

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE - September 3, 2010**

**DISTRICT OF COLUMBIA**

DDOT                      Mark Rawlings

**MARYLAND**

Charles County            -----  
 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.        -----  
   Prince George's Co. Faramarz Mokhtari  
 MDOT                    -----  
 MTA                      -----  
 Takoma Park            -----

**VIRGINIA**

Alexandria                Pierre Holloman  
 Arlington Co.            Katherine Youngbluth  
 City of Fairfax            Alexis Verzosa  
 Fairfax Co.                Robert Owolabi  
                                   Tom Biesiadny  
 Falls Church            -----  
 Loudoun Co.              -----  
 Manassas                -----  
 Prince William Co.    Monica Bockmon  
 NVTC                      -----  
 PRTC                      Anthony Foster  
 VRE                        -----  
 VDOT                      Kanathur Srikanth  
 VDRPT                    David Awbrey  
 NVPDC                    -----  
 VDOA                      -----

**WMATA**

WMATA                    Mark Kellogg  
                                   Eric Dahlberg

**FEDERAL/OTHER**

FHWA-DC                -----

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

**COG Staff**

Ronald Kirby, DTP  
 Mike Clifford, DTP  
 Gerald Miller, DTP  
 Mark Pfoutz, DTP  
 Nicholas Ramfos, DTP  
 Deb Bilek, DTP  
 Bob Griffiths, DTP  
 Sarah Crawford, DTP  
 Tim Canan, DTP  
 Wenjing Pu, DTP  
 Andy Meese, DTP  
 Andrew Austin, DTP  
 Michael Farrell, DTP  
 Eric Randall, DTP  
 Monica Bansal, DTP  
 John Swanson, DTP  
 Rex Hodgson, DTP  
 Jane Posey, DTP  
 Feng Xie, DTP  
 Dusan Vuksan, DTP  
 Jinchul Park, DTP  
 William Bacon, DTP  
 Ron Milone, DTP  
 John Mataya, DCPS  
 Sunil Kumar, DEP  
 Paul Desjardin, DCPS

**Other Attendees**

Aaron Overman, DDOT  
 Arlee Reno, Cambridge Systematics  
 Peggy Tadej, NVRC  
 Gail Parker  
 Alex Block, DC Office of Planning  
 Dante Perez-Bravo, CHZM HILL  
 Giri Kilim, CHZM HILL  
 Bill Orleans, HAEK

# TRANSPORTATION PLANNING BOARD

September 3, 2010

## Technical Committee Minutes

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### 1. **Welcome and Approval of Minutes from the July 9, 2010 Technical Committee Meeting**

Minutes were approved as written.

### 2. **Status Report on the Draft 2010 CLRP, FY 2011-2016 TIP and Air Quality Conformity Assessment**

Mr. Austin distributed draft copies of the FY 2011-2016 TIP tables grouped by the District of Columbia, Maryland, Virginia, and WMATA. He explained that each set included two financial analysis tables that summarized the funding in the TIP by source and by project type.

Mr. Austin requested that any edits or comments on this draft be submitted by Friday, September 17. A final draft of the TIP would be presented at the October 1 Technical Committee, prior to its release for public comment at the Citizens Advisory Committee meeting on October 14.

Ms. Posey gave a brief summary of the status of the on-going air quality conformity analysis of the 2010 CLRP and FY2011-2016 TIP. She noted that the network coding is complete, and that staff is working on running the travel demand and emissions estimates, and reviewing results for quality assurance. She stated that the summary report will be ready for presentation to the TPB in October, and that the TPB will be asked to approve the conformity results and the CLRP and TIP in November.

Ms. Posey distributed a letter from VDOT requesting an amendment to the 2009 CLRP and FY2010-2015 TIP. She briefly described the proposed amendment, an operational change to 2 ramps on I-66, and informed the Committee that staff was completing a sketch analysis assessing the emissions impacts associated with the project for conformity purposes. She noted that the assessment included a network analysis for 2010 because that is the year where emissions are closest to mobile emission budgets. She stated that the regional impacts were minimal. She noted that a 30-day public comment session would begin this month, that the TPB would be briefed on the request in September and asked to approve the proposed amendment in October.

Mr. Srikanth stated that the Federal DOT was promoting this kind of low-cost, easily implemented project. He noted that all of the appropriate local environmental reviews (NEPA, etc.) were being completed. Mr. Biesiandy commented that the Fairfax Board of Supervisors was in favor of the project. Ms. Backman said that the Prince William Board of Supervisors was also in favor of the project.

**3. Briefing on the Application for a Regional Bike Sharing project Grant Under the “TIGER II” Program**

Ms. Bansal presented an overview of the TIGER II grant application submitted to USDOT on August 20, 2010 for a regional bike-sharing system. She gave a summary of the final project, including costs, components, and partners. She also went over a brief summary of the benefits of the system and the results of the benefit-cost analysis that was required under the grant announcement. Lastly, she described next steps for TPB staff, primarily consisting of searching for and securing corporate sponsors at both a system-wide and station level. She explained that corporate sponsorships have been used as funding generators in other U.S. cities with robust bike-sharing systems, such as Denver and Minneapolis.

Mr. Erenrich suggested that TPB staff prepare a fact sheet based on the application and the benefit-cost analysis, which could be used by local jurisdictions to sell bike sharing to potential corporate sponsors. Other members noted that whether or not the grant is awarded, funding for the concept is worth pursuing from other sources.

**4. Briefing on the “CLRP Aspirations” Scenario, Major Corridor Studies Considering Managed/Priced Lanes in the Washington region, and a New FHWA Grant to Study the Public Acceptability of Pricing Major Roadways**

Mr. Kirby introduced item 4, which included a summaries of the CLRP Aspirations Scenario final report, priced corridor studies in the region, and the recently awarded FHWA grant to study the public acceptability of regional road-use pricing. Ms. Bansal presented a summary of the Aspirations scenario final report, including an overview of the purpose, development, results, and conclusions of the scenario analysis. She presented the results of the scenario analysis for the full scenario, which included three components: pricing, BRT and other transit, and concentrated land use, as well as a land use sensitivity that tested the performance of the scenario’s land use component only. She explained changes in travel demand as a result of the two scenarios, including changes in congestion, driving, transit use, bike and pedestrian trips, and air pollution. The full scenario resulted in reduced congestion and increased VMT, transit use, bike and pedestrian trips, and air pollution. The land use sensitivity resulted in slight increases in congestion and most air pollutants, large increases in transit and bicycle/pedestrian trips, and reductions in VMT and CO2.

Mr. Biesiadny asked about why specific Aspirations results, particularly the increase in VMT and emissions, were seen under the full scenario even though transit was added and jobs and housing was concentrated in activity centers. Ms. Bansal answered that the priced new capacity allowed for faster speeds on the freeway, which provided an

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incentive for more trips and longer trips. Mr. Biesiadny questioned whether this was the direction the scenario was intended to go in given the goals of the What Would It Take scenario. He also suggested that the presentation include more explanation of why certain changes in travel demand resulted. There was also discussion that adding population contributed to the VMT rise; however, TPB staff stated that the land use sensitivity, which also added the same amount of population, decreased baseline VMT projections.

Mr. Kirby stated that with the new version 2.3 travel demand model, the scenario will be analyzed again to take advantage of new model capabilities and the newer household travel survey.

Mr. Owolabi asked how the jobs-housing ratio was impacted for the region. Ms. Bansal explained that each activity center had a jobs-housing ratio target to ensure each center was sufficiently mixed use for short trip generation. Additionally more households than jobs were added to the region from outside of the region to improve the jobs-housing balance.

Mr. Weissberg stated that major issues from RMAS, such as creating regionally balanced development, were not called out in the presentation.

Another issue raised was that the scenario was not concerned with only one indicator, such as VMT. Instead, it performed well in some areas, such as reducing congestion and increasing transit use, but not well in others, such as reducing emissions.

Mr. Randall then briefed the Committee on a Memorandum on Major Corridor Studies Considering Managed/Priced Lanes in the Washington region. The memo reviews the publicly available information on corridors in the region that will have value pricing or for which value pricing is being considered. The HOT Lanes on the Capital Beltway in Virginia and the Intercounty Connector are now under construction and will be value priced, while HOT lanes on I-95/I-3995 are in the CLRP. Major corridor studies include the Beltway in Maryland, the I-270/US-15 corridor, and the 14th Street Bridge. In addition, COG staff have completed a Maryland Managed Lanes study as part of the Technical Assistance Program of the UPWP that examines the impact of a managed lane network over the regional highway system within Maryland.

Mr. Mokhtar emphasized that the tolled lane options listed for Prince George's County are not the preferred alternative, and that staff are focusing on fixed guideway for the corridors mentioned. Mr. Kirby responded that it was understood that tolled lanes for these corridors are only one option that has been considered. The objective of the memo is to review comprehensively the work that has been done in assessing managed lane options.

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Mr. Srikanth suggested that the terms managed or variable price lanes be used instead of HOT and ETL, as these are now familiar to stakeholders.

Finally, Mr. Swanson spoke to a hand out on a new FHWA grant to study the acceptability of pricing major roadways.. He explained that the Federal Highway Administration had notified the TPB in August that the TPB's grant proposal on the public acceptability of road pricing had been accepted. The project will receive \$320,000 in federal funding, with a match of \$80,000 from COG. The project will be conducted in partnership with the Brookings Institution. The official recipient of the grant funding will be VDOT. Mr. Swanson thanked Mr. Srikanth for his support and assistance.

Mr. Versoza suggested that it might be better to do the study after Virginia's HOT lanes and the InterCounty Connector are finished.

Mr. Griffiths suggested that it might be beneficial to compare public attitudes both before and after implementation of the upcoming toll-lane projects.

Mr. Srikanth noted that a few years ago, officials at the Federal Highway Administration were pushing for implementation of new pricing projects, but now it appears they recognize that public acceptability is the key challenge. He complimented staff on the proposal and said he looks forward to the project.

**5. Briefing on the Establishment of a Task Force to Determine a Scope and Process for Developing a Regional Transportation Priorities Plan**

Mr. Swanson spoke to the handout. He said the TPB in July had voted to establish a new task force to develop a scope and process for a regional transportation priorities plan. He said the handout memo included a draft list of task force members and a list of agenda items for the group's first meeting on October 20. These agenda items will include an inventory of priority projects, a review of the unconstrained planning activities of other MPOs, and improvements in the TPB's public information on the existing planning process.

Mr. Thomas said that he would like Frederick to have input on the task force.

Mr. Kirby said that if Frederick would like to have a member on the task force, that could be accommodated.

Mr. Mokhtari said the county priority letters would not include all county priorities.

Mr. Erickson said that the inventory was a “work in progress.” She also said she would like Frederick County to be included in the task force.

Mr. Srikanth noted that the inventory under development would not have the full universe of projects identified in county master plans.

Mr. Foster asked what the scope for a transportation priorities plan would be.

Mr. Swanson said the job of the new task force would be the development of such a scope.

Mr. Srikanth said the scope could take a number of different directions. He suggested, for example, that the scope could simply be the development of policy principles.

## **6. Report on an Overview of Local and Regional Transit Systems Serving the Washington Metropolitan Area**

Mr. Overman briefed the Committee on a Memorandum on regional and local transit systems. The presentation covered the objective of the report, the mission of the Regional Bus Subcommittee, and stakeholders in the Committee. The history of bus transit in the area was then reviewed, starting with the establishment of Metrobus and the introduction of bus service by the local jurisdictions to meet new needs for service. Ridership and cost information for Metrorail, Metrobus, Local Bus and Commuter bus were reviewed, looking at both the 2009 snapshot and at trends over the past ten years. It was emphasized that local bus systems carry almost one-third of bus ridership in the region, or in other words are together are approximately half the size of Metrobus.

The presentation then reviewed recent accomplishments by bus systems in the region, including investment in new vehicles and alternative fuels, as well as bus stop and customer information improvements. Current challenges for bus systems include capacity constraints, especially at garages, and traffic congestion, even while under financial straits. Lastly, the activities and next projects of the Regional Bus Subcommittee were reviewed.

Mr. Srikanth thanked Mr. Overman for presenting a much more comprehensive picture than previous briefs, and indicated the presentation was ready for TPB. However, he suggested that more of the bus system accomplishments and challenges be included in the memorandum.

Mr. Biesiadny focused on the cost graphs, indicating that the significant increases in costs shown could be taken out of context without the information in the brief, such as

inflation, expansion to meet demand, and other factors. He would like to see these factors included in the PowerPoint slide to ensure that viewers take heed.

Mr. Verzosa mentioned that the reason CUE ridership is down in 2009 is because of the newly instituted George Mason University shuttle service taking some of the customers.

Mr. Orleans suggested that a more comprehensive study should be done of transit agencies in the region, including costs and structure. Mr. Overman responded that the planned update for the *Moving Forward* brochure would have some of this information.

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

Mr. Meese reported, referring to a handout. The handout was a draft PowerPoint presentation developed for the MATOC Steering Committee and reviewed at its August 17 meeting, in preparation for the MATOC briefing at the September 15 TPB meeting. A slide on the history and purpose of MATOC was to be added.

TPB has requested to be updated on the MATOC Program every two months. This month's presentation was proposed to emphasize that MATOC was now firmly established at its ongoing home at the University of Maryland, with committed funding (unchanged from the total of approximately \$1.1 million discussed at the July TPB meeting) sufficient to cover the MATOC core program. The University has developed and the MATOC Steering Committee has reviewed a draft FY 2011 work program for MATOC that describes the activities to be accomplished under the committed funding, with proposals for additional activities should additional funding be made available to the program.

Following the recommendation of the MATOC Steering Committee, staff invited U.S. Representative Moran, who sponsored the original federal grant supporting the establishment of MATOC, to come to the September 15 TPB meeting. This would provide an opportunity for Representative Moran to speak to the TPB, and for the transition of MATOC from its inaugural period to its being firmly established as an ongoing entity, supported through the states, to be acknowledged. Staff was still waiting to hear back from the Congressman's office on his potential attendance.

In response to comments from Mr. Erenrich, Mr. Meese agreed to work with the MATOC Steering Committee and consultant staff to add information on MATOC's transportation coordination activities during the September 1 Discovery Communications headquarters incident in Silver Spring.

**8. Briefing on the COG Grant Application to the Department of Housing and Urban Development (HUD) Sustainable Communities Planning Grant Program**

Mr. Mataya briefed the Committee about the HUD Sustainable Regional Planning Grant proposal. The regional proposal was submitted to HUD on August 23, 2010 and as of the date of this presentation and release of these meeting minutes, HUD has not announced a date for when grant awards will be announced. The proposal was for the maximum grant amount of \$5 million and designed to produce a regional plan for sustainable development that would build on the goal setting process of Region Forward and prioritize regional infrastructure investment in housing, transportation and the environment.

The proposal provided a revised approach for updating regional activity centers map through a process that would identify specific elements such as affordable housing, transit, green infrastructure needed to transform regional activity centers into Complete Communities. A key component of the planning approach would include using Region Forward to prioritize missing elements in regional centers and use these to better define regional priorities for competitive grants from HUD, DOT, and EPA.

To assist in completing the Regional Plan, the TPB committed up to \$150,000 as part of a project match and if the grant is awarded is expected to receive \$300,000 in return for staff time to assist with the planning effort. Mr. Mataya explained that the proposal was designed to build on and complement the next steps approved in Region Forward and if the grant is not awarded, MWCOG will still be committed to completing these next steps, just in a more incremental fashion.

**9. Briefing on the Draft Update of the Bicycle and Pedestrian Plan for the National Capital Region**

Mr. Farrell spoke to a PowerPoint on the bicycle and pedestrian plan for the national capital region.

Mr. Kirby noted that it would go the TPB in October. Mr. Mokhtari asked if the percentage of transportation funds expended on pedestrian and bicycle projects during 2006-2010 could be calculated. Mr. Farrell replied that only 32 of the projects completed had a cost attached; the other were subsumed within larger projects, or simply had no cost provided.

Mr. Biesadny suggested that the bullet on slide 16 showing that bicycling grew in the inner suburbs should be expanded upon and made more specific. Mr. Farrell replied



that more details were available in the report, but agreed that the slide should be made more explicit.

Ms. Backmon suggested that the regional bicycle and pedestrian plan include a discussion of the State Bicycle Policy Plan update for Virginia, scheduled for September 17<sup>th</sup>.

#### **10. Briefing on the Round 8.0 Cooperative Forecasts**

Mr. DesJardin, COG's Director of Community Planning and Services, presented a PowerPoint presentation on the Round 8 Forecasts. Mr. DesJardin stated that the Metropolitan Development Policy Committee (MDPC) approved the Forecasts in January for use in the Air Quality Conformity Analysis of the TIP and CLRP. He stated that the Forecasts are based on new national and regional econometric forecasts and were compiled for the new 3,722 TAZ system. He also stated that the Round 8 Forecasts will become part of the basis for revising the Regional Activity Centers maps and data later this year.

Mr. Erenrich asked when the Forecasts would be officially adopted. Mr. DesJardin stated that the COG Board would approve the Forecasts in November, concurrent with TPB's action to approve the results of the Air Quality Conformity Analysis.

Mr. Biesiadny suggested that the presentation could benefit from additional conclusions concerning the implications of the Forecasts.

Mr. Kirby recommended that the TBP be briefed on the Forecasts during their October meeting.

Mr. Srikanth suggested that the forecasts should be compared with the goals of the Vision and prior Activity Centers work to measure the region's success at concentrating growth.

#### **11. Briefing on the Final Draft 2010 Congestion Management Process (CMP) Technical Report**

Mr. Meese reported, referring to a handout memorandum and copies of the full report. This report had been deferred from the June and July Technical Committee meetings due to time constraints; the report was unchanged from the earlier distributions. The memorandum described the comments received on the report during the comment period, with staff responses. Mr. Meese stated that the comments and responses were

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all straightforward and had been addressed appropriately. He noted that information from this technical report will inform the CMP element to be included in the new CLRP later this fall. Mr. Meese acknowledged the work of the key staff person on the CMP, Mr. Pu, and all others who contributed.

Because of interest expressed by the Committee at previous meetings, Mr. Meese raised a side note that previously unavailable CMP-related vehicle probe data for a number of roadways in Maryland were anticipated to become available later this fall when the Maryland State Highway Administration was expected to finalize a statewide data purchase from the private provider. Afterward, TPB staff will incorporate those data into the CMP analysis.

Mr. Kirby noted that this report's focus was topical, relating to national-level discussions of performance-based planning. These discussions anticipated that the upcoming new authorization of the federal transportation program would emphasize performance-based planning and performance measures. TPB staff recently submitted an article to the Association of Metropolitan Planning Organizations (AMPO) describing our vehicle probe data analysis. The vehicle probe data sets, since they are 24/7, for the first time allowed us to regionally analyze indicators such as seasonal or daily variations in congestion, and will be helpful in strengthening our performance-based planning.

Mr. Verzosa announced that without objection, the Technical Committee accepted the 2010 CMP Technical Report as final.

**12. Update on the Draft Report on the Financial Analysis for the 2010 CLRP**

Mr. Reno of Cambridge Systematics, Inc. delivered a PowerPoint presentation to the Committee on the key issues and results from the draft report on the financial analysis for the 2010 CLRP. He explained that the financial analysis reviews and updates projected transportation revenues and costs for operating, maintaining, and expanding the regional transportation system through 2040. He said that all of the necessary financial forecast data from the DOTs, WMATA and local jurisdictions had been received and summary tables were being prepared for the final report.

He presented a summary of the overall revenue and expenditure picture in year of expenditure (YOE) dollars through 2040. He noted that the highway expenditures have been constrained by postponing or deleting several highway projects in Virginia and Maryland. He said that the transit expenditures exceed the revenues because WMATA rehabilitation needs post 2020 are not provided with the full capital match, so the continuation of current Federal aid for WMATA rehabilitation after 2020 is not assumed for a total unfunded YOE amount of \$7.5 B. He pointed out that as in the past this can

be addressed by applying the transit ridership constraint to or through the core area at 2020 levels.

He also explained that the forecasts of District of Columbia operating revenues are short of funding WMATA's long term subsidy estimates by about \$5.6 B through 2040. He said that this issue needs to be addressed by the parties, and it may be necessary to consider applying a transit ridership constraint.

Mr. Reno gave the schedule and said that the financial working group would receive the full draft report for review September 17 with comments due September 30. He would present the report to Technical Committee on October 1, and it would be released for public comment October 14. He would brief the TPB on the key findings of the financial analysis on October 20.

Mr. Kirby commented that the WMATA capital funding issue has been addressed by a transit ridership constraint in the CLRP since 2000. He noted that the COG and Board of Trade Task Force on WMATA Governance is also looking at the funding and cost challenges facing WMATA.

Mr. Srikanth thanked Mr. Reno and Mr. Bhatt for their assistance with the financial analysis. He commented that he was hopeful that the DC operating funding shortfall could be resolved by the parties.

Mr. Miller announced that DDOT and WMATA staff would meet with TPB staff and consultant staff in the next week to review the operating cost and revenue forecast assumptions.

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

Mr. Randall gave a quick oral update on the TIGER Bus Priority project. A TIP Amendment has been submitted by DDOT for Federal review. Meanwhile, COG revived the template for the TIGER Grant Agreement from the FTA in July, and staff are currently working to resolve legal and project management questions, in cooperation with COG and FTA counsel. The project is also being entered into the FTA's TEAM project management system, which is another requirement before the grant can be finalized.

To assist with project management, COG plans to hire a consulting firm. An RFQ conference was held last week and initial qualifications from firms are due September 17th. Given the many tasks remaining, it appears that the grant agreement will not be

signed until the end of October. In the meantime, COG will be holding a project owner teleconference in the near future to discuss some of the project issues. Finally, it was announced that Mr. Canan is leaving COG to take employment elsewhere, and he was given best wishes by attendees.

**14. Other Business**

At the beginning of the meeting Mr. Kirby informed the Committee that the DC Office of Planning had requested being added to the Technical Committee as a voting member. Mr. Kirby said that with the Committee's permission he would inform the TPB of this request at its September 15 meeting and it would be asked to approve adding the new member.

**15. Adjourn**