

**TRANSPORTATION PLANNING BOARD**

Technical Committee Minutes  
*for meeting of*

**March 1, 2013**

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE - March 1, 2013**

**DISTRICT OF COLUMBIA**

DDOT                    Mark Rawlings  
                             Anthony Foster  
DCOP                    Dan Emerine

**MARYLAND**

Charles County        -----  
Frederick Co.         Ron Burns  
City of Frederick     Tim Davis  
Gaithersburg         -----  
Montgomery Co.      Gary Erenrich  
Prince George's Co.  Vic Weissberg  
Rockville             -----  
M-NCPPC  
  Montgomery Co.    -----  
  Prince George's Co. Faramarz Mokhtari  
MDOT                 Lyn Erickson  
                             Vaughn Lewis  
MTA                    -----  
Takoma Park         -----

**VIRGINIA**

Alexandria            Pierre Holloman  
Arlington Co.        Dan Malouff  
City of Fairfax        Alexis Verzosa  
Fairfax Co.            Mike Lake  
Falls Church         -----  
Loudoun Co.          Robert Brown  
Manassas             -----  
Prince William Co.  Monica Backmon  
NVTC                  Claire Gron  
PRTC                    -----  
VRE                    Christine Hoeffner  
VDOT                  Valerie Pardo  
VDRPT                 Amy Inman  
NVPDC                -----  
VDOA                  -----

**WMATA**

WMATA                Mark Kellogg

**FEDERAL/OTHER**

FHWA-DC              -----  
FHWA-VA              -----  
FTA                    -----  
NCPC                  -----  
NPS                    -----  
MWAQC                -----

**COG Staff**

Ron Kirby, DTP  
Gerald Miller, DTP  
Elena Constantine, DTP  
Andrew Austin, DTP  
Wendy Klancher, DTP  
Mark Pfoutz, DTP  
Robert Griffiths, DTP  
Ron Milone, DTP  
Jane Posey, DTP  
Andrew Meese, DTP  
John Swanson, DTP  
Eric Randall, DTP  
Wenjing Pu, DTP  
Nicholas Ramfos, DTP  
Michael Farrell, DTP  
Dusan Vuksan, DTP  
Daivamani Sivasailam, DTP  
Andy Meese, DTP  
Sarah Crawford, DTP  
Karin Foster, DTP  
Sunil Kumar, DEP  
Paul DesJardin, DCPS

**Other Attendees**

Bill Orleans, HACK  
Randy Carroll, MDE  
Kenna Williams, Sherry Matthews, Inc.

# TRANSPORTATION PLANNING BOARD

March 1, 2013

## Technical Committee Minutes

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**1. Welcome and Approval of Minutes from February 1 TPB Technical Committee Meeting**

Minutes were approved as written.

**2. Briefing on Amendment to the Additional Air Quality Conformity Analysis Conducted to Respond to the EPA Redesignation of the Washington Region Under the 2008 Ozone National Ambient Air Quality Standards (NAAQS)**

Ms. Posey discussed the mailout document for this item. She reminded the group that the TPB approved the conformity analysis of the 2012 CLRP and FY2013-2018 TIP Update in December. She noted that subsequent to the TPB's approval, but prior to the FHWA's approval, that the EPA approved new mobile budgets for ozone season pollutants. She indicated that the analysis must be amended to include the newly approved mobile budgets. She noted that staff had updated the relevant exhibits in the conformity report, and began a new public comment period in February, as was recommended by FHWA staff. She stated that the TPB is scheduled to approve the amended conformity report in March. She also noted that this delay does not impact funding flow for projects, because there were no project changes between the conformity analysis approved in July, 2012 and this updated conformity analysis.

Mr. Erenrich asked if the Steering Committee could approve the amended conformity report. Ms. Posey responded that the TPB must approve any conformity analysis, and that staff wanted to just provide an addendum to the report approved in December, but was directed by FHWA staff to have a new public comment period and a new full report.

**3. Review of Final Draft FY 2014 Unified Planning Work Program (UPWP)**

Mr. Miller distributed the draft of the Unified Planning Work Program (UPWP) for FY 2014 (July 1, 2013 through June 30, 2014) which was released for public comment at the February 20 TPB meeting. He said this draft was essentially complete except for the District of Columbia, Maryland and Virginia Technical Assistance project descriptions. The final version would be presented to the TPB for approval at its March 20 meeting and then it will be submitted to FHWA and FTA for approval by July 1.

Mr. Kirby reviewed the overall budget estimates and said that at this point there is considerable uncertainty due to the impact of the budget sequester on the general revenue portion of the FHWA MPO planning funds and uncertainty of Congressional action on the overall USDOT FY 2013 budget. He explained that we have assumed that

the FY 2014 funding allocations to be provided by DOTs will be the same as the current FY 2013 levels. In addition, the budget estimate assumes the level of unobligated funds from FY 2012 will be the same as the unspent funds from FY 2011. As in past years, the TPB will be asked to amend the budget in the fall once the final FY 2014 funding allocations are determined.

Mr. Miller explained that certain projects and funding in the current FY 2013 Technical Assistance Programs of Maryland and Virginia that would not be completed by June 30 will be identified for carryover to FY 2014. He said the carryover projects and budgets would be incorporated into the final version of the FY 2014 document after TPB approval at the March meeting.

Mr. Meese highlighted the activities under his direction in the Coordination and Programs section of the UPWP. He referred to the Congestion Monitoring and Analysis work activity and indicated that \$90,000 would be carried over to FY 2014. This funding is available due to changing the method for monitoring arterial highway congestion from field data collection to the use of probe-based data (currently available gratis from the I-95 Corridor Coalition Vehicle Probe Project). He said that this will help support the funding of the complementary aerial-photography-based freeway data collection in FY2014, which is undertaken on a three-year cycle since 1993 and last undertaken in FY2011. This will also enhance the ability of regional congestion monitoring to be responsive to the new MAP-21 performance measurement requirements.

In response to an inquiry from Mr. Kirby, Mr. Meese said follow-up support for the TPB Complete Streets Policy and any support for a Green Streets initiative would be continued under 2.E Bicycle and Pedestrian Planning.

Mr. Erenrich commented that due to the upcoming tighter budget situation it may be useful to identify in the program what activities are federal planning requirements and what are best practices. This information could then help if a decision has to be made to cut something.

Mr. Kirby said that is not so easy to isolate activities in a complex integrated planning process. The Federal Certification review goes over our required planning elements every four years and the next review is in 2014. We need to be responsive to the required elements and respond to our regional concerns and priorities. For example, the MAP-21 performance monitoring is a new requirement that will affect all of our work on congestion while Complete Streets and Green Streets are regional initiatives. He said that in terms of what we might cut it is better to wait and see what the funding situation will be.

Ms. Constantine reviewed the new elements in the 3. A. Air Quality Conformity and 3.B. Mobile Emissions Analysis work activities. She explained that using the EPA's MOVES emissions model instead of the MOBILE model will mean big changes in the time and

effort required to respond to local project requests for emissions data. She said that MOVES analysis also requires more detailed data for the local projects. She said that the new 2013 version of MOVES, which will include the new CAFE vehicle standards, is scheduled to be released by the end of 2013 and that several months of testing will be required.

Mr. Milone summarized the activities under his direction in the Networks and Models section of the UPWP. He said that there are no big changes they will continue to tune-up the 2.3 Demand Model to improve estimating HOV and HOT travel and to reduce computer run times. He mentioned that they are using digital transit data bases for network coding.

Mr. Kirby commented that some people criticize the TPB demand model because it does not reflect the latest trends such as more young persons do not own cars or the rise in e-commerce. He said that the only model limitation is that it is built on empirical travel data and so there is a lag in what the model captures. For example, for telework we use the results of a survey done every 3 years to estimate the levels and do not assume that they increase in the future. While this may overstate vehicle-travel, it is a conservative approach.

Mr. Brown asked if consultants working on projects in Loudoun County can request traffic forecast data for local roads.

Mr. Milone explained that TPB staff can respond to data requests for the roads in the CLRP network.

Mr. Kirby said that the regional model results usually need to be tailored for use in sub-area and corridor studies and it is best to have consultants send data requests so we can help determine what we can provide.

Ms. Inman inquired about the information in the digital transit data bases for network coding.

Mr. Milone said that most of the region's transit providers have their schedules digitized and they are great for coding headways.

Mr. Griffiths summarized the activities under his direction in the Forecasting Applications and Travel Monitoring sections of the UPWP. He said that under 4.B GIS Technical Support that he would carryover some funding for consultant support to FY 2014. He explained that under the Household Travel Survey work item funding for the Spring survey in six focused geographic subareas would be carried over to FY 2014. The bid for the telephone Spring survey was too high so the survey will be re-bid using web-based responses and be conducted in the Fall.

Mr. Miller explained that the work activities in the District, Maryland, and Virginia Technical Assistance Programs will be quite similar to the current ones and the project and budget details were being finalized and would be included in the final version for the TPB.

Mr. Kellogg said that WMATA is going to do a bus survey in 2014 and that it would utilize its FY 2014 and 2015 technical assistance funding to support some aspects of the extensive survey. He said that the specific role for TPB staff is being finalized.

Mr. Erenrich commented that it is important to do a bus survey of all the systems in the region, especially in Maryland.

Chair Erickson said that the Maryland technical assistance program funding is already committed and asked what a regional bus survey would be used for.

Mr. Erenrich said that FTA requires that the regional travel demand model be based upon bus data that is less than 5 years old.

Mr. Kellogg said that WMATA would like to move to a continuous survey rather than surveying the entire system at once.

Ms. Inman commented that it would be great if new bus ridership information is available.

Mr. Griffiths said that the last regional bus survey was done in 2008 and it included \$350,000 from the UPWP which was available due to the big increase in overall funding from SAFETEA-LU. Without a big increase in the future, he said that he supported moving to a continuous survey such as Mr. Kellogg suggested.

Mr. Erenrich asked why all of the rolling surveys could not be focused in one year.

Mr. Kirby explained that it was basically a resource question.

Ms. Backmon thanked TPB staff for their recent help with a technical assistance activity.

Mr. Emerine inquired whether most of the effort under the Regional Studies activity was for the regional priorities plan.

Mr. Kirby replied that it was for the supporting the implementation of the strategies identified in the plan and for doing more scenario analysis to inform implementing the long-term strategies.

Mr. Emerine asked if more public outreach on the plan would be done to validate the priorities plan being developed this year.

Mr. Miller said that public outreach on the priorities plan would be covered under activity 1.A Public Participation as in the current work program.

Mr. Kirby explained that staff is in the process of implementing a web-based survey of people's priorities that will be representative of the general population throughout the region.

Mr. Mokhtari asked when the Committee would be looking at long-range alternatives.

Mr. Kirby said that staff is updating the Aspirations scenario and will bring the results to the April or May meeting.

#### **4. Review of Final Draft FY 2014 Commuter Connections Work Program (CCWP)**

Mr. Ramfos referred to the handout that was in the agenda packet and reviewed the information that was released at the TPB on the draft FY 2014 CCWP at the February 20, 2013 meeting.

Mr. Ramfos stated that there were some minor changes made to the document that included the addition of a Guaranteed Ride Home (GRH) Customer Survey data collection effort for the GRH Baltimore program. He stated that there would be no additional costs associated with the project and that staff was working with both MTA and MDOT on the addition of this project to the program.

The final draft document was released public comment on February 14<sup>th</sup> and the final draft would be presented to the TPB for approval on March 20th.

#### **5. Briefing on the Implementation of the New Section 5310 Enhanced Mobility Program under MAP-21 in the Washington Region**

Ms. Klancher briefed the Committee on the discussions and coordination with DDOT, MTA, MDOT, VDRPT, WMATA and Mr. Wojahn, as chair of the TPB Human Services Transportation Coordination Task Force that led to the recommendation that COG, as TPB's administrative agent, become the designated recipient for the new Section 5310 Enhanced Mobility program for the Washington DC-VA-MD Urbanized Area.

The Technical Committee was briefed in February on the discussions and the recommendation. Ms. Klancher said that the TPB will be asked at its March 20 meeting to adopt a resolution approving the recommendation that COG become the designated recipient, as TPB's administrative agent, and authorizing the Chair to send a letter to the

Mayor of Washington D.C., the Governor of Maryland and the Governor of Virginia requesting the destination by the end of April.

Chair Erickson thanked Ms. Klancher and other TPB staff for their work in coordinating with the DOT's on this issue. Ms. Inman also thanked the staff for the effort on this new program.

## **6. Update on the Metropolitan Area Transportation Operations Coordination (MATOC) Program**

Mr. Meese presented, referring to presentation slides. The TPB recently requested an update on the MATOC Program. Today's presentation slides were developed as input to Mr. Jacobs of the University of Maryland Center for Advanced Transportation Technology that staffs MATOC, who was to be the one to present to the TPB on March 20. The slides covered the background of MATOC, going back to the 9/11 attacks and other regional incidents; the current partnership and support of the state DOTs and WMATA; the current activities of MATOC in its role of regional coordination of transportation operations; the Regional Integrated Transportation Information System (RITIS), which is the computer data fusion engine for MATOC. The substantive discussions anticipated were: how to get the word out to the public on transportation issues, which MATOC emphasizing a wholesaling role, stated by "one message, many voices". RITIS does have a public access traveler information website TrafficView at [www.matoc.org](http://www.matoc.org). Progress was detailed on MATOC and RITIS since the January 26, 2011 storm (after which the COG Incident Management and Response Steering Committee was formed). MATOC operates five days a week, but has been able to ramp up to 24/7 operations such as during Super Storm Sandy and the January 2013 Presidential Inauguration. The overall benefit of MATOC staff is having someone who has the regional transportation picture and coordinate based upon that picture.

Mr. Kirby noted two issues the TPB has brought up numerous times on previous occasions. One is whether MATOC should operate 24/7 instead of the current 5 days a week, 16 hours a day with occasional ramping up to 24/7 as needed. The MATOC Steering Committee has considered this, and determined to stay with 5/16 operations with ramp-up to 24/7 as needed, rather than spend resources on off hours. The other issue previously raised was that of the concept of "one message, many voices". This is a little bit of a change in the way we envisaged MATOC in the beginning; we thought that MATOC would be more of a retail operation – everyone would go to "the" MATOC site to find out what is going on. It has turned out to be much more of a wholesale operation, interagency coordination, getting information shared, and then the "retailing" is done by many different groups: all kinds of media, Twitter, Facebook, and others, and we have reached the conclusion that is the right way to do it. There may be a view expressed on the Board that we should not have many voices, we should have one voice.



Mr. Mokhtari suggested that a message the public needs to get could be featured more prominently on MATOC's traveler information website, similar to the way it is shown on the RITIS site; additionally, there would be benefit from doing more public relations /outreach on MATOC. Mr. Kirby agreed that would be helpful to improve MATOC's public website, but noted that the priority for MATOC has been its interagency coordination role, which is essential. For example, regional coordination on weather events has been enhanced by MATOC.

Mr. Erenrich asked whether MATOC's TrafficView was being used by local television media, and, if so, we should ensure that MATOC is getting credit for providing that information. Mr. Meese agreed to look into it.

Mr. Erenrich also asked whether RITIS and/or TrafficView has transit information, having heard that it receives data feeds from WMATA and others; information such as the location of Metrorail trains is important for regional emergency managers. Mr. Meese responded that RITIS does receive some real-time transit information, but not all in the region, and incorporation into RITIS and display on TrafficView was still in the prototype/future development stage.

Mr. Verzosa noted that if MATOC were to be "one voice" it would have to be the first to know about any incident, and that is unlikely to be the case. Mr. Kirby noted MATOC was source for the many voices, and it is an integrative mechanism; the media can utilize information coming out of MATOC. Mr. Verzosa wondered whether this was possible for smaller incidents; Mr. Kirby noted MATOC is watching for such incidents, and can provide information about them. MATOC makes information available, but perhaps not in the form that some were expecting.

## **7. Briefing on the COG Cooperative Forecasting Process**

Mr. DesJardin briefed the Committee on the Cooperative Forecasting process, speaking from a PowerPoint presentation. He noted that the process was established in 1975 and the first series of Forecasts was approved by the COG Board of Directors in 1976. He said that the process is a "top-down / bottom-up" methodology, using an econometric model to establish benchmark regional projections in 5-year increments.

Mr. DesJardin noted that the strength of the Forecasts is the "bottom-up" land use element, based on short-term permitting and development activity and guided long-term by zoning and local comprehensive plans. He stated that, beginning with the passage of ISTEPA and the Clean Air Act Amendments, the Planning Directors and COG Board adopted a policy that permits annual updates, particularly to reflect the likely land use impacts of major federally-funded transportation projects.

Chair Erickson noted the value of the process, particularly the local input from the land use perspective.

Mr. Erenrich asked whether forecasts for the Baltimore region were included. Mr. DesJardin stated that COG staff compiles projections from the Baltimore Metropolitan Council, as well as from FAMPO, Tri-County Council of Southern Maryland, and other adjacent counties. Mr. Griffiths noted that the employment forecasts for the Baltimore jurisdictions was based on Bureau of Economic Analysis (BEA) definitions and that TPB staff made adjustments so that they were comparable to COG's Cooperative Forecast.

## **8. Briefing on Household Travel Characteristics and Behavior in Seven Focused Geographic Subareas of the Region**

Mr. Griffiths gave a PowerPoint presentation presenting some initial results from household travel surveys conducted in the (1) New York/Rhode Island Ave NE Corridor (2) Friendship Heights (3) East & West Falls Church (4) Beaugard Corridor (5) National Harbor/Oxon Hill (6) Dulles North and (7) St. Charles/Waldorf geographic subareas of the region in the spring of 2012. His presentation included some initial survey results on the household demographics of the residents of these areas and the percentages of their total daily and commuting travel by different transportation modes.

Chair Erickson asked if the HOV2+ modal share shown for daily trips would include parents traveling with little children in the vehicle. Mr. Griffiths responded that it would.

Mr. Erenrich questioned the data for National Harbor survey area that showed that 11% of the households residing there did not have a vehicle available for their daily trips. He stated that he expected most households residing there would need to own a vehicle because that area currently was not well served by transit.

Mr. Weissberg commented that there were a few bus routes currently serving National Harbor, but still, he thought that the percent transit use data shown for National Harbor households in the presentation looked too high to him. He stated that many National Harbor residents he had heard from did not think their community was well by served by transit and were begging for additional bus service that would connect them to Metrorail stations and employment centers across the Woodrow Wilson Bridge in Alexandria.

Mr. Griffiths stated he too was puzzled by the survey data for National Harbor, but thought it might be a response bias issue and he would look into to it more before his presentation to the TPB.

Mr. Griffiths stated that he was also puzzled by the survey data for the Beaugard Corridor that showed only 21% of the residents living in apartments and condos. He said that statistic did not correspond with his knowledge of that area which he knew had many multi-story apartment buildings and garden apartment complexes. He stated that this too could be a response bias and/or a sample size issue and he would look deeper into the survey data for this area also.

[Note: subsequent to the March 1, 2013 TPB Technical Committee meeting, Mr. Griffiths discovered that survey data for the National Harbor and the Beaugard Corridor survey areas had been accidentally transposed in his Power Point presentation. When this transposition was corrected, the survey results were more in line with Technical Committee member expectations of household dwelling unit types, vehicle availability and transit use for these two survey areas].

#### **9. Update on the Implementation of the New Transportation Alternatives Program under MAP-21 in the Washington Region**

Ms. Crawford provided members with a handout summarizing the TPB's approach to conducting a competitive project selection process for the MAP-21 Transportation Alternatives Program, as required by the federal guidance. She outlined the project solicitation schedule for the regional TA Program and funding available for each state-level jurisdiction for fiscal years 2013 and 2014. She said applications are due on May 15. She said the TPB is hosting an application workshop on March 22 to review eligibility parameters, application materials, and selection criteria. She said attendance at the workshop or individual consultation with TPB staff is mandatory.

Chair Erickson highlighted the March 22 application workshop and encouraged members to attend. She also emphasized that this is a new program and everyone involved is working together to figure out how best to operate the project selection.

Ms. Crawford also mentioned the project solicitation for the TPB's Transportation/Land-Use Connections (TLC) Program and the recruitment effort for the spring session of the TPB's Community Leadership Institute.

#### **10. Briefing on the "Freight Around the Region" Project**

Ms. Foster spoke to a PowerPoint presentation on the "Freight Around the Region" project that is underway. The project aims to better understand each TPB member jurisdiction's role in goods movement and how the goods movement sector contributes to local economies. She began with a background on the regional characteristics that impact goods movement such as demographic characteristics. She also gave a background on the TPB Freight Program role and accomplishments over the past few years.

The Freight Around the Region project took inspiration from the Delaware Valley Regional Planning Commission County Freight Scans and the Atlanta Regional Commission County Economic Fact Sheets. TPB staff will meet with planners, economic development staff, and freight-involved staff for each jurisdiction. At these meetings, TPB staff will share information already collected on several freight, economic, and demographic topics and leave the information with jurisdiction staff to help fill in blanks. With participation from each jurisdiction, TPB staff will discuss how to characterize the unique “Freight Stories.”

Ms. Foster said by Summer 2013, TPB staff will compile the “Freight Story” for each jurisdiction and begin to prepare a Freight Around the Region summary report in fall 2013. The “Freight Story” is meant to be a resource to support member agencies to explain the role of goods movement and freight-dependent sectors of the economy. Combined, these Freight Stories will help TPB to better understand how freight specifically contributes to the local economies of this region.

**11. Update on the Regional “Street Smart” Pedestrian and Bicycle Safety Education Campaign**

Ms. Williams spoke to a presentation on the Spring 2013 Street Smart campaign, including drafts of the new ads, saying that the image is symbolic, not literal.

Mr. Versoza said that the image of the pedestrian should convey more of a penalty for the pedestrian.

Ms. Constantine said that all the people come across as able-bodied. What is missing is elderly people, or those with mobility disability, or a mother with a stroller.

Ms. Williams said that when we get our final models we will get an older person for the education campaign.

**12. Briefing on a Summary Guide for the FY 2013-2018 Transportation Improvement Program (TIP)**

Delayed until the April 2013 meeting.

**13. Update on the 2035 Maryland Transportation Plan (MTP)**

Chair Erickson spoke to a presentation on the 2035 Maryland Transportation Plan (MTP). She stated that the Plan must be updated every four years and it was last done in 2009 so it was due to be updated in 2013. The MTP is a 20-year forecast of Maryland’s transportation needs based on the financial resources anticipated to be available. She said the Plan must include a summary of the types of projects and programs

needed to achieve goals and objectives, and those must be measurable. She added that the process had begun already, including meetings with stakeholders and pending approval of a governor appointed Advisory Committee.

Chair Erickson stated that the MTP will use performance measures to track progress and that quantitative, strategy-based 'scenarios' would be used to examine how policy choices affect achievement and goals. She also described some of the demographic trends that were projected in Maryland. She also talked about how the MTP would respond to new federal requirements set forth by MAP-21. She also talked about the public outreach efforts that MDOT was engaging in which included a public survey, stakeholder roundtables, newsletters and an Advisory Committee.

Chair Erickson went through the schedule for updating the Plan which would finalize the 2035 MTP by January 2014. Following the completion of the MTP, she stated that MDOT would annually evaluate the implementation of goals and objectives using performance monitoring through the Attainment Report and that new projects would be assessed for consistency with the Plan. She added that State law requires the concurrent update of the Maryland Bicycle and Pedestrian Master Plan and she spoke to the schedule for updating that.

**14. Other Business**

None.

**15. Adjourn**