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**TPB TECHNICAL COMMITTEE  
MEETING MINUTES**

May 1, 2020

**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 APRIL 3, 2020 TECHNICAL COMMITTEE MEETING MINUTES**

There were no questions or comments for the minutes for the April Technical Committee meeting. The minutes were approved.

**ITEMS FOR THE BOARD AGENDA**

**3. DRAFT FINDINGS FROM THE MARKET ASSESSMENT FOR VRE-MARCH RUN THROUGH SERVICE**

Ms. McCall presented draft results of the Market Assessment and Technical Considerations for VRE-MARC Run-Through Service in the National Capital Region. The study was proposed by MARC and VRE staff in 2018 as a result of ongoing planning initiatives and infrastructure projects including the MARC Cornerstone Plan, Long Bridge Environmental Impact Statement, and track and station projects in Northern Virginia. Several events have occurred since COG/TPB's commitment to perform the study through the UPWP Technical Assistance Program that have made it even more timely, including Amazon's announcement that its second headquarters in National Landing. The project's objectives include: (1) identifying the potential market area for through service, (2) identifying the potential ridership of through service, and (3) identifying future planning considerations. COG/TPB hired an independent consultant, Foursquare ITP who was supported by R.L. Banks and Associates, to conduct the project.

Mr. Zalewski outlined the method used and results of the market assessment as well as considerations that will be important for further run through service planning. The study found that by 2030, 440,000 trips will occur in the run-through market and over 16,000 trips a day would be attracted to run-through service. Most trips would be produced in Maryland and attracted to destinations, predominantly work locations, in Washington, DC and Arlington, VA. The greatest demand was found on the corridor between Baltimore, MD and Alexandria, VA at 11,600 trips per day.

Ms. Soneji thanked TPB for collaboratively conducting the study and highlighting the potential of future MARC and VRE through service. A key takeaway from the travel demand analysis is that there is a latent demand for run-through service at existing stations. Some potential benefits of through service include: (1) encouraging more mixed-use development in some emerging markets, (2) connecting more jobs and housing by a one-seat ride which will make that commute more feasible for more people, (3) expanding capacity and supporting resiliency of the existing regional transportation network, and (4) relieving platform crowding and train storage constraints which could support expansion of commuter rail and Amtrak service. To capitalize on the potential benefits of through service, the region needs to work together to address the challenges of implementation. VRE looks forward to continuing collaboration with MARC and the region. VRE plans to include additional analysis of run-through service in its Long-Range plan effort and to evaluate the feasibility of such a service with respect to the future expansion of the overall VRE system

Mr. Nembhard noted that the study provides a valuable baseline for what potential run-through service might look like. MARC will use this information to evaluate existing resources and identify the gap between current service and run-through service.

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Mr. Srikanth suggested that the study team include the number of jobs and workers that would be connected by through service while documenting the results. This may indicate that there is a lot of latent demand. The study's ridership estimates for 2030 and 2040 could be interpreted as a base number of potential riders; run through service would likely be more attractive than the current service. This report clarifies that there is potential based on the jobs and workers connected and there are also some substantive considerations, including operation, mechanical, and capital, that will need to be worked through.

Mr. Phillips was curious about what information might be available from the study about how run-through service would shift the number of transfers to Metrorail.

Mr. Zalewski explained that while the study's results indicate the number of trips that would be attracted to L'Enfant with through service, the study does not provide insight on commute behavior after people leave MARC and VRE systems.

Mr. Nembhard noted that MARC has recognized the impact of through service to Metrorail transfers throughout this study; it will be important to evaluate how run-through service impacts Metrorail in the future.

Mr. Phillips suggested this could be included in a future analysis.

Mr. Edmondson noted that the study is a good start and it will be helpful to see how the concept evolves. A difficult aspect for future exploration is to determine how timing or other measures could allow for run-through service on the Brunswick line. The Brunswick line terminates on the wrong side of Union Station.

## **INFORMATION ITEMS**

### **4. SAFETY RECOMMENDATIONS**

Mr. Schermann provided a brief background of the events leading up to the commissioning of the regional safety study and recapped the findings of the crash data analyses that inform the recommendations. He noted that the consultant team was tasked with identifying a wide range of safety countermeasures that, if implemented across the region, would result in fewer fatalities and serious injuries. The specific recommendations for the TPB were developed from this list.

Ms. Beer spoke to a series of slides identifying dozens of safety countermeasures including their justification for inclusion, what agency or level of government is typically responsible for their implementation, and the potential role for the MPO in advancing them. These countermeasures were organized according to what aspect of roadway safety they address, including pedestrian crashes, intersection crashes, crashes along major arterials, crashes involving young drivers, and occupant protection.

Mr. Schermann then reviewed the preliminary recommendations for the TPB's consideration. The primary recommendation is to establish a regional safety program loosely based on the existing TLC program that would provide resources to member jurisdictions to help them identify safety issues and implement actions to address them. This could include assistance to help them analyze crash data, conduct more pedestrian road safety audits, and support additional enforcement activities among others. He also reviewed other preliminary recommendations including regional safety peer exchanges, a regional safety policy, promoting adoption of vision zero policies, additional enforcement, a regional safest driver contest, and others.

Mr. Weissberg noted that Prince George's County has adopted Vision Zero and that they focus on 6E's of safety, the traditional 4E's plus evaluation and equity.

Mr. Edmondson asked if recommendations included both adoption of Vision Zero and development of local roadway safety plans.

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Mr. Schermann clarified that the preliminary recommendations included both adoption of Vision Zero and development of local roadway safety plans in order to be supporting of a jurisdiction pursuing either approach.

Ms. Beer added that in many areas of the country jurisdictions are incorporating Vision Zero into their local road safety plans to good effect.

## **5. NATIONAL CAPITAL TRAIL NETWORK**

Mr. Farrell briefed the committee on the status of the National Capital Trail Network. At the February meeting, the Technical Committee noted a couple of significant deficiencies in the map. Since the time the data for that map was gathered, Montgomery County had adopted a new Bicycle Master Plan, and a lot of those routes were not reflected in the National Capital Trail. The second issue is that while there were routes identified in Loudoun County, The necessary metadata were not available to determine their eligibility for inclusion in the National Capital Trail, such as width and paved status.

Mr. Farrell said that since February he has worked with Montgomery and Loudoun County staff to fix those deficiencies. Routes were added from the Montgomery County plan and eligible routes from Loudoun County have been selected. Staff drafted new maps for both counties. The revised National Capital Trail map will be reviewed at the May 19 Bicycle and Pedestrian Subcommittee meeting and subsequently will be presented to the TPB Technical Committee.

Mr. Brown expressed his appreciation for the work of TPB staff.

Ms. Howard thanked Mr. Brown and the Loudoun County staff for their assistance gathering the new data.

## **6. UPDATE ON THE CONGESTION MANAGEMENT PROCESS TECHNICAL REPORT**

Mr. Meese said that development of the 2020 Congestion Management Process (CMP) Technical Report, the latest in a series of biennial reports published since 2008, was underway. It is anticipated that the draft report will be provided for review and discussion at the June 5, 2020 committee meeting, and acceptance of the final report (which is the last step in the completion of this technical report) at the July meeting. He said that a CMP is a requirement in metropolitan transportation planning. The official CMP component is wholly integrated into Visualize 2045, addressing this requirement, and approved by the TPB as part of the approval this long-range transportation plan. The stand-alone CMP Technical Report serves as a supporting resource document. The 2020 CMP Technical Report will be structured the same as recent reports, but advised by updated congestion data and CMP-related strategy information. Analyses will be through the end of calendar year 2019; more recent events, such as impacts of COVID-19, will have to be considered in separate or future documents, once more recent data become available.

## **7. VISUALIZE 2045 IMPLEMENTATION: SITE VISITS SUMMARY**

Ms. Cook presented an overview of a series of site visits to TPB member jurisdictions and agencies. This series of meetings was conducted to support the implementation of Visualize 2045, TPB's long-range transportation plan. She reviewed the objectives of the visits, highlighted common themes that were discussed during the meetings and presented ideas for potential activities that TPB staff might undertake to support TPB member jurisdictions and agencies. She sought input from the TPB Technical Committee as to which of the ideas presented might be most beneficial to TPB member jurisdictions and agencies, this input will help TPB staff prioritize its resources. The TPB Technical Committee did not provide any comments or other feedback during the opportunity provided.

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## **8. VISUALIZE 2045: QUADRENNIAL UPDATE SCHEDULE**

Stacy Cook provided information about the update of Visualize 2045, TPB's long-range transportation plan. The update is due in 2022. She presented an overview of key dates in the schedule related to project inputs, analysis, comment periods and comment response development. She also provided an opportunity for the TPB Technical Committee feedback on the information presented. The TPB Technical Committee did not provide any comments or other feedback during the opportunity provided.

## **9. 2019 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY: GENERAL FINDINGS**

Ms. Koudounas briefed the Technical Committee on the general findings of the 2019 Washington-Baltimore Regional Air Passenger Survey, which took place in October 2019 at the region's three major commercial airports: Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD). Key takeaways included: a survey response of 28.6%; an increase in local originating enplanements at all three airports; each airport had a dominant travel purpose (BWI: personal and vacation; DCA: business; IAD: school-related); transportation network companies (TNCs i.e. Uber and Lyft) were the dominant mode for those spending \$10-\$99 on their trip to the airport; and most air passengers spent \$1-\$24 at the airport (excluding parking).

Ms. Koudounas also highlighted the changes made to the 2019 survey instrument, ranging from the addition of short-term rental as a new origin option, to biking and walking as new mode options, to asking air passengers about: the cost of their trip to the airport, whether they carpooled, how much they spent while at the airport, and how they ranked the region's three airports (1-3).

Mr. Nembhard commented that it was interesting to learn that each airport has a dominant travel purpose.

Ms. Calkins asked if the private car cost accounted for folks that were being dropped off (versus those that parked at the airport).

Ms. Koudounas shared that the General Findings Report includes a table indicating what share (and total number of) passengers were dropped off at the airport. She also shared that the survey question asking about the trip cost to the airport specifies that this amount should exclude the cost of parking.

## **10. SAFER AFFORDABLE FUEL-EFFICIENT (SAFE) VEHICLES FINAL RULE FOR MODEL YEARS 2021-2026**

Ms. Morrow provided a preliminary staff assessment of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026. The rule was published in the Federal Register on April 30, 2020 and will become effective 60 days after that date. The final rule will primarily impact fuel economy and greenhouse gas emissions; however, it could, to a lesser extent, affect the ozone related emissions reductions of VOC and NOx that this region will need to meet federal standards for ozone. Staff are unable to determine the impact of the rule in our region until a new update of EPA's MOVES model is released.

Ms. Morrow said that the TPB Technical Committee and Metropolitan Washington Air Quality Committee's (MWAQC) Technical Advisory Committee (TAC) are being asked to review a draft version of a technical memorandum containing a preliminary staff assessment of the rule that will be sent to TPB, MWAQC, and COG's Climate, Energy, and Environment Policy Committee (CEEPC). The draft memo was included in the mailout. Comments are requested by May 7.

Mr. Walz discussed comments from MWAQC TAC member Maryland Department of the Environment (MDE) that were received after the mailout. The comments were in two main areas. First, MDE noted on page 5 of the memo that Maryland has been approved to join the other states in the legal challenge to

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the SAFE Vehicles Rule, but they noted that the filing has not been made, so Maryland has not formally joined yet. Second, MDE suggested that as a staff memo, they would like to see a recommendation from staff as to whether the committees should be taking additional action on this matter. He noted that this is a final rule, so there is not really any public comment period that is available to suggest any changes. He said that he and Mr. Srikanth have discussed what would be a role that the committees could take. They felt that in response to the request from MDE, they could add language to the memo that says that if TPB, MWAQC, and CEEPC wish to take action consistent with their previous joint positions related to this rule, they could direct staff to prepare a joint communication from the committees to the leaders in Maryland, Virginia, and the District of Columbia to encourage that they continue their efforts to provide for improved fleet efficiencies including any actions needed to continue to maintain or implement California's emissions standards that address greenhouse gases for motor vehicles.

## **OTHER ITEMS**

### **11. OTHER BUSINESS**

#### **Washington Regional Alcohol Program on TPB Agenda**

The Washington Regional Alcohol Program presentation that the Technical Committee received in April will be presented to the TPB in May.

#### **CAV Update**

The planned Connected and Autonomous Vehicle workshops have been postponed. TPB staff are planning a series of shorter focused webinars on the topic. The first of these workshops is scheduled for May 5.

#### **Street Smart**

The Street Smart typically has spring and fall waves of the campaign. The spring campaign has been delayed due to the public health emergency. Staff is working with the Street Smart advisory group to move the campaign to September 2020.

#### **Congressional COVID Letter**

At the April meeting the TPB discussed whether federal funding to support transit during the public health emergency is adequate. The board also questioned loss in revenue from farebox and toll sources. The TPB chair and vice-chairs worked with staff to draft a letter to the TPB's congressional delegation. The letter was sent on April 28. The letter was posted to the COG website and shared with the board.

#### **FAMPO Update**

Two actions were suggested by the last federal certification review. The first was to update the 2004 MOU related to the implementation of the "3 C" process for the TPB and FAMPO. The second was to execute a letter of agreement between the TPB and FAMPO that covers performance-based planning and programming. While FAMPO works to document their prioritization process, the TPB and FAMPO are focusing on updating the performance-based planning and programming agreement. FAMPO is planning to meet in May and will hopefully sign the agreement.

### **12. ADJOURN**

No other business was brought before the committee.

## ATTENDANCE

DC	<ul style="list-style-type: none"> <li>• Mark Rawlings (DDOT)</li> <li>• Kristin Calkins (DCOP)</li> </ul>
MD	<ul style="list-style-type: none"> <li style="width: 50%;">• Ronald Burns (Frederick County)</li> <li style="width: 50%;">• Gary Erenrich (Montgomery County)</li> <li style="width: 50%;">• David Edmondson (City of Frederick)</li> <li style="width: 50%;">• Victor Weissberg (Prince George's County)</li> <li style="width: 50%;">• Kari Snyder (MDOT)</li> <li style="width: 50%;">• Kyle Nemhard (MDOT)</li> <li style="width: 50%;">• Jamee Ernst (Takoma Park)</li> </ul>
VA	<ul style="list-style-type: none"> <li style="width: 50%;">• Jim Maslanka (City of Alexandria)</li> <li style="width: 50%;">• Meagan Landu (Prince William County)</li> <li style="width: 50%;">• Malcom Watson (Fairfax County)</li> <li style="width: 50%;">• Dan Malouff (Arlington County)</li> <li style="width: 50%;">• Robert Brown (Loudoun County)</li> <li style="width: 50%;">• Ciara Williams (VDRPT)</li> <li style="width: 50%;">• Sree Nampootheri (NVTA)</li> <li style="width: 50%;">• Sonali Soneji (VRE)</li> <li style="width: 50%;">• Dan Goldfarb (NVTC)</li> <li style="width: 50%;">• Christine Hoeffner (VRE)</li> <li style="width: 50%;">• Mike Lake (Fairfax County)</li> <li style="width: 50%;">• Betsy Massie (PRTC)</li> <li style="width: 50%;">• Paolo Belita (Prince William County)</li> <li style="width: 50%;">• Norman Whitaker (VDOT)</li> <li style="width: 50%;">• Darren Bean (SHA)</li> </ul>
	<ul style="list-style-type: none"> <li>• Mark Philips (WMATA)</li> <li>• Laurel Hamming (NPS)</li> </ul>
TPB/COG Staff	<ul style="list-style-type: none"> <li style="width: 50%;">• Kanti Srikanth</li> <li style="width: 50%;">• Dusan Vuksan</li> <li style="width: 50%;">• Lyn Erickson</li> <li style="width: 50%;">• Eric Randall</li> <li style="width: 50%;">• Tim Canan</li> <li style="width: 50%;">• Karen Armendariz</li> <li style="width: 50%;">• Andrew Meese</li> <li style="width: 50%;">• Stacy Cook</li> <li style="width: 50%;">• Mark Moran</li> <li style="width: 50%;">• Sergio Ritacco</li> <li style="width: 50%;">• Jon Schermann</li> <li style="width: 50%;">• Patrick Zilliacus</li> <li style="width: 50%;">• Nicole McCall</li> <li style="width: 50%;">• Mike Farrell</li> <li style="width: 50%;">• Abigail Zenner</li> <li style="width: 50%;">• Steve Walz</li> <li style="width: 50%;">• Arianna Koudounas</li> <li style="width: 50%;">• Andrew Austin</li> </ul>
Other	<ul style="list-style-type: none"> <li>• Katherine Youngbouth, DRPT</li> <li>• Andrew Zalewski (Foursquare ITP)</li> <li>• Pam Beer, Cambridge Systematics</li> </ul>