

TRANSPORTATION PLANNING BOARD TECHNICAL COMMITTEE MINUTES

1. Welcome and Approval of Minutes from the May 6, 2005 Technical Committee Meeting

Minutes were approved as written.

2. Review of the Draft FY2006 Commuter Connections Work Program (CCWP)

Mr. Ramfos reviewed the draft FY 2006 Commuter Connections Work program (CCWP) document. He spoke about several of the program areas, the budget, and made reference to the funding agreement between the three state funding agencies.

Mr. Kirby said that the overall program was restructured and many program areas were integrated. For example, the marketing components from each of the program areas were consolidated into one program. The FY 2006 CCWP also distinguishes between regional and jurisdictional program components. For instance, the InfoExpress kiosks program is a jurisdictional component since it's funded by the District of Columbia and Virginia and the Telework program is also a jurisdictional component since its funded by Maryland and Virginia. The new structure allows for more flexibility in funding and implementing various programs as well as overall program administration.

Mr. Kirby also reported that an agreement on funding shares was reached by the three state funding agencies and the percentage shares will be based on 2005 MSA population for the regional components of the program. The jurisdictional components of the program will be funded by each state based on their participation.

Mr. Srikanth told the Committee that the District of Columbia, Maryland, Virginia and COG/TPB staff worked jointly on the program restructure over the past 12 months. He also said that 25% of the marketing program budget has not been committed because final funding shares were not determined until recently and the state DOT's had already had their funding secured as of January this year. He said that the State TDM Work Group will be looking at any under-run funding from the FY 2005 CCWP to apply those funds to FY 2006 to make the program whole.

Mr. Biesiadny asked how often the population formula would be adjusted. Mr. Kirby responded annually. The Committee endorsed the FY 2006 draft CWP and recommended TPB approval on June 15, 2005.

3. Briefing on the Base Realignment and Closure (BRAC) Commission's Proposal to Move DOD Jobs Within the Washington Region and Possible Impacts on Land Use and Transportation

Mr. Kirby stated that the TPB discussed the proposed BRAC changes during their May meeting. Mr. DesJardin said that the BRAC Commission must report their findings and recommendations early this fall and distributed a copy of a draft work program to assess the 2010 and 2020 employment and transportation impacts of the proposed BRAC changes in the Washington region. He stated that a significant difference in the current

plans is the requirement to move Department of Defense (DoD) employees in leased space into significantly more-secure DoD-owned facilities.

Mr. DesJardin said that COG would contract with George Mason University to quantify the traffic-zone level changes for 2010 and 2020 and the “induced” employment impacts for contractors required to be in close proximity to DoD. He said that the results of the work would be presented on July 13 to the COG Board of Directors and to the TPB on July 20. Mr. Kirby said that it would be possible to brief the Technical Committee on the preliminary results of the analysis at the July 8 meeting.

4. Briefing on Activities of the Metropolitan Development Policy Committee (MDPC) to Evaluate the Impacts of the Draft Round 7.0 Cooperative Land Use Forecasts

Mr. Kirby told the Committee that during the May 18 meeting, the TPB approved sending a letter to the MDPC expressing its interest in discussing the evaluation of the impacts of the draft Round 7.0 Forecasts. Mr. DesJardin stated that the MDPC will hold a special meeting on June 8 to discuss the analyses completed to date of the Forecasts. He also said that the Planning Directors Technical Advisory Committee (PDTAC) would meet immediately prior to the MDPC to review and discuss additional proposed modifications to the Forecasts to address the jobs, workers, and household imbalance.

Mr. DesJardin said that the TPB “modeled region” could need up to 487,000 households in addition to those already anticipated in 2030 in order to provide enough workers for the projected jobs in the region. Mr. Kirby noted that the forecasts show a relative decline in workers commuting from the immediate tier of counties in the edges of the current “modeled region”, and that the Forecasts imply that large amounts of incommuting would need to occur from jurisdictions well beyond the Washington region. Mr. Griffiths said that the incommuting assumption for the external stations would need to increase from the currently-assumed rate of 3 percent per year to approximately 8 percent.

Mr. Srikanth recommended that the TPB receive the same briefing on the implications of Round 7.0. Mr. DesJardin said that COG staff was meeting with the staffs of the counties in these areas well beyond the Washington region to discuss the likely pressure for residential growth in them.

5. Briefing on the Transportation Conformity Rule Amendments for the New PM2.5 National Ambient Air Quality Standard and on the Draft Scope of Work for Conducting the PM2.5 Conformity Analysis of the 2005 CLRP and FY 2006-2011 TIP

Mr. Clifford spoke to the mailout item entitled “Transportation Conformity Rule Amendments for the New PM2.5 National Ambient Air Quality Standard: PM2.5 Precursors, printed from EPA’s website on 5/26/05, and a handout item entitled “Fine Particles (PM2.5) Standards, Air Quality Conformity Assessment, Scope of Work”, dated 5/31/05. The Committee noted that the process for PM2.5 appears to be similar to 8 hour ozone.

6. Status Report on the Air Quality Conformity Assessment for the 2005 CLRP and FY 2006-2011 TIP

Mr. Clifford began by updating the Committee on the assessment status by noting the 2010 networks have been coded and then touched upon other work scope activities such as emission factors development. He explained that if the Round 7.0 Cooperative Land Use forecasts are available within a week, the travel demand forecasts could be completed on schedule. He said that at this point the assessment schedule is dependent on receiving the Round 7.0 forecasts in a timely manner.

7. Review of Draft FY 2006-2011 Transportation Improvement Program (TIP)

Mr. Pfoutz distributed the draft FY2006-2011 Transportation Improvement Program (TIP) and asked for comments by June 17. Mr. Biesiadny asked if the FY2005-2010 had been approved and whether there were any issues. Mr. Kirby said that FHWA staff has indicated that it should be approved before a lapse occurs on June 15, but an issue had been raised nationally about transportation plans and the fiscal constraint requirement, especially regarding transit funding.

8. Briefing on Regional Travel Trends

Mr. Griffiths distributed a handout that presented information on transit commuting collected in the 2000 Census. He noted that according to the Census data, the Washington region had the 3rd highest number of transit commuters in the country and that only the New York and Chicago regions had more daily transit commuters than the Washington region. He further noted that two-thirds of the transit commuters in the region worked in the District of Columbia and that 23% of all transit commuters in the region both lived and worked in the District of Columbia.

Ms. Byala asked if the 23% figure cited in Table 3 of the handout meant that 23% of the workers who lived and worked in the District used transit to commute to work.

Mr. Griffiths responded that no, the 23% figure meant that the absolute number of transit commuters who both lived in and worked in the District represented 23% of the total number of transit commuters in the region regardless of where they lived or worked. The percentage of workers, living and working in the District, who used transit to commute to work, was 37%. This figure, the modal share, was found on the last column of Table 3. Several members of the Committee commented that they also found the data in Table 3 confusing.

Mr. Griffiths responded that he would simplify this table in future presentations.

9. Update on the Census Transportation Planning Package (CTPP) Journey-to-Work Analysis

Mr. Griffiths reported on the TRB "Census Data for Transportation Planning" Conference he recently attended. He stated that because of confidentiality and disclosure avoidance restrictions placed on the data collected in the 2000 Census, many of the

special data tabulations that transportation planners and researchers had been anxiously waiting to analyze were not as useful as originally hoped. He noted that as much as two-thirds of the data in some of the more interesting special tabulations had been suppressed for confidentiality reasons.

Mr. Griffiths also reported that the Census Bureau had recently begun a continuing household sample survey, the American Community Survey (ACS) that would provide annual tabulations of the population, household, and worker data collected. The ACS tabulations would also include some limited worker commuting statistics. He noted that the Census Bureau intended to use the ACS as a replacement for the decennial Census long-form questionnaire previously used to collect such data and that no long-form questionnaire was planned for the 2010 Census. He also noted that because of the smaller number of samples collected annually in the ACS, data for smaller geographical areas would only be released as 3-year or 5-year rolling averages. He added that data suppression would also be an issue for users of the ACS because of sample size and confidentiality issues.

Mr. Griffiths further reported that the processing of the CTPP – Part 3 worker flow data for the TPB modeled region was now approximately 98% complete. He stated that adjustment factors for worker absenteeism, occasional transit and carpool commuting, and trip chaining were currently being calculated and finalized. He stated that the one remaining issue was whether or not a FRATAR procedure should be applied to the adjusted worker flow data so that it would more closely match year 2000 Cooperative Forecasting base year estimates of the jobs and households by transportation analysis zone (TAZ).

10. Other Business

None.

11. Adjourn

