

TRANSPORTATION PLANNING BOARD TECHNICAL COMMITTEE MINUTES

1. Welcome and Approval of Minutes from the October 3, 2008 Technical Committee Meeting

Minutes were approved as written.

2. Update on Air Quality Conformity Assessment for the 2008 Financially Constrained Long Range Transportation Plan (CLRP) and FY 2009-2014 Transportation Improvement Program (TIP) Amendments

Mr. Clifford briefly referred to the meeting mailout material: the air quality conformity package which had been released for public comment at the October 9th CAC meeting. He distributed a highlighted letter received from MWAQC providing comments on the conformity assessment.

Mr. Clifford reminded the Committee that the cycle for the next plan/program update had already begun and he distributed the schedule for that work. He noted that project submissions were due at the December 5th Tech Committee meeting and that staff would release a draft work scope for the upcoming effort. He asked the Committee whether the schedule still appeared reasonable noting that last year the conformity assessment was completed twice because of changes to projects.

Mr. Srikanth said that in Virginia, transportation funding has been revised downwards and the magnitude of the potential cut in the funding is significant – \$1.1 billion over a six-year period and approximately \$225 million in FY09. The Commonwealth Transportation Board is looking at revisions to the capital program which was approved on July 1, 2008 and is looking to amend it in the December/January timeframe. He said that there will be changes in the transportation funding which will result in cuts in or removal of projects or changes in completion dates. The information will not be available by the December 5th project submittal deadline. There may be projects whose completion date crosses over a network year or are removed from the program.

Mr. Kirby noted that the current conformity schedule has the TPB briefed on the project list at the January 21st meeting and approving the list at the February 18th meeting.

Mr. Biesiadny said that at its December meeting, the Commonwealth Transportation Board will release its new program for public comment and schedule it for approval on January 22nd. The earliest the new list of projects would be available would be in the late January timeframe. Anything submitted by December 5th would be business as usual. Virginia will not have data by December 5th to provide final information.

Ms. Erickson said that Maryland also has a \$1.1 billion shortfall over 6 years which will lead to project deferrals and changes in the out year. Most everything submitted by December 5th will be updated. There will be some conformity issues but they will know what year to put the projects in. Maryland is not preparing a 2009 STIP.

Mr. Biesiadny said that he met with the CTB commissioner on Wednesday (November 5th) and requested a schedule for decision points.

Mr. Srikanth said that it is likely that the previously discussed December and January plans for the CTB will happen. They are looking at administrative cuts first, and then, maintenance and construction cuts for projects. He said that a release of 2009 inputs for conformity for public comment by January would be difficult.

Mr. Kirby asked if there was any talk about Virginia receiving federal stimulus money.

Mr. Biesiadny replied that Virginia may not know by the end of November about federal stimulus money and even if it does know, it would still need time to see how that would work through.

In summary, it appeared that the current conformity schedule may be difficult to maintain as changes could occur in January. However, it was also felt that since a significant level of effort is required to organize the projects once they are submitted, it was better to proceed as planned and make changes in January, if needed, than to revise the current schedule at this time and wait until January or February to begin the work tasks.

3. Update on Draft 2008 CLRP Documentation and Amendments to the FY 2009-2014 TIP

Mr. Austin stated that the Draft 2008 CLRP brochure was available for review and that there had not been any comments received or changes made since the last time it had been presented to the Committee. Copies of the amended FY 2009-2014 TIP would be made available following its approval at the November 19 TPB meeting. No comments had been received on either the CLRP or the TIP during the public comment period.

4. Briefing on the Report: "Independent Review of the Washington Metropolitan Area Transit Authority's (WMATA) MetroAccess Service"

Ms. Klancher briefed the Committee on the findings and recommendations from the draft report "Independent Review of the Washington Metropolitan Area Transit Authority's (WMATA) MetroAccess Service" dated

September 16, 2008. The review, which was guided by the TPB Access for All Advisory Committee and the Human Services Transportation Coordination Task Force, was conducted by TranSystems between May and August 2008. The review found that improvements to MetroAccess have been made, but significant challenges remain, including high staff turnover, very early and late pick up and drop offs, some very long trips and eligibility determinations taking two to three months to complete.

One Committee member asked the source of the report's on-time performance, since at a recent WMATA Board meeting on-time performance had dropped to around 92% which is under the contract minimum. The Committee suggested that the recommendations regarding WMATA adopting a Capital Plan be changed to focus on funding the Capital Plan since a WMATA committee adopted a fleet plan recently. One Committee member asked for clarification as to why the contract structure is mentioned as something that WMATA should consider changing when MetroAccess on-time performance has improved, along with some other things. Ms. Klancher explained that by engaging multiple service providers, Metro would have more bargaining power to get higher service quality if one provider is underperforming. Some committee members asked about MV contract staff pay being an issue because WMATA has a "living wage" agreement.

5. Update on the Development of the "CLRP Aspirations" and "What Would it Take" Scenarios

Ms. Bansal provided an update on the development of the two new scenarios, the CLRP Aspirations and What Would it Take scenarios. She went over a PowerPoint presentation highlighting comments received to date by the Planning Directors, Scenario Study Task Force member Ms. Tregoning, and the TPB CAC. She also provided an overview of the proposed BRT network including service details and additional transit projects to be included in the scenario. Lastly, she provided an overview of new research for the What Would it Take scenario including an understanding of regional fleet characteristics.

Discussion included questions on how activity centers and areas around transit stations will be treated in the land use scenario regarding what is realistically possible in these areas given zoning potential. It was answered that activity centers and transit station areas will have density goals in the new land use scenario that reflect realistic potential based on current conditions. There were also questions regarding the removal of interchanges outside of activity centers for the transportation component of the CLRP Aspirations scenario. It was answered that in the value pricing study too many costly interchanges were studied and that it is possible to drastically scale back the access points to focus future development and activity in current regional activity centers. A list of interchanges to be removed was requested.

There was also discussion regarding the fuel economy of heavy duty vehicles, such as buses. It was stated that we can expect to see improvements in bus fuel efficiency by 2030.

6. Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program

Mr. Meese gave a PowerPoint presentation that was in preparation for the presentation to be given to the TPB at its November 19 meeting by Mr. Steeg of VDOT, Chair of the MATOC Steering Committee. The presentation reviewed recent activities developing the MATOC Program, as well as activities anticipated for the December 2009 launch of a trial period "proof of concept" for MATOC transportation information exchange and coordination. Mr. Meese also noted that Mr. Ey, the new MATOC Facilitator, would be introduced at the TPB meeting.

Ms. Erickson asked how much of the approximate \$1.7 million federal earmark funding MATOC activities to date had been spent, as well as whether there were discussions of long-term funding. Mr. Meese agreed to check and return with the figure of funding spent to date [approximately \$240,000 of the \$1.7 million had been spent as of the date of this meeting]. He also noted that the long-term funding of MATOC was an ongoing discussion item of the MATOC Steering Committee; the current earmark is eligible to be used only through June 30, 2010.

Mr. Biesiadny suggested that the presentation as presented was too long and too technical, and should be changed to focus on what will be different in 2009 with MATOC in operation versus now; the current focus on staff-level activities was not useful. He also suggested that Mr. Mendelson and Mr. Snyder be briefed prior to the TPB meeting for their input.

Mr. Owolabi noted that the term "proof of concept" may not be clear to the public.

Mr. Meese noted a challenge in focusing on exactly what will occur under MATOC in 2009 since it will be in a "soft launch", with a learning curve for staff involved and no immediate "big bang" impact on the public. Mr. Biesiadny noted this kind of explanation was the kind of information that would be good to include. Mr. Kirby agreed that it would be more timely to focus the presentation as Mr. Biesiadny suggested.

7. Update on California Measure SB375 Linking Greenhouse Gas Emissions Reductions to Metropolitan Transportation Planning

Before discussing measure SB375, Mr. Kirby distributed a handout that contained the transportation sections of the final draft of the COG Climate Change Report that is scheduled to be adopted on November 12 by the COG

Board of Directors. He briefed the Committee on the changes in the final draft that responded to the TPB's comments. He pointed out that Section E in the COG report now calls for a planning process to reduce greenhouse gas emissions rather than air quality conformity like process. He explained that the development and approval of California measure SB375 involved a lot of reflection and thought over two years. He said that he believes the measure provides the best example of such a regional planning process and reported that it was discussed at the recent Association of Metropolitan Planning Organizations (AMPO) national conference as an approach that could be proposed for the federal transportation bill authorization in 2009.

Mr. Kirby then distributed the power point presentation on California measure SB375 that he will give at the November TPB meeting. He briefly reviewed the main features of the measure which will require that transportation plans developed by the metropolitan planning organizations (MPOs) in California include strategies designed to achieve certain targets for the reduction of greenhouse gas emissions from automobiles and light trucks.

He highlighted the significant definitions and elements of the new planning process requirements.

- The bill reaffirms the existing federal transportation and air quality planning requirements for MPOs to follow to produce a long range regional transportation plan, and then requires the MPOs to adopt a sustainable communities strategy designed to achieve certain targets for reductions of greenhouse gas emissions from automobiles and light trucks
- to the extent that the sustainable communities strategy is unable to meet the reduction targets, the bill requires the MPO to prepare an alternative planning strategy showing how the targets would be achieved
- the sustainable communities strategy and the alternative planning strategy must be reviewed by the State Air Resources Board and the MPO must obtain board acceptance that the alternative planning strategy, if implemented, would achieve the targets.

He explained the significance and importance of the process for setting the regional targets for reductions of greenhouse gas emissions from automobiles and light truck. A two-year process that involves an inclusive committee of all stake-holders is specified. He said that this process will allow time for each region in the state to really examine and discuss what makes sense for it to try to achieve rather than just adopting global goals.

He also distributed the conclusions section from the McKinsey & Company report: "Reducing US Greenhouse Gas Emissions: How Much at What Cost?" He referred to point 1 on page 68 in the report that concludes a coordinated national and global approach to reducing emissions is necessary and that a state

by state or region by region approach will not be cost-effective. He expressed hope that the new administration and Congress will address this challenge from the national and global perspectives and provide useful guidance to states and regions on how to reduce greenhouse emissions in a coordinated and cost-effective way.

He commented that the TPB "What Would It Take Scenario" will have to develop a package of vehicle, fuel, and demand management measures to reduce these emissions. The scenario will also account for a new lower base-line in the future due to the required vehicle fleet efficiency improvements by 2020 and 2030 which will make many proposed demand management measures less and less effective in future years.

8. Update on the Financial Analysis for the 2010 CLRP

Mr. Miller briefed the Committee on the schedule and work activities with consultant support for the financial analysis for the major update of the 2010 CLRP. He said that a technical working group will be established to conduct this analysis and its first meeting will be on November 25 at 12 noon.

Mr. Erenrich mentioned the recent transportation budget cuts in Maryland and Virginia and the shortage in the Federal Highway Trust Fund and asked how the financial analysis will forecast revenues out to 2040.

Mr. Kirby replied that the current federal and state revenue trends are not viable and the have to be addressed in the authorization of the federal transportation bill.

Ms. Erickson explained that MDOT has always looked at the past 20 year revenue and cost trends and not short-term changes. She said that this analysis for the 2010 update just has to make as good planning assumptions as possible based upon where we are and then the assumptions can be updated when additional information is available.

Mr. Kirby suggested that FHWA and FTA will have to address this issue and provide more definitive guidance.

Mr. Srikanth commented that for the revenue forecasts we can do sensitivity analysis to see what, for example, doubling of the federal and state gas taxes would produce for the region. However, for these new revenues to be included in the financial plan for the 2010 CLRP, specific strategies for implementing them have to be identified.

Mr. Miller announced that a sheet was being distributed for members to indicate who would participate from their agency or jurisdiction on the financial analysis working group.

9. Report on Travel Management Subcommittee Activities

Mr. Srikanth, chair of the Travel Management Subcommittee briefed the Committee on the subcommittee discussions regarding greenhouse gas emissions reductions measures. Mr. Clifford discussed the TPB work program to analyze greenhouse gas, including new emissions inventories, analysis of transportation and land use measures to reduce greenhouse gases, and the "What Would It Take: scenario analysis. Mr. Sivasailam reviewed the proposed analysis approach to estimate the greenhouse gas emissions reduction from the transportation and land use measures in the COG Board's Climate Change Report. One of the members suggested that staff estimate the potential VOC and NOx benefits of the measures being analyzed. Staff responded that VOC and NOx benefits have been estimated in the past for similar measures and are part of the TERM Tracking Sheet.

10. Briefing on Integrating Freight into the 2010 Update of the CLRP

Ms. Foster briefed the Committee on the TPB Freight Program's proposed activities to improve the visibility of freight in the long-range transportation planning process. She reviewed a handout on "Integrating Freight into the 2010 CLRP" which outlined the proposed activities. She then highlighted some activities, including meetings with regional freight stakeholders, discussions with DOT staff about freight issues and identifying freight priority projects. For example, the draft MDOT State Freight Plan includes freight projects and TPB staff can identify those that are located in the Washington region. The I-95 Corridor Coalition Mid-Atlantic Rail Operations Study (MAROPs) and Mid-Atlantic Truck Operations Study (MATOPs) provide another source for potential freight priority projects.

She said that the next steps are to collect feedback from stakeholder surveys, develop a report from the outline document, and work with the subcommittee to involve as many stakeholders as possible in the Freight Program. She said that the goal is to prepare the report on integrating freight for subcommittee review by February, present it to the Technical Committee in March, and then present the final report to the TPB in April.

She announced that the next Regional Freight Planning Subcommittee Meeting will be held on January 15, 2009 at 1pm in Room 3.

Mr. Srikanth asked whether the final report would identify freight projects for the 2010 CLRP update.

Ms. Foster replied that staff will scan the state DOTs freight studies, local highway and commuter rail planning studies, and freight studies such as MAROPs and MATOPs, and then use the information from the stakeholder survey to identify a list of priority truck and rail freight projects for consideration in

the update. She commented that some of the priority truck freight projects may be highway improvement projects already in current plans.

Ms. Erickson said that MDOT will have a meeting on the draft Maryland Freight Plan at COG on December 4.

11. Briefing on Jurisdictional Totals for the Preliminary Round 7.2 Cooperative Forecast of Population, Households and Employment

Mr. Canan briefed the Subcommittee on the Round 7.2 Cooperative Forecasts of employment, households, and population for jurisdictions in TPB Modeled Area. The briefing included (1) an overview of the approval schedule for Round 7.2; (2) an overview of the key assumptions driving forecast changes between Round 7.1 and Round 7.2, and (3) the key changes between the Round 7.1 and Round 7.2 forecasts.

In terms of the overall findings, Mr. Canan reported the following key findings of the Round 7.2 forecasts, in comparison to the preceding Round 7.1 forecasts, for the forecast year 2030:

- The Central Jurisdictions and Outer Ring increased in terms of employment, households and population;
- The Outer Suburbs increased in jobs and decreased in households and population; and
- Larger declines in employment, households, and employment the Inner Suburbs offset growth elsewhere, resulting in overall decrease for the modeled area overall.

On November 12, 2008, the Metropolitan Development Policy Committee (MDPC) is scheduled to consider the draft Round 7.2 forecasts and approve them for use in the forthcoming Air Quality Conformity Analysis for the 2009 CLRP and FY2010-2015 TIP. Final COG Board approval of the Round 7.2 cooperative forecasts is anticipated in July 2009, concurrently with TPB approval of the Air Quality Conformity Assessment for the 2009 CLRP and FY2010-2015 TIP.

Mr. Hogan asked if the larger decreases in population in comparison to households in Round 7.2 could be attributable to decreases in persons per household (household size) trends. Mr. Canan confirmed that this was the case.

Mr. Srikanth suggested that this information also be conveyed to the TPB with an emphasis that the changes depicted in the presentation are those in comparison to the previous Round 7.1 forecast, and do not represent absolute decreases in jobs, households and residents between 2005 and 2030. It was further suggested that this information be presented at the next TPB Scenarios Task Force meeting.

Mr. Kirby asked if the jobs-households ratio were at one time higher in earlier versions of the draft forecasts. Mr. Canan and Mr. Griffiths both confirmed that earlier drafts did include higher ratios, but the forecasts that were formally submitted as part of Round 7.2 contained ratios that were within reasonable limits for regional transportation planning concerns. Mr. Griffiths further noted that the 2010 CLRP update will include analysis extending out to 2040 using projections from the next round of forecasts, Round 8.0. As a result, the jobs-household ratio will again be closely examined.

12. Other Business

No other business.

13. Adjourn

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES
ATTENDANCE - November 7, 2008**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings
 Ronald Mitchell

MARYLAND

Charles County Beth Potter
Frederick Co. John Thomas
City of Frederick Tim Davis
Gaithersburg -----
Montgomery Co. Gary Erenrich
Prince George's Co. Vic Weissberg
Rockville -----
M-NCPPC
 Montgomery Co. Eric Graye
 Prince George's Co. -----
MDOT Lyn Erickson
 Keith Bounds
 Shiva Shrestha

VIRGINIA

Alexandria Jim Maslanka
Arlington Co. Dan Malouff
City of Fairfax Alexis Verzosa
Fairfax Co. Robert Owolabi
 Tom Biesiadny
Falls Church -----
Loudoun Co. Art Smith
Manassas -----
Prince William Co. -----
NVTC Greg McFarland
PRTC Anthony Foster
VRE -----
VDOT Kanathur Srikanth
VDRPT -----
NVPDC -----
VDOA -----

WMATA

WMATA Clayton Ashby

FEDERAL/OTHER

FHWA-DC -----
FHWA-VA -----
FTA -----
NCPC -----
NPS -----
MWAQC -----
FEMA/DHS -----

COG Staff

Ronald Kirby, DTP
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Mike Clifford, DTP
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Jim Hogan, DTP
Andrew Meese, DTP
Erin Morrow, DTP
Mark Moran, DTP
Daivamani Sivasailam, DTP
Karin Foster, DTP
Bob Griffiths, DTP
Feng Xie, DTP
Greg Goodwin, DCPS
Rex Hodgson, DTP
Sunil Kumar, DEP
Monica Bansal, DTP
Tin Canan, DTP
Paul DesJardin, DCPS
Jeff King, DEP

Other Participants

Randy Carroll, MDE
Jack Weiner, WMATA
Joseph Madison, MTA
Lenny Howard, MTA