

**TRANSPORTATION PLANNING BOARD**

Technical Committee Minutes

*For meeting of*

April 9, 2010

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE - April 9, 2010**

**DISTRICT OF COLUMBIA**

DDOT                      Mark Rawlings

**MARYLAND**

Charles County            -----  
 Frederick Co.            -----  
 City of Frederick        -----  
 Gaithersburg            -----  
 Montgomery Co.        Gary Erenrich  
 Prince George's Co.    Vic Weissberg  
 Rockville                -----  
 M-NCPPC  
   Montgomery Co.        -----  
   Prince George's Co.    -----  
 MDOT                    Michael Nixon  
                               Reena Mathews  
 MTA                        Dennis Simpson  
 Takoma Park            -----

**VIRGINIA**

Alexandria                Pierre Holloman  
 Arlington Co.            Dan Malouff  
 City of Fairfax           Alexis Verzosa  
 Fairfax Co.                Tom Biesiadny  
                               Robert Owolabi  
 Falls Church            -----  
 Loudoun Co.              George Phillips  
 Manassas                -----  
 Prince William Co.    Monica Backmon  
 NVTC                      Greg McFarland  
 PRTC                      Anthony Foster  
 VRE                        -----  
 VDOT                      Kanathur Srikanth  
 VDRPT                    -----  
 NVPDC                    -----  
 VDOA                      -----

**WMATA**

WMATA                    Mark Kellogg  
                               Sean Kennedy

**FEDERAL/OTHER**

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

**COG Staff**

Ronald Kirby, DTP  
 Mike Clifford, DTP  
 Wendy Klancher, DTP  
 Mark Pfoutz, DTP  
 Nicholas Ramfos, DTP  
 Dusan Vuksan, DTP  
 Jane Posey, DTP  
 Andrew Austin, DTP  
 Bob Griffiths, DTP  
 Deb Bilek, DTP  
 Tim Canan, DTP  
 Jane Posey, DTP  
 Karin Foster, DTP  
 Andy Meese, DTP  
 Ron Milone, DTP  
 Jim Yin, DTP  
 John Swanson, DTP  
 Rex Hodgson, DTP  
 Michael Farrell, DTP  
 Wenjing Pu, DTP  
 Dave McMillion, DPS&H  
 Joan Rohlf, DEP  
 Sunil Kumar, DEP

**Other Participants**

Arlee Reno, Cambridge Systematics  
 Art Smith  
 Randy Carroll, MDE  
 Bill Orleans, HAEEK

# TRANSPORTATION PLANNING BOARD

April 9, 2010

## Technical Committee Minutes

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### 1. **Welcome and Approval of Minutes from the March 5, 2010 Technical Committee Meeting**

Approved as written.

### 2. **Update of the Financial Analysis for the 2010 CLRP**

Mr. Reno spoke to his PowerPoint presentation on the Financial Analysis of the 2010 CLRP. He described the changes since the Financial Analysis of the 2006 CLRP and said that the numbers looked significantly larger primarily because the Plan's horizon had been extended another ten years to 2040 and that costs were now presented in year-of-expenditure dollars. In reality, due to revenues not keeping up to inflation and increasing cost, less funding is available for transportation since the 2006 CLRP financial analysis. He also stated that revenues are being used more and more for system preservation instead of new construction or expansion. He did note that while the economic recession did cause many agencies to delay or drop projects from the CLRP, the recession did not hit this region as hard as many other areas.

Next, Mr. Reno outlined potential new revenue sources. He noted that the region's fuel taxes are below the national average. Other potential sources included tolling, sales tax and VMT fees.

Mr. Srikanth noted that some jurisdictions in Northern Virginia had implemented a commercial/industrial tax in 2007 and suggested that this should be reflected in the revenue sources. Mr. Biesiadny added that state bonds were also included as a part of the 2007 financial package.

Mr. Erenrich asked if the 2006 Financial Analysis was done in year-of-expenditure dollars. Mr. Reno replied that the analysis was done in constant dollars, but it did show year-of-expenditure dollars as well. Mr. Erenrich expressed dismay at the number of projects being cut even with an additional ten years of funding available. Mr. Srikanth suggested this was due in part to declining revenues and increasing cost estimates for projects. Mr. Reno confirmed that the maintenance budget was increasing while the resources available for capital projects were shrinking. Mr. Srikanth added that maintenance costs were increasing by about 4% per year while revenues were only increasing by about 1-2% per year.

Ms. Backmon asked if the potential revenue sources were included in the CLRP assumptions. Mr. Reno clarified that they were not and stated that they were presented as options to make up for funding short-falls. Mr. Kirby supported pointing out what other states were doing differently than this region.

Mr. Kirby asked about the assumptions about the Davis bill for Metro funding, given that it was only authorized through 2020. Mr. Reno said that WMATA assumes that funding level will continue in some form or another out to 2040, which is similar to other assumptions made about continuing revenues. Mr. Biesiadny noted that although the federal portion is assumed to continue, the District of Columbia and Virginia had not yet identified matching funds beyond the 2020 horizon. Mr. Reno said that the assumption was that by that time the states would find a way to match federal funds to 2040. Mr. Srikanth noted there was no possible way in Virginia's current budget to match funds beyond 2020. He suggested omitting the Davis bill from WMATA's assumptions beyond 2020 and asking WMATA to identify improvements that would need to be eliminated. Mr. Kirby concluded that although it was reasonable to assume that federal funds would be available beyond 2020, without a state match, that funding would not be guaranteed. The Committee recommended that a more conservative assumption is that the Davis bill will expire in 2020 with no further funding.

Mr. Srikanth inquired about WMATA's operating program. He noted that the projections are based on the FY 2011 budget passed in November 2009, but that the WMATA board is considering a set of fare increases and service cuts which may reduce those numbers. Mr. Kellogg added that the new budget numbers are still in flux and that he was not comfortable giving any new official numbers at this time. Mr. Biesiadny suggested keeping the officially adopted budget which is fully funded, but acknowledging that upcoming changes may make more funds available.

Mr. Kirby asked about the inflation rates assumed in the analysis. Mr. Reno noted that it was not a constant rate across the analysis. He said if agencies had officially adopted inflation rates for their existing budgets then they were instructed to use those. Beyond that, the analysis used a consistent inflation rate in the out years. He added that the analysis includes a year-by-year table with assumed inflation rates for each agency.

### **3. Update on Project Submissions for the Air Quality Conformity Assessment for the 2010 CLRP and FY 2011-2016 TIP**

Mr. Austin distributed two hand-outs. The first was a memo describing the significant additions and changes for the 2010 Update to the CLRP. The second was the Air Quality Conformity Inputs for the 2010 CLRP and FY 2011-2016 TIP. Mr. Austin and Ms. Posey explained the color coding on the input tables.

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Mr. Austin spoke to the projects highlighted in the Significant Additions and Changes document. He described the DC Streetcar project and noted that the financial plan for the project was still due from DDOT.

Next, Mr. Austin described the District's Pilot Bike Lane Network project. He explained that since this is being proposed as a pilot project, it was not assumed to be permanent and would not be tested for Air Quality Conformity at this time. Once DDOT had completed the pilot study and assessed the impact of the project, they would be required to re-submit them for conformity testing when and if they decide to make the bike lanes permanent. Mr. Kirby noted that there was a precedent for this when VDOT modified the HOV minimums from 3 to 2 on I-66. Mr. Srikanth asked if a finite time frame should be defined for the pilot project. He also asked if DDOT would share the results and assessment of impact for the bike lanes. Mr. Rawlings agreed to do so. Mr. Kirby noted that significant further information was required for the D.C. Streetcar project and that due to the tight schedule for adopting the CLRP before it lapses next year, it was critical that there be no further delays.

Mr. Erenrich suggested that the listing that showed the Corridor Cities Transitway being changed to a study was incorrect.

Mr. Rawlings asked about a project on 17<sup>th</sup> Street. Ms. Posey replied that the project was reflected in the Input tables, but the facility type did not meet the criteria of being "regionally significant" to make the Additions and Changes memo.

Mr. Srikanth noted that there were some new project segments included in VDOT's submissions including a change to the limits of the Beltway HOT Lanes project. He also clarified that some of the projects shown on the deletions list were just being consolidated with other projects, not removed from the Plan.

Mr. Nixon noted that the Gov. Harry Nice Bridge project was missing from the Input tables. Mr. Austin confirmed that the project information had been received and would be included in the version released for public comment.

Mr. Austin concluded by saying that the project submissions would be released for public comment at the Citizens Advisory Committee on April 15 and that the TPB would be asked to approve the projects for inclusion in the Air Quality Conformity Analysis on May 19.

#### **4. Update on Draft Scope of Work for the Air Quality Conformity Assessment for the 2010 CLRP and FY 2011-2016 TIP**

Ms. Posey reviewed the conformity scope of work that had been included in the mailout items. She pointed out Table 1 (Summary of Technical Approach), and noted that the process will be the same as in the last conformity analysis except for updated, Round 8.0, cooperative forecast files. She stated that the analysis years are 2011, 2020, 2030, and 2040.

Ms. Posey reviewed the schedule. She noted that staff had been receiving and reviewing project inputs since the project input deadline of April 2. She stated that the beginning of the public comment period is Thursday, April 15<sup>th</sup>, and that the TPB is scheduled to approve inputs at the May 19<sup>th</sup> meeting. The conformity analysis and CLRP and TIP are scheduled to be approved in November.

Ms. Posey asked about transit fare updates, and Mr. Erenrich said that he expected WMATA fare information to be available in April or May. Mr. Srikanth noted that fare increases on the Dulles Toll Road are expected. Mr. Kirby asked why the widening of the airport access road was removed. Mr. Srikanth said that he would have to check into that.

#### **5. Briefing on Regional Bike to Work Day 2010**

Mr. Ramfos distributed a PowerPoint presentation regarding upcoming activities for the region's Bike To Work Day event. He stated that Bike to Work Day will be held on Friday, May 21<sup>st</sup> and coincides with National Bike to Work week and the event is designed to celebrate bicycling to work as a valid commute option. The annual event was started by Washington Area Bicyclist Association as a District of Columbia event and in 1998 Commuter Connections rolled it out as a regional event. Participation has increased dramatically from several hundred to over 8,000.

Next, Mr. Ramfos stated that a regional survey is conducted of Bike To Work Day event participants every three years as part of the Commuter Connections TERM Analysis. The purpose of survey is to identify the experience of event participants and to assess use of bicycles for commute travel before and after event. He stated that the most recent survey results were used in the July 2005 - June 2008 TERM Analysis Report. The survey was administered via e-mail to 6,600 event participants and 2,411 completed questionnaires were received, representing a 37% response rate.

Mr. Ramfos reviewed additional results from the survey including that Bike to Work Day event increases bicycle commuting; 21% of survey respondents never commuted by bicycle before participating in annual event. The Bike to Work Day event also expands

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the frequency of bicycle commuting; 12% of survey respondents who commuted by bicycle previous to event started bicycling more after participating.

Mr. Ramfos then stated that the event participation goal set for 2010 is a 10% increase from last year and translates to 8,600 event participants. There will be a record 35 “pit stop” celebrations throughout region. There are eight new pit stops this year, including one in Prince William County, which now means that all of the TPB planning area is part of the event. The TPB will be asked to adopt a proclamation at its upcoming meeting.

Next, Mr. Ramfos showed a map of the 35 pit stop locations. Then he showed the marketing materials and stated that the event is free and open to all commuters in the National Capital Region. This year there were a record number of corporate sponsors that were recruited to support the event. Interested participants can register at [www.waba.org](http://www.waba.org). Participants will receive free t-shirts, refreshments, and a chance to win free donated bicycles.

Mr. Ramfos also stated that there is also an employer focus to the event. The event encourages business community to support bicycle-friendly culture and participating bicyclists collectively work for over 1,000 various employers throughout region. Mr. Ramfos stated that bicycling to work benefits employers through reduced parking overhead, and better employee health and fitness by lowering absenteeism and health care costs. He also stated that an “Employer Challenge” luncheon will be held for one of five employers that have the highest amount of participants. The winner will be selected through a prize drawing after the event. The purpose of the event will be to honor those employees from that employment site that participated in the event with a luncheon.

As part of the event, Washington Area Bicyclist Association (WABA) forms Commuter Convoys led by experienced bicyclists to help empower commuters to try bicycling to work. Free Bike to Work guides are also available from Commuter Connections as well as free Confident City Cycling classes offered by WABA. A donated bicycle rack will also be raffled off to an employer.

Next, Mr. Ramfos explained and showed screen shots from the Commuter Connections new Bike Path Finder. He also stated that Bicycling to and from work is covered through Commuter Connections’ Guaranteed Ride Home program.

Lastly, Mr. Ramfos stated that a new logo was developed for the event.

## **6. Update on the Washington Region Transportation Planning Process Certification Review**

Mr. Kirby described the upcoming Federal certification review being jointly conducted by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) on April 15, 19-20, 2010. Mr. Kirby provided an overview of the agenda for April 19 and 20, and stated that the Federal Team will be meeting with the Citizen Advisory Committee on April 15, the Access for All Advisory Committee on April 22, and a special meeting on the TPB travel demand model will be held on April 29. Ms. Barlow from FTA Region 3 stated that the travel demand model meeting was added because modeling is such a complex topic that the Federal Team wanted enough time to discuss it and that a part of the meeting would be related to the review but that most of it would be an informal discussion to allow USDOT representatives to learn more about the innovative aspects of the TPB model.

Ms. Klancher described the staff effort to respond to the 160 questions submitted to the TPB from the Federal Team in preparation for the April 19 and 20 review. Mr. Owolabi commented that he read the responses and complimented the staff for the well written and thorough document. Mr. Rawlings asked Mr. Kirby what level of DOT staff should attend the certification review meetings; Mr. Kirby responded that high level staff are welcome to attend and DOTs can also send staff with expertise in the topic areas listed on the agenda.

Mr. Kirby stressed that it would be important for Technical Committee members to attend the meetings on April 19 and 20 to listen to the discussion and help answer questions about local and state planning process.

## **7. Briefing on the Washington Metropolitan Area Transportation Operations Coordination (MATOC) Program**

Mr. Meese briefed the Committee, referring to a PowerPoint presentation. Mr. Zezeski of the Maryland State Highway Administration and Chair of the MATOC Steering Committee was slated to provide the next bimonthly update at the April 21 TPB meeting. MATOC was continuing its regional coordination, monitoring, and notification activities, now at five-day-per-week, 13-hour-per-day coverage. The process to fill the vacant MATOC Facilitator position had begun. It was anticipated that Mr. Zezeski would discuss MATOC involvement in key recent traffic events, notably the upcoming April 12-13 Nuclear Security Summit in downtown Washington.

Regarding funding for MATOC, the original federal grant provided funding through June 30, 2010, and the partners were making arrangements for a deadline extension to September 30. \$1.2 million per year was estimated to fully sustain the program



thereafter, including both MATOC and supporting Regional Integrated Transportation Information System (RITIS) activities. MDOT had pledged \$400,000 for FY2011. The DDOT share was still under consideration within DDOT. VDOT had transmitted a letter in March that expressed support for the program, but did not provide a funding commitment at this time.

Consistent with the UPWP amendment approved by the TPB in January, \$90,000 (including some FY2010 carryover funds) would be provided to support eligible FY2011 MATOC planning activities. \$100,000 from Northern Virginia CMAQ was anticipated to become available later in FY2011. A \$200,000 federal earmark in Federal Transit Administration appropriations, secured by U.S. Representative C.A. Dutch Ruppersberger “for the greater coordination of the transportation and transit system[s] in the National Capital Region”, had been confirmed and was in process. Overall, the level of funding secured will dictate FY2011 activity levels, including staffing and hours of coverage.

Mr. Meese discussed the soon-to-be-released MATOC benefit-cost analysis study. Funding for the study was from the original SAFETEA-LU earmark. The study considered the impacts of the actions of MATOC and its partner agencies in regionally coordinated management. It looked at “modified trips” – trips made at a later time, on another route, by another mode, or not made. Benefits were estimated from reduced delay, fuel consumption, emissions (including greenhouse gases), and secondary incidents. The preliminary finding was an overall benefit / cost ratio conservatively estimated at 10 to 1.

Mr. Erenrich recommended that the Committee at a future meeting receive a briefing on RITIS. He noted that RITIS, which serves as the data engine of MATOC, had a number of interesting and helpful features. He had discussed with RITIS project director Mr. Pack of the University of Maryland the potential use of RITIS for regional real-time transit data sharing.

## **8. Update on the TPB Regional Priority Bus Project Grant under the Transportation Investments Generating Economic Recovery (TIGER) Program**

Mr. Canan reported on latest developments concerning the region’s TIGER grant that have occurred since the Technical Committee last met in March. FTA has assigned two co-project managers to oversee administration of the grant: Ms. Barlow (FTA) is responsible for grant development, and Brian Glenn (FTA) is responsible for grant administration.

There will be a meeting on Thursday, 15 April 2010, for project owners, TPB staff involved in the grant, and FTA project managers to finalize the scopes, budgets, and

schedules for each of the project components included in the grant. Although the terms and conditions have not yet been finalized to execute a grant agreement, FTA has underscored the requirement that scopes, budgets and schedules for all project components be submitted to FTA and FTA must approve these items no later than mid-May. FTA has stated that if the scopes, budgets and schedules are not approved by FTA by mid-May, those affected project components will not be funded and the funds identified for those components will roll over to fund projects in the next round of TIGER grants. As a result, it is critical that all scopes, schedules and budgets be submitted promptly. Mr. Canan sent weekly e-mails to project owners emphasizing this FTA requirement in an effort to ensure these items are completed on time.

It is unclear at this point how the grant will be administered by FTA because the terms and conditions of the grant have not been defined. Moreover, the reporting requirements for grant administration have not been published. As a result, it is not yet clear how the grant would best be administered among FTA, TPB (the grant applicant), and the project owners responsible for implementing the projects covered by the grant. As these items become better understood, TPB will work closely with FTA and project owners to identify the optimal manner for administering the TIGER grant.

Ms. Mathews stated that SHA had several questions it intended to submit to FTA for clarification for the Thursday project owners' meeting. Mr. Canan requested that all such questions should be sent to him by mid-day Tuesday, 13 April, so he could compile them and forward them to FTA in advance of the meeting.

Mr. Owolabi asked Mr. Canan to clarify who the participants would be at the April 15 meeting. Mr. Canan confirmed that the meeting is for project owners, FTA and TPB staff. Messrs. Erenrich and Weissberg expressed concern that as the grant moves forward, it will be increasingly necessary for WMATA to coordinate with the counties during implementation for various matters, including use of contractors and contracting authority, among others. Mr. Erenrich also mentioned that all projects included in the grant will need to be included in the Transportation Improvement Program (TIP), and Mr. Weissberg asked if it was necessary to consider how the outcome of the livability grant application effort may or may not affect implementation of the TIGER grant.

## **9. Briefing on the Metropolitan Washington Council of Government's After Action Leadership Forum on Regional Snow Response**

Mr. McMillion, COG's Director of Public Safety, briefed the Committee on how regional "snow calls" are held when there is snow in the weather forecast. He stated that the OPM Director, Mr. Berry, participated in many of the calls this year.

Mr. McMillion then briefed the Committee on the regional Forum that was held at COG on April 15<sup>th</sup>. He distributed the highlights from the meeting and then discussed and shared the results with the Committee. He also presented the recommendations from each of the panel discussions held during the Forum.

Next, Mr. McMillion distributed draft implementation items that will be reviewed and approved by the region's CAO's and then presented to the COG Board. The key areas included reviewing and revising snow plans, uniform parking practices and coordination, communications and public messaging, pooled contracts for equipment and staff, development of federal aid agreements in advance, a re-commitment to teleworking, and an appeal of FEMA's 48-hour rule.

**10. Briefing on Request by Martz National Coach for Federal Assistance for Commuter Bus Service between Frederickburg and Washington DC**

Mr. Kirby reviewed the letter sent to him by the Martz Group dated January 21, 2010 requesting that the NTD mileage that Martz reports to the FTA and the resulting Section 5307 funds be reflected in the region's TIP for a project that a sub-recipient can apply for to the FTA on Martz' behalf. The issue at hand is how to respond to the letter. Mr. Kirby stated that Mr. Ramfos has been reviewing the issue and has been in contact with other MPO's in the country regarding the request.

Mr. Ramfos stated that he has examined the NTD database and discovered that the only privately owned and operated bus carriers that were reporting their mileage to the NTD were in the northeastern portion of the country. He then reviewed practices that were being used with respect to the resulting Section 5307 funds in New Jersey, Connecticut, Massachusetts, Pennsylvania, and New York. Mr. Ramfos then distributed TIP pages from the Orange County Transportation Council, an MPO in New York, which displayed FTA 5307 funded projects for Hudson Transit, a private bus provider. He stated that he had preliminary discussions with the MPO on how an agreement would be executed but had not received all of the information as of today.

Mr. Biesiadny stated that the MPO in Orange County, NY is the sponsor for the private carrier and that no agency in this region has agreed to do this yet with Martz.

Mr. Erenrich asked how much it costs Martz to collect the data and how many other carriers would or could ask for the same arrangement if they began reporting miles. He also stated that many of the examples given are interstate bus carriers for New York City. Mr. Ramfos responded that there may be about a half dozen or so other private bus carriers similar to Martz in our region. Ms. Barlow stated that all local jurisdictions in the region are reporting their NTD miles through WMATA and the 5307 funding goes directly to WMATA. Mr. Erenrich stated that Montgomery County does not have

access to the 5307 dollars although MTA gives the county funds to purchase buses. Mr. Biesiadny stated that the Fairfax Connector does not accept federal dollars.

### **ITEMS FOR INFORMATION AND DISCUSSION**

**11. Briefing on the Metrobus Priority Corridor Network (PCN) Evaluation Study**

Mr. Kennedy, speaking to a slide presentation, briefed the Committee on the recently completed Metrobus Priority Corridor Network Evaluation study, which quantified the benefits of running way improvements on 23 corridors. Mr. Biesiadny stated that he had several questions for Mr. Kennedy, but that he would speak with him after the conclusion of the meeting.

**12. Briefing on WMATA's Regional Transit System Plan (RTSP)**

Delayed until May 2010.

**13. Update on Development of Topic Area Plans and Documents**

Delayed until May 2010.

**14. Briefing on the Strategic Plan for the Management, Operations, and Intelligent Transportation Systems (MOITS) Program**

Delayed until May 2010.

**15. Briefing on Changes in Daily Travel Patterns Based on the Results of the 1994 and 2007/2008 Regional Household Travel Surveys**

Delayed until May 2010.

**16. Other Business**

None.

**17. Adjourn**