
**TPB TECHNICAL COMMITTEE
MEETING RECAP**

February 5, 2021

Materials referenced in the minutes can be found here:

<https://www.mwcog.org/events/2021/2/5/tpb-technical-committee/>

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 JANUARY 8, 2021 TECHNICAL COMMITTEE MEETING MINUTES

There were no questions or comments regarding the January Technical Committee meeting. The minutes were approved.

ITEMS FOR THE BOARD AGENDA

3. BRIEFING ON THE DRAFT FY 2022 UNIFIED PLANNING WORK PROGRAM

Ms. Erickson walked the committee through the draft Unified Planning Work Program document and highlighted several discrete activities that staff was planning to undertake in FY 2022. She described Table 1, Table 2 and Table 3 of the budget document, and said that there is about \$17 million available to complete the staff workload in FY 2022.

Ms. Erickson described Table 1 - the revenue totals are combined from 3 pots or buckets of funding. It's a combination of new money and old money: 1) new federal money, in this case FFY 2021; 2) there is old money that was allocated to us but was not spent (called prior unexpended, from the 2020 UPWP); and 3) the third bucket is money that won't be spent by the end of this FY, called "carry over" funding. Carry over is essentially "choice" funding, we can choose to roll it over immediately into the next FY, or we can wait 2 years to spend it.

Ms. Erickson said that Table 2 demonstrates the basic framework for how all of the work activities are organized. The ten core activities support the region as a whole, and are structured to follow the federal requirements, starting with the plan. In this table, each major work activity or "category" is identified, and how much is expected to be spent to complete the tasks identified with those activities. These tasks are detailed in the text in the document, and in the outline, which was provided last month. In FY 2022, there is less funding available for TPB since the federal appropriation is lower.

Ms. Erickson then described several of the planned activities as listed in the PowerPoint. Staff has also identified the proposed "Carry Over" funding and asked the Committee to review the memo that was provided. The Board will be asked to approve the carry over funding, the FY 2021 UPWP amendment, and the FY 2022 UPWP in its entirety in March.

4. BRIEFING ON THE DRAFT FY 2022 COMMUTER CONNECTIONS WORK PROGRAM

Mr. Ramfos stated that the draft FY2022 Commuter Connections Work Program (CCWP) is a part of the agenda packet for today's meeting and began briefing the committee on the document with a PowerPoint presentation. He said that there is a companion Strategic Plan for Commuter Connections that includes a mission statement. Commuter Connections provides multiple benefits and the coverage area for the program was also reviewed. Census rankings for carpool and transit show that the region is ranked at the top for both modes and new rankings will be available once results from the 2020 Census is tabulated. Daily program impacts for transportation and emissions as a result of the program were

reviewed along with the role of the program in the regional planning process, the cost effectiveness of the overall program, the proposed FY 2022 budget, and highlights of new activities within the program along with a review of next steps for the CCWP.

Mr. Ramfos said that the Commuter Connections Strategic Plan is updated annually and includes a definition of the region's TDM program. Local jurisdictions, employers and workers are all beneficiaries of the program. Reduced air quality emissions from less traffic congestion, improved goods movement and tourist travel, and recruitment and retention of employers are some of the realized benefits of the program. Employers can attract and retain employees through the provision of commuter benefit programs and workers experience less stress and see a decrease in their commuting costs which help create an improvement in their quality of life.

Mr. Ramfos described a map outlining the non-attainment area and showing both the Ridesharing and Guaranteed Ride Home (GRH) program service areas. Mr. Ramfos explained that the Commuter Connections program service area is much larger than the non-attainment area for commuters that use both programs. The Washington DC region ranks as one of the top urban areas in total percentage of carpoolers and transit users according to the US Census American Community Survey. Recently released impact measurements show that the Commuter Connections program reduces 137,000 daily trips and over 2.6 million daily vehicle miles of travel, and a half ton of NOx and about a half ton of VOC's.

Mr. Ramfos then stated that the major TDM component included in the region's federally required congestion management process (CMP) is Commuter Connections. The program also supports regional air quality goals and the program is shown in Visualize 2045, the TIP, and is also part of the TPB's Aspirational Initiatives. Impacts from the program also help contribute to the region's FAST Act performance measures and goals.

Mr. Ramfos said that the cost-effectiveness of the program was reviewed based on recently updated impacts as a result of the 2018 – 2020 Regional TDM Program Analysis Report and includes eighteen cents for every vehicle trip reduced, a penny for every vehicle mile of travel reduced, \$48K for every ton of NOx reduced, and \$63K for every ton of VOC reduced. There are additional regional Commuter Connections benefits including less air and noise pollution, a reduction in hours of delay, fuel savings, and improved health and safety which lead to better livability and quality of life. Regional cost savings generated for selected societal benefits of Commuter Connections were calculated as well. These program impacts generate about \$700K of daily cost savings across these societal benefits.

Mr. Ramfos said that the FY 2022 proposed CCWP budget was then compared to the FY 2021 CCWP budget and the resulting changes for each of the program elements was reviewed. There will be a 9 percent increase from the FY2021 budget due to an increase in data collection activities that will be implemented in FY2022. Mr. Ramfos explained that the FY2022 CCWP budget allocation consists of 31% of the costs for COG/TPB staff and overhead, 55% of the costs for private sector services, 8% of the costs for pass-thru to local jurisdictions, and 6% of the costs are for direct costs.

Mr. Ramfos stated that the FY 2022 CCWP has some new projects including a new federal grant from FHWA which was awarded to Commuter Connections this fiscal year called the Advanced Transportation and Congestion Management Technologies Deployment Program (ATCMTD). Projects in the Commuter Operations Center and Marketing that align with the ATCMTD project goals and objectives to expand the region's incenTrip mobile app will be used to match the costs of the grant. The FY 2021- FY 2023 TDM Evaluation Framework Methodology Document will be updated and distributed and the 2022 State of the Commute Survey design of the questionnaire along with data collection and production of the draft Technical Report will also be produced. The 2022 GRH In-Depth Applicant Surveys and draft reports for the Washington DC and Baltimore metropolitan regions will also be produced.

Mr. Ramfos then discussed the next steps for the review and approval of the document. The program will begin on July 1, 2021.

Mr. Erenrich asked how we can project future teleworking due to its effect on policies and master plans as well as other projects. Can a guide be published showing trends based on available data such as from the Greater Washington Partnership? Assumptions of return to work and a reduction in telecommuting should be included since this is coming up in many policy meetings.

Mr. Ramfos stated that preliminary results from a Placement Rate Study recently completed in early January were presented at the January Commuter Connections Subcommittee meeting and a report will be produced soon that will show current telework trends as well as what is expected to happen with teleworking in the future from commuters who have recently contacted Commuter Connections. A Retention Rate Survey conducted every five years is also going to be launched to interview past Commuter Connections account holders to see what types of modes they are using to get to and from work. Even though these commuters are no longer affiliated with Commuter Connections, the idea is to find out their current travel behavior in order to establish a retention rate credit in the event they are still using an alternative mode. The questionnaire also has specific questions on teleworking along with questions from the TPB's Public Opinion Survey recently conducted which will allow for a comparison and analysis of the results. The preliminary data from this survey will be available in March and a draft report will be produced in the April to May timeframe. This can be combined with the Greater Washington Partnership's survey results to create a trend analysis and/or guide.

Mr. Srikanth stated that this work is already underway as COG/TPB staff has been working on a multi-sector COVID impact report which was presented to the TPB in December. The data will be updated quarterly and there are different sectors including transportation, the economy, and the environment which will be part of the report. The teleworking component will be part of the reporting and given the number of various surveys from different entities, COG/TPB staff has been reaching out to these groups in order to compile the results. It's important to note that the surveys vary in the way questions are asked as well as who is surveyed and the timing of the surveys. The results can be compiled but we will need to be cognizant of how the data is presented and more importantly how the results are understood.

Mr. Erenrich stated that this data will be useful for the master plans and the traffic relief plan and a guide or direction will be critical in order to project the future in a range of scenarios.

Mr. Srikanth said that the data can be reported and an understanding of the differences in the results needs to be part of the process.

Mr. Groth stated that as multiple survey results become available common trends can be identified and it will be helpful to better project the impact of telework.

Mr. Phillips asked if COVID is identified in the CCWP given the impact on travel demand with the current commute patterns and the influence of telework and is it logical to have a work program and a budget that is completely reflective of a normal pre-pandemic year when so many people will still be working from home all year? He also asked whether there is an opportunity to either save money or to re-orient some of the budget to build up intelligence and data that can help make better planning decisions for returning to work.

Mr. Ramfos stated that the cost savings for the program is occurring this fiscal year because outreach and marketing activities have been cut back along with other activities that would normally occur. Data is being collected to show projections in telework and use of other alternative modes of travel from the Placement Rate and Retention Rate Surveys. Next fiscal year the budget increase is mainly due to the data collection activities that will include the State of the Commute Survey which will also be used to measure telework impacts and other alternative modes used for commuting. Hopefully the pandemic would have ended by this time next year, but if that is not the case, expenditures will be cut back as needed in consultation with the state funding agencies.

Mr. Phillips stated that it may be good to take a look at the information being collected and employers being surveyed by the Greater Washington Partnership every two or three months to see what information

is missing or gaps that may need to be filled that Commuter Connections may be able to collect from a survey. He also stated that there is also a need for a marketing message to be delivered to the general public that using public transportation is safe and that it is not a significant spreader of the virus.

Mr. Ramfos stated that the Greater Washington Partnership survey coverage area is much different because it includes both the Baltimore and Richmond areas. There was a review of the survey data collected by employers with both the Greater Washington Partnership survey and the Employer Telework survey conducted by Commuter Connections last summer. Data collected directly from commuters will put us in a stronger position with how they plan to commute once recovery plans are set forth. Data from the Placement Rate and Retention Rate surveys along with the 2022 State of the Commute survey will provide that stronger picture as most employers really can't control how their employees commute to work and may not have a strong grasp on what their employees plan to do. With regards to a messaging campaign, it is likely that planning work will occur this fiscal year to develop the campaign and discussions have occurred with the state funding agencies on getting commuters back onto transit and in to carpools and vanpools. The campaign would more than likely be implemented next fiscal year and will be coordinated with Commuter Connections stakeholders and the Commuter Connections TDM Marketing Group which has representatives from WMATA.

5. VISUALIZE 2045 – “VOICES OF THE REGION” PUBLIC OPINION SURVEY RESULTS

Ms. Armendariz introduced the presentation of the Voices of the Region Public Opinion results. She explained that the public opinion survey was step one of the TPB's public opinion's research for the update to Visualize 2045. She said that TPB staff conducted 11 focus groups that will supplement the survey results.

Ms. Saucier proceeded to brief the committee on the survey results.

Mr. Edmondson from the City of Frederick asked if jurisdictions could have access to the survey's raw data to allow them to conduct their own cross-tabulations.

Mr. Srikanth said that the results are statistically significant for 10 geographic areas and that this data will be available to all the member jurisdictions.

Mr. Goldfarb asked if the time of year played a role on how respondents answered questions about active travel mode.

Ms. Saucier explained that the survey asked participants to identify their travel changes since the beginning of COVID-19 but that no time frame was specified on the survey.

Mr. Erenrich said that he would like more information about how the survey results relate to the TPB's Aspirational Initiatives. Additionally, he said that the survey did not have information about tolls or managed lanes.

Ms. Armendariz said that the survey is the first part one of the public opinion research and explained that more information about these topics were discussed during the focus groups.

The board will be briefed on the survey results during the February board meeting.

INFORMATION ITEMS

6. COG 2030 CLIMATE AND ENERGY ACTION PLAN

Ms. Davis said that COG's Climate, Energy and Environment Policy Committee (CEEPC) recently adopted the Metropolitan Washington 2030 Climate and Energy Action Plan (CEAP) which outlines collaborative actions the region should take to meet its shared climate goals. TPB Technical Committee was briefed on the plan, its goals, and transportation-related actions. In October 2020, the COG Board adopted and

TPB affirmed the 2030 climate mitigation goal of 50% greenhouse gas (GHG) emission reduction by 2030 and the climate resilience goal of becoming a Climate Ready Region and making significant progress towards becoming a Climate Resilient Region by 2030. The mitigation strategy, as it relates to transportation, focuses on deployment of zero emission vehicles, build out of the electric vehicle charging station network, and influencing mode shift and travel behavior through implementation of TPB's aspirational initiatives. The resilience strategy focuses on infrastructure resilience.

A committee member posed a question on the approach to developing the scenarios in the 2030 CEAP and whether COG considered allocating future emission reductions needed in each sector based on the sector's current percent contribution to GHG emissions.

Ms. Davis responded that COG took a 'what would it take' to get to 50% by 2030 approach that went through several iterations with stakeholders considering high levels implementation of across all sectors and then identifying how much emissions could be avoided based on that aggressive implementation.

7. TPB CLIMATE CHANGE MITIGATION STUDY OF 2021

Ms. Morrow provided the committee with an update on the TPB's Climate Change Mitigation Study of 2021 (CCMS) and presented the draft Phase 1 memorandum. The draft Phase 1 memorandum was posted on Wednesday and is a review of TPB and COG studies that analyzed the greenhouse gas reduction potential from on-road transportation projects, programs, and policies. The three studies are the "What Would it Take?" Scenario Study, the Multi-Sector Working Group Study, and the Long-Range Plan Task Force Study. The second phase of work will be a technical analysis of scenarios to reduce greenhouse gas emissions from the transportation sector conducted by our on-call consultant (ICF) and completed within a relatively short timeframe of 6-9 months. The study will examine strategies in the categories of mode shift and travel behavior; vehicle fuel, fuel efficiency and vehicle technology; and operational efficiency. VT and VMT reductions are of particular interest to the TPB and will be addressed in the upcoming study. Phase 2 will include a literature review that will include state and local jurisdiction climate action plans in the region, relevant climate plans from outside the region, and national level policies that influence climate change mitigation. Additionally, the literature review may include case studies and lessons learned from other countries, particularly those considered to be leaders in climate change mitigation. TPB staff are working on the draft scope of work and expect to present it to this committee and the TPB in March.

Ms. Morrow presented the major findings from the draft Phase 1 memorandum. She noted that the studies were conducted over a period of almost a decade and there are differences in how the studies were developed and completed; therefore, the memorandum focuses on the high-level findings from the studies rather than comparisons between individual strategies. Major findings include:

- Fuel efficiency, fuel content, and vehicle technology showed the greatest potential to reduce GHG emissions from the on-road transportation sector; however, the GHG reduction potential takes years to be fully realized.
- Aggressive local and federal transportation and land use policy actions could have a significant impact on travel behavior and could be implemented in a shorter timeframe contributing to critical near-term GHG reductions.
- New transportation projects can be important to implement from equity and livability perspectives, but they were found to have the least significant potential for GHG emissions reductions.

A committee member asked about the difference between the Phase 1 memorandum and the Phase 2 literature review.

Ms. Morrow responded that the Phase 1 memorandum was completed by TPB staff and focused only on studies conducted by COG and TPB. The Phase 2 literature review will be completed by the consultant

and will look at state and local climate plans in this region; climate action plans or studies in similar regions in the country, especially to see what VMT reductions they may be forecasting; and finally, climate planning in other countries, especially ones that are considered climate leaders.

Mr. Srikanth pointed the committee to Appendix B in the memo which details the assumptions that were considered in the past studies. He noted that a committee member asked a question during the previous agenda item about the relative GHG reductions from Mode Shift and Travel Behavior strategies compared to fleet electrification. He noted that that the previous studies had strong levels of implementation for the VT and VMT strategies. The findings from literature review of other regions could help us decide if the levels of implementation can be even greater for the Phase 2 study. Ms. Morrow also noted that strategies can impact each other, either increasing or decreasing the GHG and VMT/VT reduction potential.

Feedback on the draft Phase 1 memorandum was requested by Friday, February 12, 2021. The final Phase 1 memorandum will be presented to the TPB Technical Committee and the TPB in March.

8. RESILIENCY STUDY

Ms. Cook presented to the Committee about the TPB Resiliency study that kicked off at the end of 2020. Staff summarized the purpose and tasks of the study that focuses on responding to one of the ten federal planning factors. Staff highlighted the TPB Technical Committee member outreach to begin February 12, 2021. Staff directed the Committee's attention to the memorandum, which includes a summary of tasks and an appendix that illustrates the research framework that shows the types of information that TPB is gathering from a subset of its membership on transportation resiliency activities.

Staff provided the opportunity for feedback on the study outreach approach and received no comments. There were no comments noted in the WebEx chat feature of the virtual meeting.

9. ENHANCED MOBILITY COVID IMPACTS

Ms. Winchell-Mendy briefed the committee on the impacts of COVID-19 on Enhanced Mobility grant projects. The presentation includes a broad overview of impacts on service delivery as well as specific examples from subrecipients of innovations allowing them to continue to serve older adults and people with disabilities despite the pandemic. Ms. Winchell-Mendy also shared information about supplemental funding for Enhanced Mobility from the Federal Transit Administration's under CRSSAA and a pending plan and estimated timeline for management of the funds in the DC-MD-VA urbanized area. There were no questions.

OTHER ITEMS

10. OTHER BUSINESS

Visualize 2045 Status Report

Staff briefed the Tech committee on the Visualize 2045 update. She notified the committee that the project submissions and inputs for the Technical Input Solicitation are due February 12, 2021. Using the inputs, QAQC efforts will begin to review projects. Also, comments to the Financial Inputs and Transit Details are due on March 5, 2021.

Joint Comment Letter

Staff informed the Tech committee about the EPA emissions policy. Ms. Posey shared that the TPB and MWAQC have developed a joint letter indicating that EPA should establish consistent performance requirements and have a robust nation-wide enforcement policy for replacing catalytic converters. The TPB Steering Committee and the MWAQC executive committee will be asked to approve the letter this month.

Transportation Climate Initiative MOU

Staff informed the Tech committee about the Transportation Climate Initiative's Memorandum of Understanding (MOU) that was released. Updates were provided about the program and its participants.

Military Installations Resilience Review

Staff informed the Tech committee about a pilot program focusing on community stakeholder planning processes with military installations with regards to resilience. Staff noted that Joint Base Andrews, Indianhead, and military bases along the Anacostia and Potomac Rivers will be considered for screening.

Street Smart 2020 Annual Report

Staff informed the Tech committee about the annual report. Staff noted the efforts made for ad buys, press tours, and touchless testimonial walls. More information can be found at <http://www.beststreetsmart.net/about/>

Regional Safety Program solicitation

Staff notified the Tech committee that the solicitation will be open until Friday, March 22, 2021. Abstracts can be submitted to COG staff for review by February 12, 2021.

Transportation Land Use Connections solicitation

Staff noted that the TLC application period ends on March 8, 2021. The abstract deadline has passed. Abstracts have been reviewed and comments were sent back to those who submitted them. Advanced notice was given to the committee about the Maryland Transportation Alternatives Program application period between April 15 and May 15, 2021.

Transit Within Reach solicitation

Staff informed the Tech committee about the Transit Within Reach program. It was noted that a program is being developed to solicit and fund design projects to improve bicycle and pedestrian access to Transit Access Focused Areas (TAFAs). Solicitation is planned for later this year.

Priority Airport Ground Access Priority Projects

Staff noted that the TPB Board will be briefed on the Priority Airport Ground Access Priority Projects, which were recommended in the 2019 Comprehensive Washington-Baltimore Regional Air Systems Plan. The presentation will highlight needs identified to improve access to the regions three major commercial airports.

11. ADJOURN

No other business was brought before the committee.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
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Mark Rawlings – DC DOT Kristin Calkins - DC Office of Planning Jason Groth – Charles County Alex Waltz – Charles County Mark Mishler – Frederick County David Edmondson - City of Frederick Kyle Nembhard – MTA Gary Erenrich – Montgomery County Victor Weissberg – Prince George’s County Jim Maslanka – Alexandria Dan Malouff – Arlington County Malcolm Watson – Fairfax County	Robert Brown – Loudoun County Chloe Delhomme – City of Manassas Sree Nampoothiri – NVTA Dan Goldfarb – NVTC Meagan Landis – Prince William County Betsy Massie – PRTC Norman Whitaker – VDOT Maria Sinner – VDOT Regina Moore – VDOT Ciara Williams – VDRPT Sonali Soneji – VRE Mark Phillips – WMATA
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OTHERS / MWCOG STAFF PRESENT	
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Olivia Saucier – ICF Heather Driscoll Randy ZuWallack Zack Bishop	Andrew Austin Bryan Hayes Yu Gao Paul Desjardin Nicole McCall Nicolas Ramfos Mike Farrell Lynn Winchell- Mendy Ken Joh Jessica Mirr Jeff King Feng Xie Erin Morrow Dusan Vuksan Charlene Howard Arianna Koudounas
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