
TPB TECHNICAL COMMITTEE MEETING SUMMARY

September 9, 2022

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 MEETING RECAP FROM THE JULY 8 TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3. TPB BYLAWS UPDATE

Ms. Erickson explained the one-page comment memo included for the bylaws. She reminded the committee that the bylaws were out of date and we are updating the virtual participation procedures for the TPB Board approval in September. The only comment received was members asked for more flexible options with the in-person meetings. The committee had no comments.

4. COMMENTS ON THE PBPP: DRAFT 2022-2025 REGIONAL TARGETS FOR HIGHWAY SYSTEMS PERFORMANCE AND HIGHWAY ASSETS

Eric Randall spoke to a presentation. He reviewed the action items for 2022-2025 target adoption, including actual performance, forecasting, the methodology for development, and the draft four-year targets, for the two performance areas. He noted that this is the conclusion of a four-year process, taking place in close coordination with the state DOTs.

He closed the presentation by noting that staff propose to revise the Visualize 2045 LRTP system performance report with new information on performance vs. the 2018-2021 targets and the adopted 2022-2025 targets, to prepare for the federal certification review in 2023. Comments will be accepted on these targets over the next weeks, which will also be presented to the TPB at its September meeting and scheduled for approval in October.

Gary Erenrich noted the effort that goes into reporting on performance and developing targets. He then asked if the data has been plotted; do we have any geographic information? Eric responded that this data visualization is being worked on and there will be reports for each jurisdiction forthcoming. Charlene Howard elaborated that the data visualization should be available for presentation at the October Technical Committee meeting. Tim Canan also added that this is part of a bigger dashboard effort by staff.

Gary Erenrich then asked if there would be an equity analysis of highway condition. Kanti Srikanth responded that staff are working on data visualization. Then that that data can be overlaid on equity emphasis areas, high-capacity transit, regional activity centers, etc.; lots can be done. Staff are working to develop the capability for interested persons to do this. Staff are not currently planning on such a comparative analysis at this time but will produce the resources necessary for such an analysis.

5. U.S. DOT SAFE SYSTEMS APPROACH FOR ROADWAY SAFETY

David Petrucci spoke about the lives we lose each year in Traffic fatalities. David says depending on the manner of the mistake that is made, the manner of the collision could be particularly more severe. We

have a hope that we could imagine our country together as a place where we don't have death or serious injury because of automobile crashes. We can build communities and projects around this reality while also achieving other important goals for society. There were almost 1.25 million global traffic fatalities back in 2018 and that's based on data from the world resources institute. In 2018, NHTSA estimated and provided numbers that said we had about 36,835 lives lost involving motor vehicle crashes. Since 2018 many things have changed. There has been a significant plateauing of traffic fatality numbers, but then we see a notable trend especially the past few years where fatalities have been the highest that they've been in the past ten years. While that preliminary data back in 2019 showed a little bit of a decrease and ended up being consistent with the final numbers. There has been troubling increase through the pandemic years.

Our nation's transportation infrastructure many projects many HSIP funded projects other projects that can help to save lives improve reliability and travel time of our system have come online and all the while we are still experiencing a rather troubling loss of life.

There are 5 Safe System Elements:

- Safe Road Users
- Safe Vehicles
- Safe Speed
- Safe Roads
- Post-crash Care

There is no single way that we're going to end up changing how we approach road safety and the investment in our surface transportation infrastructure but it's a journey and it's a process. David thinks we can learn from what others have done in the past. Our actions have shaped their decisions and we can refresh our efforts. David says he embraces some of these key principles of the approach.

6. BRIEFING ON THE 2022 STATE OF THE COMMUTE SURVEY

Mr. Nicholas Ramfos, COG/TPB staff, used a PowerPoint presentation to brief the Committee on the highlights of the preliminary results from the 2022 State of the Commute (SOC) survey. The sections of the survey data that would be covered included Commuter Patterns, Teleworking, Commuter Ease and Satisfaction, Technological Initiatives and Driverless Cars, and Employer Services and Marketing Awareness. He then gave background information on the survey. The survey is coordinated every three years through Commuter Connections beginning in 2001 and is a bit different than the Regional Travel Survey (RTS). This is the first regional commuter survey since the pandemic began and contrasts with the previous survey conducted in 2019. Additional questions were added to the survey related to the travel impacts of the pandemic.

Mr. Ramfos then gave some comparisons between the SOC and RTS surveys. The SOC analyzes commute trends and attitudes of workers and results are used to measure the effectiveness of Commuter Connections services. The RTS analyzes detailed household and person trips to develop COG/TPB's regional travel demand forecasting model. Both surveys are random sample surveys that use an address-based sampling methodology. The RTS captures both work and non-work trips while the SOC focuses on commute trips. Mr. Ramfos then reviewed the frequency, duration, sampling frame, sample size, recruitment, methodology, geographic coverage, and primary data of interest for both the RTS and SOC.

Overall, there were 8,396 surveys completed through the Internet to produce a 95% plus or minus 1.1% confidence level. There were at least 511 – 971 surveys completed in each of the eleven non-attainment jurisdictions in the region to allow for a 95% plus or minus 4.3% confidence level. The

results were expanded to match the regional population of workers and adjusted for race/ethnicity and age. Mr. Ramfos stated that the survey was designed and administered through LDA Consulting, WBA Research, ESTC, and CUTR. Mr. Ramfos then reviewed the continued tracking questions in the survey which included current/past commute patterns, telework, commute satisfaction, work/home location moves and impact on commute, access to transit, HOV/Express Lanes and park and ride lots, commute advertising awareness and influence, awareness of Commuter Connections and local commute services, employer commute assistance provided, and technology initiatives and driverless cars. New questions for the 2022 survey included information on commuting before and after the pandemic, the significance of the pandemic on commute changes, and telework experience.

Mr. Ramfos first focused on commute patterns including the effect of the pandemic on commutes, commute modes and trips, and HOV and Express/Toll lanes results. He stated that many aspects of commuting changed but some stayed surprisingly consistent. There were widespread commute disruptions and a telework explosion. There was also an increase of commuters driving alone to work and declines in the use of transit across all commuter characteristics. Commute distance stayed about the same, but the time to commute was shorter. Work locations did not change much but there was a higher percentage of home location changes. There was also a lower awareness of commute ads and information resources but a similar access to employer commuter services. Mr. Ramfos stated that 60% of respondents started or increased telework with 32% shifting to full-time telework. Almost one in ten changed the travel mode on days they commute and almost three in ten made change in their work arrangement.

Telework accounted for almost half of weekly commute trips and driving alone closely followed at 40%. Transit accounted for less than 1 in 10 trips. Telework's 2022 share of weekly commute trips was 48% and nearly five times the 2019 share which was 10%. The use of other modes declined including drive alone from 58% to 41%; transit from 24% to 8%; and smaller drops for rideshare and bike/walk. However, when you take telework out of the mix, driving alone actually increased as a share of the trips made to outside work locations and there was also a dramatic drop in transit trips. Drive alone rates were much lower for residents in the "Inner Core" area (DC, Arlington, Alexandria) than for Middle Ring (Fairfax, Montgomery, Prince George's) and Outer Ring (Calvert, Charles, Frederick Loudoun, Prince William) respondents. Transit lost mode share to driving alone among all sub-groups in 2022; even traditional transit populations including core residents, core workers, young, non-white workers, and those with limited car access. Drive alone increased in all three sub- areas: and the most in inner jurisdictions. Sixty-eight percent of respondents who stopped riding transit between 2019 and 2022 said they do not use transit because of the pandemic. Service availability also was a factor for some because their home or work location had changed and about a third of the reasons had to do with service attributes such as a limited-service schedule, the service taking too much time, and unreliability. Seventy-six percent of carpoolers found their carpool partner by riding with family members versus in 2019 when 56% were household carpools. The other major difference in carpool formation in 2022 was the drop in slug line/casual carpool from 20% in 2019 to 4% in 2022. One-third of commuters had an HOV lane along their route to work and 9% of regionwide commuters used one. Twenty-six percent of commuters had access to an Express/Toll Lane and 14% use it. Carpool and vanpool use is 9% with access to an HOV Lane vs 3% with no HOV or Express/Toll Lane access. Respondents who said they regularly used an HOV or Express/Toll Lane for commuting estimated that using the lane saved them an average of 16 minutes for each one-way commute trip. More than three-quarters of Express/Toll Lane users said they typically drove alone while riding in the Express/Toll Lanes and this was a slightly higher percentage than was observed in 2019. About one-third (34%) rode in a carpool or vanpool at least some days.

Next, Mr. Ramfos reviewed teleworking survey results including the number of teleworkers, frequency of teleworking, the telework experience, and future teleworking. Telework has had a dramatic daily impact on commuting in 2022. Nearly 1.5 million regional workers telework on a typical work day which is 44% of all workers. The high daily impact is due in part to the number of teleworkers. In 2022, 2.3 million regional workers teleworked regularly or occasionally which represents 66% of commuters. The percentage of commuters who teleworked grew steadily from 2010 through 2019 but doubled in 2022. Ninety-five percent of teleworkers said they teleworked at least one day per week. On average, teleworkers used this arrangement about 3.37 days per week which has tripled since 2019. Eighty-six percent agreed they were productive working from home, 80% were able to coordinate with co-workers, and 66% said they were better able to concentrate on work. Almost half of teleworkers found it difficult to unplug from work. Ninety-two percent of current teleworkers would like to telework at least one day per week in the future and 71% want to telework three or more days per week. Teleworkers who telework frequently now are most interested in frequent future teleworking.

Next, Mr. Ramfos reviewed commute ease and satisfaction survey highlights including commute satisfaction by geographic area and mode, ease of commute, and modes considered as part of moving.

Fifty-two percent of the respondents stated they were satisfied with their commute, about the same as in 2019 which was 50%. In 2022, 26% of commuters said their commute was more difficult than a year ago, but 24% said it was easier. Core area residents were more satisfied (60%) than were Middle Ring (54%) or Outer Ring (45%) residents and satisfaction dropped as travel time increased. Commuters in region's core area reported a more difficult commute than those in the inner jurisdictions (33% Vs 24%) and a significantly higher proportion of transit commuters reported difficult commute; 42% for bus riders, and 50% for train riders. Fifty-two percent of commuters who moved their home and/or work locations considered the availability of transportation services at their new location. The most likely to consider availability were those younger than thirty-five, those with limited access to a personal vehicle, those using alternative modes to commute, and those living and/or working in the inner core.

Mr. Ramfos then reviewed the survey results on technology initiatives and driverless cars that included travel trip applications. Mr. Ramfos reported that 84% of survey respondents had an account with at least one travel/trip information application including wayfinding/trip mapping (60%), and traffic alerts (50%). The use of accounts declined slightly with increasing age. One-third of respondents were very familiar with the concept of driverless cars and 58% were somewhat familiar. Familiarity was higher among males and higher income respondents and there was very little difference by age. Sixty-six percent of respondents mentioned concerns they have about driverless cars and nearly half were concerned that driverless cars could reduce the safety of driving or increase driving crashes. There were fewer respondents concerned with liability and privacy. A quarter of respondents expressed a concern that the technology was not yet reliable enough. The overall level of interest in driverless cars was similar across scenarios, regardless of the type of vehicle described in the scenario and/or whether the vehicle was owned or rented by the respondent.

Mr. Ramfos then briefed the Committee on employer services and marketing awareness that included regional commute advertising and brand awareness as well as advertising effectiveness and commute services offered and used at the workplace. He reported that 40% of regional commuters knew of Commuter Connections which was a drop from 2019, but still showed an overall high awareness amongst respondents. Five percent of respondents who knew about Commuter Connections contacted the program or used its website in the past year; this was a drop from 11% in 2019. He also stated that Commuter Connections had paused marketing campaigns during the pandemic due to an overall drop in ridesharing. Twenty-seven percent of respondents recalled hearing and/or seeing commute ads in the past year vs. 45% in 2019. About half who were aware of ads could name a specific message and transit messages dominated recall with the highest focused on pandemic measures. Thirty-four percent

of respondents who recalled messages took an action to try to change their commute. Sixteen percent who recalled ads tried or started using an alternative mode for their commute which was higher than the 10% who made a mode change in 2019. Fifty-six percent of respondents said their employers offered commute services at the workplace and the availability was slightly lower in 2022 than in 2019 which was 60%. Some employers may have paused or reduced services during the pandemic or employees were less aware of services because they teleworked some or all workdays. Transit and/or vanpool subsidies was the most widely available employer commute service (43%), and the availability of most services was not statistically different than in 2019. The transit/vanpool subsidy also was the most widely used employer commute service (56%). Thirty-four percent used travel option information and 19% used carpool subsidy; and other services were used by about two in ten with access to those services. Free Parking increased at worksites between 2019 and 2022. Eight percent of core workers with free parking said it was not free before the pandemic, compared with 3% of middle ring and 1% of outer ring workers.

Mr. Ramfos concluded the presentation by stating that the 2022 SOC review of the draft Technical Report occurred after the preliminary results were presented to the Commuter Connections Subcommittee in July and a comment period was established. The updated Technical Report will be presented to the Commuter Connections Subcommittee for a final review and endorsement on September 20th. Information from the SOC will also be presented to the TPB. Once the report is finalized, staff will begin to work on preparing and publishing a general public report in FY 2023.

INFORMATION ITEMS

7. 2021 STATE OF PUBLIC TRANSPORTATION

The committee was briefed on the 2021 annual State of Public Transportation report. The purpose of this report is to provide a concise overview of the state of regional public transportation in the National Capital Region.

Eric Randall opened by providing a link on a storyboard of the report and asked for comments on it: <https://storymaps.arcgis.com/stories/5004d227fb77424fb5b67e2e5684eb08>

Eric Randall then spoke to a presentation summarizing the report, which includes sections on the region's fixed route transit services, including one-page profile sheets that include information on ridership, operational expenses, fleet size, and number of routes; and then reviews other public transit services, regional public transportation organizations, a list of significant accomplishments in public transportation during the year, and lastly information on how the TPB is assisting with regional public transportation. He closed by asking for comments before the report is finalized in October.

There were no questions from the audience.

8. BRIEFING ON STATUS UPDATE VISUALIZE 2045 AND THE 2024 PLAN

Ms. Cook reviewed a set of slides that presented the TPB's plans for updating the long-range transportation plan with a target completion date of 2024. The slides provided an overview of the extra activities to be undertaken, the products that staff are developing, and the new requirements associated with the air quality conformity analysis.

Comments and Discussion

Mark Rawlings of DDOT asked that the schedule be published as soon as possible. Ms. Cook noted that after reviewing the schedule with the TPB Technical Committee and STWG that a more detailed schedule will be published.

Mr. Amir Shapar noted that he would also appreciate a published schedule. He asked about the steps to be taken to add a project to the plan. Mr. Srikanth noted that the TPB would be facing a constrained next few months to make any amendments to the plan. If any local governments have any new projects or programs that they want to add to the LRTP that would require the air quality conformity analysis, the TPB will not be able to do that; it will have to be part of the 2024 update. The primary reason behind that is due to the MVEBs from 2008, the newer emissions model, and setting new budgets as well.

Mr. Gary Erenrich asked for the exact language regarding what is grandfathered/the definitions. Ms. Cook put the section of resolution text as shown below and explained some comments regarding next steps related to zero-based budgeting. Mr. Srikanth noted that a substantial amount of extra time was added to the schedule to allow for review of projects and the resubmission of projects.

Resolution R-2021-19 text related to Mr. Erenrich's question....all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement.

9. PLANNING CONSIDERATIONS FOR THE ROUND 10 COOPERATIVE FORECASTS

Ms. Paul DesJardin, Director of the Department of Community Planning and Services, briefed the Committee on current planning considerations for the Round 10 Cooperative Forecasts. Mr. DesJardin presented a PowerPoint and discussed the Cooperative Forecasting Process and History, the planned Round 10 Work Plan, Current Trends and Key Factors for Growth that are influencing the Forecasts, and next steps in the process for completing the projections.

Mr. DesJardin stated that staff would be briefing the Forecasting Subcommittee on the updated Round 10 model at their meeting on September 13 and that members were currently developing their preliminary jurisdictional projections. Mr. Erenrich asked about the relationship shown on a slide between the Round 9.2 Forecast and the new Round 10 benchmark regional econometric model totals. Mr. DesJardin stated that the differences are due to economic assumptions made in 2015 versus the most-current assumptions from June 2022.

10. PBPP: GHG PROPOSED RULE

Mr. Randall and Ms. Morrow briefed the committee on a Notice of Proposed Rulemaking (NPRM) that was published on July 15 in the Federal Register that would add a PBPP Greenhouse Gas (GHG) performance measure and target-setting requirement. The proposed rule would require State DOTs and MPOs to establish declining targets to reduce CO2 emissions generated by on-road mobile sources relative to calendar year 2021. Similar to other PBPP requirements, the NPRM does not establish a penalty for missing the targets.

Comments on the NPRM are due by October 13. A draft comment letter on the NPRM prepared by staff along with a draft cover memo for the TPB were posted to the meeting page and will be included in the Director's Report for the September TPB meeting. The cover memo provides an overview of the NPRM and highlights some of the differences between the proposed GHG performance measure and the GHG goals adopted by the TPB in June. Any comments from the Technical Committee are requested by the end of Tuesday, September 13.

TPB members will have a week after their meeting to submit comments.

11. OTHER BUSINESS

Car Free Day

Nicolas Ramfos talked about Car Free Day **September 22**. As of September 9 there are about 1500 people that have pledged to go car free. Our goal is to get up to 5000 people to commit.
<https://www.carfreemetrodc.org/>

COG Retreat Update

Kanti Srikanth and Jeff King gave a briefing on the Annual COG Retreat. The COG board holds a retreat for its board members and this is an opportunity for TPB issues/ideas to crossover to other sectors and be adopted by the COG Board members. TPB has been very successful doing this for the past three years. For example, TPB first worked on the long-range plan task force and identified the need for additional housing for the region, so we collaborated with COG Board. TPB also came up with a concept of high-capacity transit station areas, promoting concentrated development within those areas and making access improvements to those station areas. We took that to the COG Board retreat within past years and that now has become part of the COG's transit-oriented community framework.

There is also a desire to see what the board would want to do to advance the cause on electric vehicles. In September at the COG Board meeting next week there will be a resolution on EV. The focus of the resolution is to ask COG to take a leadership on becoming a clearinghouse. One of the things we heard, is people want to know what other people in the region are doing on electric vehicles. There are so many opportunities and areas of interest to service that clearinghouse in terms of knowing programs and policies. There are also people willing to participate on an EV workgroup. This work group will help guide staff and development of the work on the clearinghouse.

TPB's climate change mitigation study identified a bunch of strategies that could reduce Greenhouse gases. Amongst those strategies, the strategy that has the greatest potential for reducing Greenhouse gases, was transitioning our fleets to clean fuel. Particularly, in electric vehicles for the time being, so we took that to the COG Board and there was a lot of interest. We spent about four hours talking about it and the COG board has proposed with that COG help all of its member jurisdictions and agencies deploy electric vehicles in in the coming years.

Update on Air Passenger Survey

Nicole McCall provided an update on the Air Passenger survey. We are continuing to prepare for the next regional air passenger survey. For those who are not familiar with the survey, it gathers information on how our air passengers in this region access the airport as well as the purpose of their travel. It also includes what mode they used and other information to support our continuous airport system planning program. We will conduct a pretest in the fall at Reagan Ronald Reagan Washington National airport. We will be doing that to evaluate some methodological changes that were identified and recommended through the our response rate and quality study. We are looking at our data collection method moving from paper to web-based, our sampling approach moving from gate based to zone based, and our first survey participation incentive for this round.

On-Call Consultant Contract update

Tim Canan discussed how TPB staff tried for the first time having an on call contract, where different task orders could be executed within a master contract. ICF was the first contract issued three years ago and that contract was set to expire this fall. We had to re compete for that contract and I'm here to announce that ICF has been awarded the re compete contract. It will be the same format although it will

be a little bit longer in term – it will be a three-year contract plus two additional one year options to extend for a maximum of five years. We felt that it was helpful to extend the contract to a longer period because we had a lot of success and we're very pleased with the way the first contract worked out. We issued 23 task orders for about \$2 million / 3 year.

MWCOG Job Listings

At TPB we're really excited to be looking to bring on some new staff get some more people involved in order to implement all of the good work we have going on. Lyn's team is looking to hire a Transportation Planner II that would replace Sarah Bond. There is a Public Participation position that would lead all things Public Participation including AFA and CAC, it would implement our Participation Plan, and lead other types of activities that we want to undertake in order to get public perspectives on the work we do and ideas we advance. We do encourage you if you know of anyone that might be a good fit for the TPB to share with them that link and help us get some really great candidates. We also have a new Transportation Planner IV position for resiliency.

<https://www.mwcog.org/about-us/human-resources/job-listings/>

Staff Additional Updates

John Swanson updated us that the DC transportation alternatives set aside program has opened as of today and the application is posted on the DDOT website. We are pleased they've made some really great changes, including a pre application process which will allow them to give feedback to applicants. They've doubled the application period as well - it's going to be closing on November. They are also moving to a two-year cycle which was influenced by Virginia. We've had a really good experience with the Virginia move to a two-year cycle over the past four to six years. DDOT is expecting to have about \$2.3 million available. As an MPO, we have a sub allocation of the state TA funds so we will be convening a selection panel and providing recommendations to the TPB for action in December.

Kanti reminded us that Chuck Bean our Executive Director of COG will be leaving in January. The COG Board is currently looking for his replacement.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
David Edmondson – City of Frederick Eric Graye – M-NCPPC / Montgomery County Gary Erenrich – Montgomery County Andrew Bossi- Montgomery County Corinna Sigsbury – Loudoun County Matthew Arcieri – City of Manassas Sree Nampootheri – NVTA Meagan Landis – Prince William County Malcolm Watson – Fairfax County Amir Shahpar – VDOT	Regina Moore – VDOT Ciara Williams- VDRPT Nick Ruiz - VRE Mark Phillips – WMATA Joel Binkley – Charles County Rebecca Schwartzman – DCOP Mark Mishler -Fredrick County Victor Weissberg – Prince Georges County Dan Malouff – Arlington County
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Tim Canan Andy Austin Mark Moran Leo Pineda Kim Sutton Andrew Meese Stacy Cook	Sergio Ritacco Eric Randall Dusan Vuksan Nicole McCall Erin Morrow Charlene Howard