

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - May 7, 2004**

DISTRICT OF COLUMBIA

DDOT Damon Harvey

MARYLAND

Frederick Co. -----

Gaithersburg -----

Montgomery Co. David Moss

Prince George's Co. -----

Rockville -----

M-NCPPC

 Montgomery Co. Alexander Hekimian

 Prince George's Co. -----

MDOT Mike Haley

 Chris Gale

VIRGINIA

Alexandria Maria White

Arlington Co. Harriet Dietz

City of Fairfax Alex Verzosa

Fairfax Co. Tom Biesiadny

Falls Church -----

Loudoun Co. Art Smith

Manassas -----

Prince William Co. Rick Canizales

NVTC Jana Lynott

PRTC Karen Waterman

VRE Tamara Ashby

VDOT Grady Ketron

VDRPT Sharmila Samarasinghe

NVPDC -----

VDOA -----

FEDERAL/OTHER

FHWA-DC -----

FTA -----

NCPC Michael Weil

NPS -----

MWAQC -----

COG Staff and Others

Ronald Kirby, COG/DTP

Gerald Miller, COG/DTP

Mike Clifford, COG/DTP

Jane Posey, COG/DTP

Robert Griffiths, COG/DTP

Mark Pfoutz, COG/DTP

Andrew Austin, COG/DTP

Mark Moran, COG/DTP

Daivamani Sivasailam, COG/DTP

Robert Snead, COG/DTP

Michael Freeman, COG/DTP

Joan Rohlfs, COG/DEP

Beth Lowe, COG/DEP

Dusan Vuksan, COG/DTP

Leonard Wolfenstein, Fairfax County DOT

Randy Carroll, MDE

Lyla Peter, Tri-County Council

Jim Wamsley, FCSG

Michael Replogle, Environmental Defense

Larry Marcus, City of Rockville DPW

Tim Nutter, NVTA

WMATA

WMATA Kristin Haldeman

TRANSPORTATION PLANNING BOARD

TECHNICAL COMMITTEE MINUTES

1. Welcome and Approval of Minutes from April 2, 2004 Technical Committee Meeting

Minutes were approved as written.

2. Briefing on the TPB Travel Demand Model Work Program

Mr. Kirby distributed two handouts: 1) Hardcopies of two pages from the COG/TPB Web site, entitled "TPB's Current Model" and "Model, Data and Documentation and Requests"; and 2) "Descriptions of Proposed Work Elements for the TPB Models Development Program to a) Address Concerns Raised by the TRB Committee's First Letter Report, and b) Advance the State of Modeling Practice in the Metropolitan Washington Region," December 24, 2003.

Speaking to the first handout, Mr. Kirby discussed the current TPB travel model of record, the Version 2.1 C Model. He next discussed the upcoming version of the TPB travel model, known as Version 2.1 D, which was presented in draft form on March 19, 2004 and is now in "beta release." At the May 21 Travel Forecasting Subcommittee meeting, an updated draft version of the 2.1 D Model will be released. It is expected that the May 21 version of the travel model will be used to analyze air quality conformity for the 2004 amendments to the CLRP and the FY 2005-2010 TIP.

Speaking to the second handout, Mr. Kirby discussed the proposed work plan for the TPB models development program. On page 5 of this document, there is a Gantt chart summarizing the proposed model improvements over the next four and a half years. Improvements were grouped under five main headings or tracks: 1) Application track, which includes mainly short-term improvements, 2) Methods development track, which includes mainly medium-term and long-term improvements, 3) Research track, 4) Data collection track, and 5) Maintenance track.

Mr. Replogle expressed concern that the models work program was not focusing enough attention on tour-based and activity-based models, and was not adequately addressing time-of-day modeling. Mr. Kirby responded that tour-based and activity-based models were indeed part of the proposed work program. On the subject of time-of-day modeling, Mr. Kirby indicated that the TRB committee had actually misunderstood how time-of-day link volumes are treated in the TPB modeling procedures, and TPB staff would clarify the process in responding to the TRB report.

Mr. Biesiadny asked how this very technical information would be presented to the Board. Mr. Kirby said he will present the key points from both of the TRB reports (second letter report due to be released on May 10), including the TPB staff response.

3. Briefing on EPA's 8-Hour Ozone Rule, Non-attainment Designations, and Potential Air Quality Conformity Impacts

Ms. Lowe spoke to a new handout which replaced the material contained in the mailout. Ms. Lowe informed the committee that the TPB is currently using the one-hour ozone standard for air quality conformity determinations, and is transitioning to the new eight-hour standards. The eight-hour non-attainment designations were established in April 2004 and will become effective June 15, 2004. The Washington region has been classified as moderate under the new eight-hour standard. Also, Stafford County will leave the Washington area and join the Fredricksburg non-attainment area. Assuming EPA acts to approve or disapprove the Washington region's eight-hour SIP by April 29, 2005, the one-hour standard will be revoked and the eight-hour standard will become effective on June 15, 2005. However, litigation could delay the one-hour revocation. More guidance from EPA will be forthcoming regarding the eight-hour transition. Phase II implementation guidance and conformity guidance are both expected soon.

The Committee then discussed the topic, including the following: Has the EPA defined non-attainment areas for fine particulate matter? (No, possibly by December); Will ozone action days this summer use the one-hour or eight-hour standard? (the eight-hour standard will be used and it is expected that we will have one or two additional ozone action days per year as a result.)

4. Status Report on the TPB Regional Mobility and Accessibility Study

Mr. Griffiths reviewed a power point presentation on the Regional Mobility and Accessibility Study that he plans to give to the TPB at their May 19th meeting. This presentation provided a general overview of the Regional Mobility and Accessibility Study, the alternative land use and transportation scenarios being analyzed and the study schedule. Mr. Griffiths reported that this schedule called for the results of the first phase of this study to be presented to the TPB in July. These results would provide an analysis of a CLRP+ Scenario, the CLRP adopted by the TPB in December, 2003 with an added "Regional Congestion Management Plan" element. This CLRP+ Scenario would be analyzed with the new Round 6.4 Cooperative Forecasts and the five alternative land use scenarios developed by the Planning Directors' Technical Advisory Committee.

Mr. Nutter asked when transportation scenarios that added additional highway capacity and new facilities to the region's transportation network would be analyzed.

Mr. Griffiths responded that this would come in the second phase of the study after July, but noted that besides the additional highway capacity proposed for testing as part of the HOV/HOT lanes scenario, few new highway facilities had been proposed for testing in this study.

Mr. Kirby added that staff would only be taking the CLRP+ baseline results to the TPB in July and that new and additional facilities to be examined in the next phase of this study had not been specified yet. He said that additional and new highway capacity could be analyzed in this next phase of the study, but guidance from the TPB on what new facilities to test would be needed.

Mr. Replogle suggested that the CLRP+ should be analyzed with pricing strategies.

Mr. Kirby responded that the TPB had considered this earlier and chose not to include these pricing strategies in the baseline scenario. Instead, the TPB directed that these pricing strategies be tested as part of the alternative scenarios.

Mr. Griffiths concluded his presentation by stating that the next meeting of the Joint Technical Working Group was scheduled for Friday, May 14th at 12:15PM.

5. Status Report on the Air Quality Conformity Assessment of the 2004 CLRP and FY2005-2010 TIP

Mr. Clifford informed the Committee that the TPB approved the proposed conformity assessment scope of work at its April meeting and that the MOBILE Version 6.2 emissions model has been released by EPA and will be used for the conformity analysis. The updated model addresses particulates and also includes some changes to original pollutants; tests so far show some changes in carbon monoxide rates.

He told the Committee that the Version 2.1d travel demand model that will be used for conformity assessment is expected to be finalized in two weeks and that the Base Round 6.4 cooperative land use forecasts have been approved for testing in conformity. These forecasts will be used in the analysis, but adjustments for the two ICC alignments are also needed. Production runs for year 2005 are expected to begin this month.

6. Review of Draft Preliminary FY2005-2010 Transportation Improvement Program (TIP)

Mr. Pfoutz distributed the preliminary draft FY 2005-2010 Transportation Improvement Program. He asked the Committee members to review the project listings for accuracy noting that a few projects in each jurisdiction had no funding shown. He also mentioned that no transit operating cost information had been received. In response to a question about when comments were needed, Mr. Pfoutz asked that the comments be submitted by the end of May, including transit operating costs.

7. Review of a Proposed Technical Adjustment to the Base year and Forecast Employment for Certain Jurisdictions in the TPB Modeled Area

Mr. Griffiths reviewed his memorandum on the technical adjustment factors to be incorporated into the TPB's travel modeling procedures to account for differences in the way employment is defined and measured by different jurisdictions in the TPB modeled area. Mr. Griffiths stated that these technical adjustment factors were needed to prevent the skewing of trip origins and destinations generated by the travel demand forecasting models used by TPB staff.

Mr. Replogle questioned why so many jurisdictions had a multiple job holding rate of exactly 10% or 13%.

Mr. Griffiths responded that the multiple job-holding rates for jurisdictions in the Washington-DC-MD-VA MSA were calculated from the COG/TPB Household Travel Survey which had a question on multiple job-holding. For all expanded cordon area jurisdictions outside of the MSA,

a regional average multiple job-holding rate of 10% was assumed, except for St. Mary's County in South Maryland where a 13% rate was assumed based on the 13% multiple-job holding rate observed for Charles and Calvert Counties. Mr. Griffiths added that he would include this additional information in the documentation for the travel model technical adjustment factors.

8. Spotlight on Local Transportation Initiatives: A Pedestrian Safety Rating System for Signalized Intersections in Rockville

Mr. Marcus presented the Committee with the second briefing from a local government staff member on current transportation activities and projects underway his jurisdiction. He provided an informative power-point presentation on the pedestrian safety rating system for the City of Rockville and how it can be used. He involved several members of the Committee in a wide ranging dialogue on the topics of defining safe signalized intersections, what is “adequate” in an adequate public facilities ordinance, and how asset management and capital funding priorities can be influenced by the rating system.

Mr. Marcus lead discussions about the need to consider pedestrians and bicyclists of different ages and capabilities who are crossing each intersection as well as ways to reduce the potential conflicts with speeding or turning vehicles, and the proper placement of bus stops. He said that the city is also looking beyond just safety at intersections and is considering pedestrian accessibility and overall travel patterns on the network of sidewalks. He noted that the state and county traffic engineers have been receptive to the rating system and that developers have also responded positively.

The Committee applauded Mr. Marcus’s presentation and he thanked the members for their interest and comments.

9. Other Business

None.

10. Adjourn

