

Agenda

1. Begin Meeting
2. Brief Summary of Planning Board Agenda
3. Presentation and Discussion by MTA
4. Looking Ahead
5. End Meeting

Master Plan Advisory Group (MPAG) Members: Phil Alperson, Michele Cornwell (Alt. - Ed Asher), Pat Baptiste, Veda Charrow, Eric DeVaris, Tony Hausner, Jonathan Jay, Laurie Kelly, Byrne Kelly, Caleb Kriesberg, Bill Mellema, Anne Martin, Andy O'Hare, Bill Mellema, Ted Power, Karen Roper, David Saltzman, Web Smedley (Alt. - Harry Sanders), Todd Solomon, Judy Tso, Mier Wolf, Rob Rosenberg, Fred Schultz, Karen FitzGerald, Sue Knapp, Chris Richardson, Lisa Fadden (Alt. – Gigi Godwin)

Absent Members: Marcy Fisher, Clay Harris, Rob Lanza, Mike Marsh, Peter Gray, and Joe Rodriguez

Others: Tom Autrey (Staff), Katherine Holt (Staff), Greg Benz (PB), Mike Madden (MTA), Pam Browning, Joe Cosentino, Ezra Greenberg, Elizabeth ?, Tina Slater, Joe Cholka, James Riley, Terri Mannarini, and Angela Fedi

1. Meeting Began

Tom Autrey began the meeting at 7:10 pm.

2. Brief Summary of Planning Board Agenda Item Of January 17, 2008 Related To Purple Line Functional Master Plan Purpose and Outreach Report and DEIS/AA Circulation or Review Period (5 Minutes)

The staff summarized the action taken by the Planning Board at its January 17, 2008 meeting. Specifically, the Planning Board approved the final version of the Purpose and Outreach Strategy Report and also forwarded a request to the Maryland Department of Transportation to provide a minimum of 90 days to review the Purple Line Draft Environmental Impact Statement that is due to be available this spring.

3. Presentation and Discussion – Ridership Forecasting / Travel Time / FTA Ratings Process (Balance of Meeting)

Greg Benz of the MTA Project Team presented an overview of the methodology used to forecast ridership and estimate travel time for the various alternatives under consideration.

A copy of Mr. Benz's presentation will be made available on the project web site at:

<http://www.mcparkandplanning.org/Transportation/projects/bicounty.shtml>

A representative sample of the issues covered as questions were posed is presented below:

Page 6 of the presentation, what does trips mean?

A trip consists of an origin and destination. For example, traveling from home to work is one trip. Traveling from home to work and from work to home is two trips.

How many trips is it if you go from work to the red line to the green line to home?

There is one trip (from work to home) but two boardings (one on the red line and one on the green line).

The information on households and jobs is estimated data. How do you obtain 2030 data?

The data is approved by the Council of Governments (COG). The COG gets the estimates from the local governments – in this case, the Montgomery County and Prince George's County Planning Departments.

There are variables in the projections and there is risk when there is variation in data. Which variables have the highest risk, the nature of the risk, and the highest variable?

The population and employment forecasts do not have a large risk in this area. The model has been around for while, therefore, there is low risk. However, other locales may have a relatively higher risk in their forecasts if they are using new models. The demographic forecast for this model is the same used by the Metropolitan Planning Organizations (MPOs). The COG provides the staff for the MPO - i.e., the same demographic estimates are used for transportation planning (which the MPO deals with) and other planning applications (which the COG would be more likely to handle). Land use forecasts were adopted at the local level by each jurisdiction.

Do the projections from the county include unwanted and neighborhood development? It would seem important to know the specific assumptions for the areas along the Purple Line alignment(s).

The research team in the county compiles all of the data and shows a percent growth over time for development. The land use or demographic estimates is based upon adopted Master

Plans and subsequent development approvals. The staff will provide a summary of the assumptions for the traffic zones along the alignment.

Page 7 of the presentation, does the no build option in Bethesda include CLRP transit improvements?

No. The "no build" option does not include the Purple Line. The adopted (Financially) Constrained Long Range Plan (CLRP) includes the Purple Line between Bethesda and Silver Spring.

Page 8, what is a TAZ?

A traffic analysis zone (TAZ) is a geographic area with comparable number of residents with generally consistent land uses. It is bound by logical boundaries such as natural features or major roadways. A TAZ needs to be small enough zones to measure differences and as a result is usually smaller than census tracts. Socio-economic data is group by TAZ.

Page 9, what is Synchro and Vissum?

These are commercial names of software used in analyzing traffic operations along a specific roadway or corridor.

Page 10, have you ever validated a before and after for low, medium, and high?

The Federal Transit Administration (FTA) is now requiring this to occur. Mr. Bentz cited Houston as an example. The ridership projections were 43,000 for the year 2020 and the ridership numbers for the system for the year 2007 is around 49,000. All of the New Start projects are required to provide follow-up information on how the forecasts compare with actual ridership.

Page 11, the travel time tables are based on average travel time. Does this table show the latest version for model travel times?

This table is not the latest version. In the third line, medium/high times are rounded to the nearest minute, which is why they are the same. The actual time may be different by seconds. These numbers will be revised in the DEIS/AA report.

The design and layout for the alignment from Silver Spring to Takoma-Langley Crossroads is not determined, which is a huge variable. It seems that this would affect the high, medium,

and low options and would be interesting to see the differences in the model for shared lanes, lanes with left turns and dedicated lanes.

The project team will be provided a visual computer simulation of the operation at grade on Wayne Avenue in the near future.

How does cost, travel time, and ridership compare to other projects approved by FTA?

We think right now that this project is comparable for the stage we are at in the process. We do not have cost effectiveness numbers at this point and that is, of course, an important factor in determining how you compare with other projects.

Houston decided to have light rail transit. Is rail bias factored into the model?

There is a constant or factor that is included in the model at the regional level. You cannot borrow this constant from another area - such as San Diego using Houston's constant, which was done at one point. A mode specific constant cannot be used to generate a higher user benefit. In summary, there has to be a very clear historical basis to include the constant.

Page 13, why does the TSM (Transportation System Management) alternative not have ridership data?

The forecast was not done at the time the table was created. However, the forecast is completed and will be presented in this table when the table is revised.

Page 14, what is alighting?

It is when someone gets off of a train.

Does ridership estimates include BRAC?

The estimates do not include the Navy Medical Center. However, this will be looked into since the Draft Environmental Impact Statement (DEIS) for BRAC was released with traffic projections. Most of the traffic shown in the DEIS comes from the north and from the west.

Is the White Oak FDA in the model since it will be in place in 2011 prior to the Purple Line?

This development is in the model.

There is a large population of people who do not own cars in the Takoma/Langley Crossroads area and have a unique demographic compared to other areas along the potential alignments. Does the model take into consideration user access such as buses, biking, or walking?

Yes – the model takes into consideration access time, as well as auto-ownership and availability of alternative modes of travel.

4. **Looking Ahead**

February 2008

Vehicle Types

Funding Issues/Profile

Cost Estimation

Capital Crescent Trail Specifics

Outreach

March 2008

Operating Profile

Potential Field Trip

Other Systems Comparison

Outreach

5. **Upcoming Meetings**

As a reminder, the tentative upcoming meeting dates are:

February 19, 2008

March 18, 2008

April 15, 2008

6. **Meeting End**

The meeting concluded at 9:20 pm.