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**TPB TECHNICAL COMMITTEE  
MEETING RECAP**

September 10, 2021

**1. WELCOME, VIRTUAL PARTICIPATION PROCEDURES, AND MEMBER ROLL CALL PROTOCOL**

Staff described the procedures and protocols for the virtual meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

**2. APPROVAL OF THE JULY 9, 2021 TECHNICAL COMMITTEE MEETING RECAP**

There were no questions or comments regarding the July Technical Committee meeting. The meeting recap was approved.

**ITEMS FOR THE BOARD AGENDA**

**3. REGIONAL CAR FREE DAY 2021 PROCLAMATION**

Ms. Morello, Chair of the 2021 Car Free Day Steering Committee, briefed the Committee on activities related to the Car Free Day event scheduled to occur on September 22, 2021. She provided context for the event, which originated in Europe and has been observed regionally on September 22nd in the National Capital Region since 2008. The event is targeted toward individuals who ordinarily travel by Single Occupant Vehicle (SOV) and encourages them to try alternative forms of transportation for a day by going car free or car-lite, which include transit, bicycling, scootering, walking, teleworking, carpooling, and/or vanpooling. Commuter Connections promotes the event every September through various mediums including social media, internet radio, traditional radio, jurisdictional events, website articles, transit signage, and the Capital Area Car Free College Campus Challenge. Participants are asked to “take the car-free pledge” at [carfreemetrodc.org](http://carfreemetrodc.org); lucky pledgers may win one of several prizes as part of a raffle. All pledgers receive a \$30 gift.

The TPB will be asked to sign a proclamation at their September meeting declaring September 22, 2021 as Car Free Day throughout the region. The proclamation encourages individuals travelling within the region to take the pledge to be Car Free or Car-lite and asks TPB member jurisdictions to adopt similar proclamations in support of Car Free Day.

There were no comments or questions following the presentation.

**4. TRANSIT WITHIN REACH**

Mr. Swanson introduced the Transit Within Reach Program, a new technical assistance program set up to fund design and preliminary engineering projects to help people walk and bike to or from bus stops, train stations, or other transit. While more than half of the region’s job growth over the next decade is expected to be close to high-capacity transit, transit often is not within reach for people who walk and bike. Given TPB’s aspirational initiative to improve walk and bike access to transit and adoption of TAFAs, high priority locations for improving access to transit, TPB staff recognizes the current time as most appropriate to advance such projects into design.

The program went through its first solicitation over the summer. The program received six applications requesting a total of \$474,000. A total of \$250,000 was allocated to the program from the UPWP Technical Assistance Regional Transit Account. The selection panel met in August and recommends three projects be funded.

Ms. McCall described the projects recommended for funding: the City of Manassas’ Preliminary Design for a New Shared-Use Path Connection within the Broad Run Transit Access Focus Area, Montgomery

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County's Preliminary Engineering of Walter Johnson Shared-Use Path Connection to the Germantown MARC Station, and Prince George's County's Suitland-Silver Hill Neighborhood Pedestrian and Bike Access Improvement Project. Staff will present the recommendations to the Board on September 22<sup>nd</sup>. Once the Board provides approval, staff will begin the consultant selection process.

Mr. Malouff asked for clarification on the number of applications. In total, six applications were received.

Mr. Phillips stated that he was pleased to see the program getting up off the ground and funding projects that will make a difference. He expressed support for the project at the Suitland Metro Station; on behalf of WMATA, he hopes that there will be a focus on the Silver Hill crossing, which he thinks is the primary safety consideration and also provides the direct link to transit.

## **5. COG BOARD RETREAT**

Mr. Srikanth said that the COG Leadership Retreat took place in July 2021. He said that participants discussed ways to prioritize High-Capacity Transit Station Areas (HCTs) and Equity Emphasis Areas (EEAs) throughout the region. The COG Board will consider two resolutions at the October meeting to adopt regional and local mechanisms for optimizing land-use around HCTs and EEAs throughout all of COG's planning. The first resolution builds on TPB work identifying EEAs. The second relates to HCTs. Details about the two resolutions can be found with the meeting materials.

Mr. Phillips said he expects everyone would support these resolutions.

Mr. Brown said he is confident that board members from Loudoun County would support the resolutions. He added that the resolutions are consistent with work that the county is doing. He asked if there was a discussion about how to track progress.

Mr. Srikanth said that after the COG board discussion the sense was that the local jurisdictions would adopt similar resolutions.

Ms. Williams said these resolutions fall in line with work underway at DRPT. She said they are working on a transit equity and modernization study that focuses on the development of equitable and modern transit networks in Virginia.

Mr. Nampoothiri said that NVTA's Transaction plan update has equity, safety, and resiliency as core values. He said these two resolutions are a good match for work going on in the region.

Mr. Erenrich asked about language in the HCT resolution about COG committees and staff should discuss strategies to optimize land-use and transportation systems. He asked how is the done. He said that the planning directors committee doesn't meet with the Technical Committee. He suggested that the two committees be required to meet and take the climate mitigation study into consideration. He said that these resolutions are good, but they need an action plan and next steps.

Mr. Srikanth said that everything the TPB does related to transportation and land-use is shared with the planning directors committee. He described how TPB staff briefed the planning directors and how that has influenced housing targets. He said it is useful to focus on the gaps in coordination at the local level.

Mr. Erenrich said that there is going to be a lot of talk about greenhouse gasses and how to meet targets. He said that land-use has the biggest impact on VMT reduction. He asked for aggressive land-use scenarios that are develop in coordination with the planning directors and the Technical Committee.

Mr. Srikanth said that the region has been conducting land-use scenarios for a long time. He suggested that the scenarios won't make a difference unless the Cooperative Forecasts reflects those scenarios. He said the planning directors cannot unilaterally make the decision to do that.

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## 6. TPB CLIMATE CHANGE MITIGATION STUDY

Mr. Moran, TPB's Program Director for Travel Forecasting and Emissions Analysis, delivered some introductory remarks. He noted that, at the beginning of the year, TPB staff began the TPB Climate Change Mitigation Study of 2021 (CCMS) with the goal of identifying potential pathways for the region to reduce on-road, transportation-sector greenhouse gas emissions to meet regional greenhouse gas (GHG) reduction goals associated with 2030 and 2050. The study is divided into two phases: Phase 1, conducted by TPB staff, was a review of past work conducted by both TPB and COG regarding climate change mitigation. Phase 1 concluded with a report, dated March 2, 2021, documenting major findings from the past TPB and COG studies. The findings from that report were presented by TPB staff to the Technical Committee in February, and to both the TPB and the Climate, Energy and Environment Policy Committee (CEEPC) in May.

Mr. Moran noted that Phase 2 of the CCMS is a technical analysis/scenario study conducted by ICF, COG/TPB's transportation planning on-call consultant. Michael Grant, of ICF, made a presentation to the Technical Committee in April regarding the CCMS work plan. The ICF scenario study began with a literature review of climate action plans and strategies to reduce transportation sector GHGs. Michael Grant made a presentation to the Technical Committee in June regarding the literature review findings. The literature review report was subsequently finalized and shared with the Technical Committee and the TPB in July. ICF recently finished a technical memo, dated August 25, that lists the scenarios to be analyzed for the study. This memo was emailed to the Technical Committee on August 27 and is the focus of today's presentation.

Mr. Moran then emphasized two points:

- 1) Given that the report is due to the TPB in December, the consultant only has three months to complete the scenario analysis.
- 2) There will be limited opportunities to explore different combinations of strategies. Based on the prior experience of ICF and TPB staff, and literature reviews, the consultant team has developed 10 different scenarios with ambitious levels of implementation. TPB staff agree with the consultant that the proposed scenarios will help answer questions posed by the TPB in 2020. Comments on the scenarios proposed for the analysis are due to TPB staff and the consultant team by September 15.

The presentation was given by Mr. Grant, who spoke from a set of presentation slides. The presentation covered the following topics: 1) Key analysis steps in the study; 2) Pathways for reducing transportation GHG emissions; 3) Top-down analysis scenarios; 4) Proposed scenarios for analysis; 5) Electricity grid sensitivity analysis; 6) Tools and models for analysis; and 7) Implications and next steps.

Comments and questions were submitted both orally and via the WebEx chat box. Below is a summary of those comments and questions. Comments and questions have been paraphrased and edited for clarity and readability.

Mr. Erenrich advocated for looking at strategies that would maximize use of non-motorized travel for short trips under three miles with micro-mobility, e-scooters, e-bikes, bikes, and walking. He also noted that it should be evaluated whether the planned land use growth could be accommodated or if it should be slowed down ("Can 2045 growth be extended to 2050 without adding population and employment?") and advocated for adding additional growth to the High-Capacity Transit Areas (about 95%). In conclusion, he suggested considering the impacts of a reduction in car ownership and household size as factors in reducing GHG emissions. Mr. Malouff, Arlington County, noted that he would strongly object to restricting overall growth in the region, noting that this type of a strategy "pushes growth outward to places that produce more pollution per capita, and results in an even more extreme housing supply/demand imbalance."

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Mr. Moran acknowledged that TPB staff had received the following written comments: Bishop, Zack (Prince George's County Department of Public Works and Transportation). Letter to Mark S. Moran (TPB staff) and Michael Grant (ICF). "Feedback and Comments – TPB Climate Change Mitigation Study Technical Memo: Scenarios and Associated Greenhouse Gas Reduction Actions," September 10, 2021.

Ms. Slesinger suggested conducting an additional top-down analysis to understand what VMT levels would be necessary to meet the goals assuming more moderate assumptions of electric vehicle (EV) adoption ("for 2030 - 34% of cars are full EVs or plug-in hybrid EVs per the COG climate plan EV adoption goal?"), and Mr. Mark Phillips, WMATA, supported this suggestion. Ms. Slesinger also recommended that, while recognizing that it seems challenging to even achieve COG's 2050 target, the report could recognize the Intergovernmental Panel on Climate Change's assessment that "we need to actually achieve carbon neutrality by 2050 to prevent the most severe impacts of climate change."

Mr. Srikanth agreed with Ms. Slesinger and noted the approach to this study is to recognize the seriousness of the issue and to take the region's climate change goals seriously, and that the scenarios are designed to "reflect what GHG reductions we can achieve, consistent with our goals, with the most aggressive levels of outcomes on multiple fronts - not really constraining the assumptions with how hard these would be to implement."

Mr. Srikanth asked the meeting attendees to review the strategies and note if any have been left out and whether levels of implementation may need to be modified. Mr. Srikanth concluded that staff "are severely constrained by time, funding, and tools (that can be used within the time and money) to explore every combination of strategies and outcomes."

Mr. Erenrich asked how the 2050 analysis would be conducted, given that current land use forecasts extend to only 2045, and whether car ownership and household size could be modified in the scenarios, since they are major factors in influencing behavior based on recent surveys. Mr. Erenrich added that it would be good to know how much the land use would need to change in order to meet the goals (with land use being the other side that TPB does not control).

Mr. Grant explained that the 2050 land use would be based on extending the growth trajectory up to 2045 all the way to 2050, to reflect additional development in 2050. He further added that changing auto ownership rates and stopping growth would not be a part of this analysis, but that scenarios would look at reallocating growth across the region and adding households to the region to reduce trip lengths.

Ms. Calkins recommended restructuring the scenarios in a different way to reflect a more likely order of implementation, or the way that these policies would likely play out. Understanding that these may not be the actual pathways forward, Ms. Calkins recommended first looking at the MS.1 Scenario, then layering the roadway pricing on top of that to create the MS.2 Scenario (mode shift plus roadway pricing scenario), and then following that up and layering the amplified mode shift / aggressive transit assumptions on top of the new MS.2 Scenario to create the MS.3 scenario, rather than the current layering order of MS.1, MS.2 (aggressive transit), and MS.3 (where MS.3 includes aggressive transit and roadway pricing). She added that the MS.1 + Roadway Pricing may be the most realistic scenario to implement politically, and that it would be good for the policymakers to be able to evaluate what this combination will get them. Mr. Grant noted that the study team would consider different ways of layering the scenarios. Mr. Srikanth said that he agreed that there are many different ways to combine the scenarios, and that the top-down scenario analysis was very sobering in informing us that there is a sense of urgency about every strategy, and that we may not have the luxury to take actions incrementally.

Mr. Phillips thanked the TPB staff and ICF for being responsive to requests and conducting the top-down analysis, particularly examining the impacts of the VMT-only scenario. Mr. Phillips noted that seeing these numbers in black-and-white was jaw-dropping (and Ms. Calkins agreed via chat). He subsequently recommended moving the TPB briefing on CCMS Task 4 from September to October to allow additional time for review of the proposed scenarios. He also commended the TPB staff/ICF team on doing a great

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job on crafting the scenarios. Mr. Srikanth noted that although additional scenarios could be constructed, due to the project schedule, the TPB briefing on Task 4 will need to take place in September. He further added that constructing additional scenarios with multiple other combinations of strategies that would get us to meet the GHG reduction goals would be challenging schedule wise. Mr. Srikanth emphasized that staff have limited time and resources for the analysis and encouraged the participants to 1) comment on whether any strategies, within the 10 scenarios, are missing, and 2) note whether the implementation levels of strategies should be adjusted (along the lines of what Ms. Calkins was suggesting). Mr. Srikanth further explained that staff are not considering political feasibility of strategies and are trying to answer the question – “What Does It Take?” – and would plan to present this information to the policymakers. He concluded by noting that the way the identified strategies will be implemented may vary by jurisdiction.

## INFORMATION ITEMS

### 7. CONNECTED AND AUTOMATED VEHICLES – UPDATE ON RECENT ACTIVITIES AND REVIEW OF DRAFT REGIONAL PRINCIPLES

Mr. Meese presented, referring to a memorandum, attachment, and presentation included in the meeting materials. As background, Mr. Meese noted that Visualize 2045 (approved in 2018) included only limited information on the potential impacts of future CAVs. To strengthen our understanding of CAVs in preparation for the 2022 update of Visualize 2045, TPB activities have included webinars and a consultant-developed white paper. Among the white paper’s recommendations was to develop regional CAV principles.

Staff recently developed a set of draft CAV principles, presented to the Technical Committee for the first time at this meeting, following review at two recent meetings of the Systems Performance, Operations, and Technology Subcommittee. Further presentations were anticipated at upcoming meetings of the Access for All Advisory Committee and the TPB Community Advisory Committee, as well as returning to the Technical Committee for a second time. Based on feedback from the several committees, the principles were slated to be taken to the TPB for review and approval in the November/December time frame, for subsequent inclusion in Visualize 2045.

Mr. Meese noted staff’s approach to developing the draft principles, including modeling them after previous documents such as the policies in the 2016 Regional Freight Plan; brevity; emphasis on topics within TPB’s purview; “evergreen” principles that will not become outdated as technology evolves; and emphasis on outcomes rather than strategies or tactics.

Mr. Meese reviewed in detail the current draft list of seventeen (17) regional CAV principles, with descriptions and explanations for the reasoning behind the principles. The structure of the principles list was a single preamble: *“The deployment, use, or operation of Connected and Automated Vehicles (CAVs) in the National Capital Region should...”*, followed by each of the 17 statements. The draft list was subject to change based on further review and discussions of interested committees (a single-page list of the draft principles was provided in the mailout materials, in addition to the detailed slide deck). Staff welcomed committee participants’ comments at this meeting, or otherwise by email to Mr. Meese at [ameese@mwkog.org](mailto:ameese@mwkog.org).

Mr. Malouff recommended ensuring that these principles can reflect planning needs around service increases on macrotransit [in addition to the microtransit mentioned in the current draft principles] (due to lower operating costs sans drivers), and land use (e.g., on- and off-street parking demands). Mr. Meese agreed that staff would review these points and their coverage by the principles.

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## **8. STATE OF PUBLIC TRANSPORTATION REPORT**

Mr. Castañeda briefed the committee on the State of Public Transportation Report (SOPTR). Beginning with an overview of the purpose and sections of the report, as well as a discussion on the National Transit Database (NTD) data used throughout the report. He highlighted COVID-19 responses by transit providers including the use of A/B scheduling, new service plans for transit staff and expanded para-transit services that allow taxis to be used for essential goods deliveries.

Mr. Castañeda informed the group on the agency profiles section, noted the variations in funding sources across service provider and anticipated changes from 2019 and 2020. He also highlighted a few key accomplishments across the region including new customer-facing apps / app integration improvements, new routes / service changes, and the procurement of electric buses. Antonio also highlighted accomplishments across paratransit services and regional organizations including studies, grant programs, State of Good Repair replacements among others.

Mr. Castañeda noted major accomplishments in the region including the Blue/Orange/Silver Line Corridor Reliability and Capacity Study, route optimizations studies and bus priority policies, as well as TPB-specific accomplishments such as the kick-off of the long range transportation plan, electric bus roundtable and the transit access focus areas study, completed in July of 2020.

Mr. Erenrich commented two additional activities to include in the report: The MARC / VRE through routing market study & route restructuring activities for Metrobus and Ride On.

## **9. RECENT PROFILE OF MOTOR VEHICLE CHARACTERISTICS IN METROPOLITAN WASHINGTON - ANALYSIS OF 2020 VEHICLE REGISTRATION DATA**

Mr. Vuksan briefed the Committee on a Recent Profile of Motor Vehicle Characteristics in Metropolitan Washington based on the analysis of the 2020 Vehicle Registration Data. He noted that these data will be used in the 2022 Update to Visualize 2045 Air Quality Conformity Analysis, Greenhouse Gas Planning, and State Implementation Planning. In reviewing the data, Mr. Vuksan noted that while the rapid growth in electric and hybrid vehicles is encouraging, an older vehicle fleet and an increasing number of light duty trucks could lead to increases in mobile emissions. He also discussed implications of the COVID-19 pandemic on vehicle purchasing.

Mr. Srikanth emphasized some of the points that Mr. Vuksan made, noting that hybrid trucks are not as fuel efficient as their hybrid passenger car counterparts. Mr. Erenrich, Montgomery County DOT, noted in the chat that it looks like the number of vehicles per person or household has declined.

## **OTHER ITEMS**

### **10. OTHER BUSINESS**

#### **COG hybrid/in-person meeting status report**

Staff shared information about COG preparing to begin holding hybrid meetings. COG will send out notice regarding when members can attend meetings in-person. Information about vaccination requirements for COG staff was also shared.

#### **COG-wide printing policy reminder**

Staff informed the Technical Committee about the COG policy on meeting materials. Technical Committee members wishing for printed materials must send a request to staff prior to the meeting. Staff also noted that an RSVP system will also be put in place using the COG website for when hybrid meetings begin. A guide will be sent out to members to assist with the RSVP process.

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### **Revised 2023 and later model year light-duty vehicle greenhouse gas emissions standards**

Staff updated the Technical Committee on a letter of support from MWAQC, CEEPC, and the TPB regarding a proposal to strengthen the national greenhouse gas emissions standards for passenger cars and light trucks through Model Year 2026.

### **Resiliency study update**

Staff updated the Technical Committee on the status of the Resiliency study. The draft whitepaper and memo were shared with members and comments are due on September 15.

### **Visualize 2045 update – photo request**

Staff asked the Technical Committee to contribute photos for the plan update, especially photos of ongoing or recently completed projects. Photo submissions can be sent to Sarah Bond (sbond@mwco.org).

### **Aspiration to implementation outreach update**

Staff informed the Technical Committee about the Aspiration to Implementation event held over the summer. It was the 3<sup>rd</sup> activity in the series where staff placed signs around the region where the public could provide feedback about their experiences with the Aspirational Initiatives. Data was collected from around 450 participants.

### **Regional Roadway Safety Program – application reminder**

Staff informed the Technical Committee that the application period for the second round of the Regional Roadway Safety Program is open until October 12. To submit an application, go to the Regional Roadway Safety webpage. Any questions can be sent to John Schermann or Janie Nhan. Also, the September 16 freight subcommittee meeting has been rescheduled to October 21.

### **Materials from Organizational Awareness and Understanding of Scenario Planning Project**

Staff informed the Technical Committee about an internal project to help COG/TPB improve organizational awareness and understanding of scenario planning. Whitepapers were developed, questionnaires from peer MPOs were received, and a report on the two staff scenario planning workshops was made. The resources from this project are available online and a presentation will be made about it at the annual AMPO meeting.

### **CEEPC meeting to focus on electrification of light duty vehicles and buses**

Staff suggested that the Technical Committee listen in on this meeting from 10AM – 12PM on September 22 before the TPB meeting.

### **HCT map status update**

Staff informed the Technical Committee about the finalization of the proposal for the High Capacity Transit map status update. Initial outreach is expected to be beginning with the Regional Public Transportation Subcommittee.

### **Big Data**

Staff updated the Technical Committee that a report of the Big Data Evaluation will be available soon. Since the last update, staff has conducted additional outreach meetings with stakeholder agencies as well as asked Kimley Horn to evaluate a new data product that was not included in the initial report.

## **11. ADJOURN**

No other business was brought before the committee.

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## ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
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Mark Rawlings – DC DOT Kristin Calkins – DCOP Jason Groth – Charles County Mark Mishler – Frederick County Eric Graye – Montgomery County Gary Erenrich – Montgomery County Victor Weissberg – Prince George’s County Jennifer Slesinger - Alexandria Dan Malouff – Arlington County Malcolm Watson – Fairfax County Robert Brown – Loudoun County Chloe Delhomme – City of Manassas Sree Nampoothiri – NVTA	Patricia Happ - NVTC Dan Goldfarb – NVTC Meagan Landis – Prince William County Maria Sinner – VDOT Regina Moore – VDOT Ciara Williams – VDRPT Katherine Youngbluth - VDRPT Christine Hoeffner – VRE Nick Ruiz - VRE Mark Phillips – WMATA
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OTHERS / MWCOG STAFF PRESENT	
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Lyn Erickson Kanti Srikanth Tim Canan Andrew Meese Mark Moran Andrew Austin Charlene Howard Nicole McCall Dusan Vuksan Bill Bacon Jon Schermann	Nazneen Ferdous Eric Randall John Swanson Sergio Ritacco Leo Pineda Sarah Bond Stacy Cook Kyona Davis Jeff King Jinchul Park Antonio Castañeda
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