimates

for DDOT. He also reviewed a table showing the work activity funding changes for FY 2007 compared to those for FY 2006.

Mr. Kirby explained that after consultation with the DOTs, the funding level for each of state technical assistance programs has been set at the normal 13.5 percent of the total new FTA and FHWA MPO planning funding provided by each state. At the last Technical Committee meeting, staff had proposed that for this fiscal year the level be 10 percent in order to provide critical funding for the high priority work activity IV. C to conduct the regional household survey. He pointed out that the same amount of funding is now identified in each of the three technical assistance programs for the survey. The total household survey budget is the same as in the February draft but is now shown in four work activities.

Mr. Griffiths noted that based upon comments at the January 18 TPB work session on the Regional Mobility and Accessibility Study he had added sentences to the II.C work activity narrative in the last paragraph addressing the important “how to questions” regarding the scenarios. These questions will include the approximate costs of “high payoff” transportation improvements and how they might be funded, what changes would need to be made to existing land use policies, and how market forces might influence the successful implementation of a scenario.

Mr. Mokhtari asked if the costs of interviews in the regional household travel survey have been determined and if local jurisdictions could increase the survey sample sizes in their areas. Mr. Griffiths said that after the pretest it would be possible to determine the cost per additional survey but it will probably be over \$200 per interview. Mr. Mokhtari also asked how the 10,000 survey sample would be allocated across the region. Mr. Griffiths said that the areas of higher transit use would be over sampled and that some areas outside the TPB region also would be surveyed.

Mr. Owolabi asked how this cost compares to the costs for the National Household Transportation Survey. Mr. Griffiths said that the regional survey would employ an enhanced methodology to reduce non-response bias and would be more costly.

7. Briefing on Work Activities to Produce Emissions Inventories for the new State Implementation Plan (SIP) for the 8-Hour Ozone Standard

Mr. Clifford spoke to a handout memorandum addressed to TPB Technical Committee, dated 02/03/06, with a subject noted “Development of Emissions Inventories for Air Quality Planning Needs”.

The Committee then discussed the topic including: Does carbon monoxide (CO) vary by season? (An annual comparison by season is not required for CO, since it is only an issue in winter season); The Committee concurred with the suggested approach in the handout (a seasonal emissions analysis); DTP staff noted that they would proceed with the recommended seasonal calculation approach, pending the outcome of the additional test to compare monthly vs. seasonal results using the latest input of hourly temperature, humidity, etc.

8. Status Report on the 2006 CLRP Financial Analysis

Mr. Reno of Cambridge Systematics distributed a memo to the Committee on the status of the financial analysis for the plan, which was based upon the January 31 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 reviewed the anticipated report and documentation for the analysis and the schedule for completion of the report. The draft revenue and expenditure forecasts and an initial draft report are anticipated to be presented to the Committee on March 3 and to the TPB on March 15.

He also reported on the work to develop a new report, as requested by the TPB in December, on progress made in addressing the region's near term transportation capital funding needs that were identified in the 2004 TPB Time to Act brochure.

In response to Mr. Kirby's comment on the what revenues are expected for the 11th Street Bridge and South Capitol Street projects being submitted by DDOT for the CLRP, Mr. Reno said that DDOT staff is working on the cost and revenue information for the project submissions.

Mr. Rybeck inquired about what information to submit on projects that will be funded by user fees such as the HOT lane project in Virginia. Mr. Kirby said that the expected revenue stream should be forecast.

Mr. Srikanth noted that he had not yet received the state level estimates of federal and state revenues and thus it may not be feasible for the Northern Virginia jurisdictions to review and finalize their revenue and expenditure estimates by March 3.

Chair Canizales commented that the specifics of new state revenues may not be known by March and that the NVTAs could have a role in identifying which new projects should be funded. Mr. Kirby explained that it's a question of timing regarding the funding for new projects if they affect air quality conformity. If a new expansion project is identified, the TPB schedule calls for its release for public comment on February 9 and then approval for inclusion in the conformity analysis on March 15. He said that the same timing issue also applies to the potential new funding for WMATA capital and how it would affect the transit capacity constraint. He said that it is a collective decision on whether to wait another month or two to decide on the funding for new projects for the plan.

Additional delay would mean more time at the end of the process and affect when federal approval of the new TIP could be expected.

Mr. Srikanth said that VDOT was submitting projects based upon the current revenues. If by April the legislature passes any new revenues for WMATA or new projects, the impacts may have to be considered later. He said that by February 28 more would be known about this situation.

Ms. Erickson said that MDOT would prefer to stay on the current schedule for the new TIP.

Ms. Byala reported that the WMATA financial information will go to the WMATA Board on March 2 so that the information must remain draft.

9. Review of the Draft Arterial Highway System Performance in the *Metropolitan Washington Region* Report

Mr. Sivasailam gave a draft presentation on arterial highway performances in the Washington region. Mr. Rybeck asked the difference between the two figures of the same roads in the District of Columbia. Mr. Sivasailam explained that each figure represents levels of service by direction. He also said the period of monitoring is from 1 PM to 8 PM and covers PM peak, PM peak period and off-peak period. He mentioned that 16th street and L Street in the District were not studied since they were under construction.

Mr. Mokthari wondered why MD 5 was shown on the table but not on the figures for Maryland. Mr. Sivasailam explained that MD 5 operates well even during the peak period and that is the reason the figures did not show them. In response to a question Mr. Sivasailam pointed out that since two cycles have been completed we have two data points for all roads and changes through time has been shown similar to the freeway report. Mr. Srikanth pointed out that the findings are different from the expectation. Mr. Sivasailam pointed out that we are identifying the bottle necks and even though the average speed on the entire route may come out as level of service D the bottlenecks operate at LOS F and they are identified in the report. He pointed out the routes in the District of Columbia and Virginia which experience failing conditions for the entire route.

10. Other Business

Chair Canizales distributed copies of the Northern Virginia 2030 Long Range Plan to the Committee explaining that there were no new projects, that transit needs were also analyzed and that a summery report would be available probably in March.

Ms. Byala informed the Committee that this would be her last meeting because she had accepted a new position with a consulting firm.

11. Adjourn

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

DISTRICT OF COLUMBIA

DDOT Rick Rybeck

MARYLAND

Frederick Co. Denis Superczynski
Gaithersburg -----

Montgomery Co. Bob Simpson
Prince George's Co. Aaron Overman
Rockville -----

M-NCPPC
Montgomery Co. Eric Graye
Prince George's Co. Faramarz Mokhtari

MDOT Lyn Erickson
BJ Berhanu

VIRGINIA

Alexandria Maria White
Arlington Co. Jeff Price
City of Fairfax Alexis Verzosa
Fairfax Co. Mike Lake
Robert Owolabi

Falls Church -----

Loudoun Co. -----

Manassas -----

Prince William Co. Rick Canizales

NVTC -----

PRTC Anthony Foster
Betsy Massie

VRE -----

VDOT Kanathur Srikanth

VDRPT -----

NVPDC -----

VDOA -----

WMATA

WMATA Lora Byala

FEDERAL/OTHER

FHWA-DC Takumi Yamamoto

FHWA-VA -----

FTA -----

NCPC -----

NPS -----

MWAQC -----

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

Wendy Klancher, COG/DTP

Eulalie Lucas, COG/DTP

William Bacon, COG/DTP

Dusan Vuksan, COG/DTP

Jinchul Park, COG/DTP

Jane Posey, COG/DTP

Anant Choudhary, COG/DTP

Paul DesJardin, COG/HSPPS

Greg Jordan, Skycomp

Jeff King, COG/DEP

Sunil Kumar, COG/DEP

Kathleen Penney, DDOT

Anne Hassoun, DDOT