
TPB TECHNICAL COMMITTEE MEETING SUMMARY

April 7, 2023

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 March 3 TECHNICAL COMMITTEE MEETING

There were no questions or comments regarding the March 3 Technical Committee meeting. The summary was accepted as final.

ITEMS FOR THE BOARD AGENDA

3. APPROVAL OF REGIONAL BIKE TO WORK DAY 2023 PROCLAMATION

Ms. Nicholas Ramfos introduced Daniel Hoagland, the current Bike to Work Day Steering Committee Chair and Chief of Staff for the NoMa BID who briefed the Committee about the status of the region's 2023 Bike To Work Day event. Mr. Hoagland greeted the group and stated that Bike to Work Day is a fun and healthy annual event to inspire more bicycling to work as a viable means of transportation. Bike To Work Day began in 1956 by the League of American Bicyclists. Mr. Hoagland explained that locally, Bike To Work Day was first organized by the Washington Area Bicyclist Association (WABA) as a single location in downtown DC. In 2001, the TPB's Commuter Connections program joined forces with WABA as co-organizer and expanded the event to a regional level.

Combined, both WABA and Commuter Connections provide a multitude of support for bicyclists. For example, hands on and instructional bicycling classes, bike to work guides, and an online bike route finder are provided. This year, BTWD will have 108 pit stops located within 22 COG-member jurisdictions. Bicyclists also qualify for the Commuter Connections Guaranteed Ride Home program. The first 15,000 who register and attend a pit stop receive a free T-shirt. Other free items include a regional bike map and other helpful bicycling literature, giveaways, food and beverages, and bicycle tune-ups.

Mr. Hoagland then discussed the event's growth by year displayed on a chart that showed growth by number of registered bicyclists. From the onset, registration numbers climbed just about every year, peaking in 2017 at over 18,000. In 2020 the event was cancelled. Over the last two years, Bike To Work Day has started to regain lost ground due to the pandemic. Bike To Work Day coincides with National Bike to Work Week. Last year's event attracted more than 12,000 registrants. The goal set for this year is 14,000. This month, the TPB will be asked to endorse a regional proclamation.

Many employers support bicycling, as bike commuters tend to be healthier.

Healthier employees take fewer sick days. Bicycle parking takes up little room compared to the high expense of auto parking. Each year Commuter Connections recognizes an employer in the region who has outstanding participation by hosting a luncheon for the bicyclists. Last year's winner was the University of Maryland. Employers play a big part in bike commuting by providing amenities and benefits to encourage bicycling to the worksite. Mr. Hoagland stated that the more an employer can do to support bicycling, the higher the level of employees who will bike to work.

Commuter Connections conducts an online survey of event participants, triennially. Response rates are always high, as the bicycling community is very involved and passionate. The purpose of the

survey is to gauge the impact that Bike to Work Day has on getting commuters to try bicycling to work for the first time and to what extent they continue to do afterwards. The results of the survey are applied to the Commuter Connections TDM program analysis. The annual Bike To Work Day event appeals to a wide range of age groups, between the ages of 25 and 64. The survey found that most participants live in Virginia and work in the District of Columbia. Slightly more than a third of participants work in the private sector and about a third work for the federal government, and about a fifth are with non-profits. An interesting data point in the survey is that 13% of the survey respondents stated that they had never commuted by bicycle before Bike To Work Day and 23% of the respondents stated that they started bicycling to work about two and a half days every week after Bike To Work Day. The 2019 survey also asked respondents about their favorite part of Bike To Work Day in 2019. Sharing the ride with other cyclists along with the activities surrounding the pit stops and free giveaway items were the top responses.

Mr. Hoagland explained that the Bike To Work Day event occurs rain or shine. Pit stop managers are encouraged to have a contingency plan to determine whether to cancel their local pit stop event based on inclement weather. In past years there have been a few pit stops that cancelled the event due to the inclement weather and held the event on a different day. The prevailing message to commuters should be that they can still bicycle to work when it rains. The reason for a lack of an event rain date is primarily because the region is very large and there could be inclement weather in one area and beautiful weather in another.

VIP invitations to elected officials to participate in the event will be sent. All the TPB members will be on the list and will be asked to RSVP to the pit stop of their choice. Some elected officials choose to attend more than one pit stop. Accommodation can be made for a speaking role by the pit stop.

The event's web site address is www.biketoworkmetrodc.org and registration opened on March 1st. COG maintains the event website, and WABA handles the registration component. There are also Facebook and Twitter social media pages set up for the event. Other social media outlets will also be used to promote the event. Posters and "rack cards" along with a poster in Spanish are also available for employers, bicycle shops and others to use to promote the event. Event T-shirts are available for those that register by the deadline.

Corporate sponsorship dollars will be used to produce pit stop banners that can also serve to advertise the event in the community surrounding the pit stops and the additional social media outreach. Mr. Hoagland thanked the group and encouraged those that hadn't yet registered for Bike to Work Day, to do so soon.

A question was asked regarding considering holding the event on a day other than Friday given the current hybrid work schedules. Mr. Hoagland stated that the Steering Committee had considered that option. Mr. Ramfos stated that the event follows the American League of Bicyclists designated date of the event which is on Friday each year and the Steering Committee has chosen to stick with that date.

4. VISUALIZE 2050: UPDATED SCHEDULE APPROVAL, COMMENTS RECEIVED TO DATE, MARCH LISTENING SESSION TAKEAWAYS

Lyn Erickson stated that in February, the Technical Inputs Solicitation was approved which kicked off the development of our new long-range transportation plan, called Visualize 2050. The TIS also includes a detailed schedule. Due to recent developments for two major projects/components of the plan, staff is proposing a six-month schedule extension. Instead of the original approval date, which would have been December 2024 as related to resolution R19-2021, the new approval date is proposed to be June 2025. The TPB was notified of this proposal in March. Staff took the schedule/calendar that was approved and changed the dates by 6 months. The new TIP years will change to FY 2026-2029. The board will be asked to approve the updated schedule in April.

The facilitated listening sessions which occurred in March were well attended! Summaries of the sessions will be provided.

All comments received to date were also shared as part of the meeting materials.

5. APPROVAL OF FY 2024 TLC TECHNICAL ASSISTANCE RECIPIENTS

John Swanson briefed the committee on the recommendations of a selection panel for TLC funding in FY 2024. He described the origin of the program and the process for soliciting and reviewing applications. He said that this year's selection panel was recommending 10 projects for funding in the next fiscal year for a total of \$755,000. He briefly described each project. He said the TPB would be asked to approve the projects at its meeting on April 19. There were no questions.

6. COORDINATED HUMAN SERVICES TRANSPORTATION PLAN UPDATE

Mr. Ritacco briefed the committee on the 2023 Update to the Coordinated Human Services Transportation Plan. The Coordinated Plan guides the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. TPB, with COG as its administrative agent, is the designated recipient for this program. The presentation described the purpose and history of the Coordinated Plan, and provided a review of the 4 key elements that make-up the plan: Analysis of unmet needs, inventory of existing services, strategies for improved service and coordination, and recommended priority projects and selection criteria. The board is scheduled to approve the plan in May 2023 and the 2023 solicitation for the Enhanced Mobility for Seniors and Individuals with Disabilities Program is scheduled to begin Summer 2023. TPB Technical Committee members did not have any questions.

INFORMATION ITEMS

7. RIDE ON, REIMAGINED

Gary Erenrich, Montgomery County Department of Transportation, opened the Ride On Reimagined agenda item with a description of how this study has been a long time in the planning, but complements the WMATA Better Bus effort discussed in previous meetings. Darrell Smith, VHB, a consultant working on the study then briefed the committee on the two-year long study, a comprehensive assessment of the bus network in Montgomery County based on current and future needs. This study is an in-depth look at Montgomery County's existing and planned transit systems, not only the network but how it is delivered, including Metrobus services that operate within the County limits and the future Purple Line. The study is also providing an opportunity to guide the future direction of Ride On through data analysis and community engagement, which has included focus groups and extended outreach efforts. The study has the primary goal of recommending system-wide changes that address the current and future needs of the community it serves for both Ride On and Metrobus services. In particular, residents were interested in better up-county to down-county connections, in reaching more major activity centers outside the county, and in flex services.

Dave Edmundson asked if the study looked at access analysis across county lines. Frederick County used to have a link into Montgomery County. Does the study look at potential demand for such links? Darrell responded that yes, the study looked at the market demand in and out of the county, both into DC and out to Frederick and Howard counties.

Nick Ruiz asked if the study also looked at MARC service and rail-bus connections. Yes, the study pulled in previous Montgomery County studies on commuter rail and is using that information.

8. CARBON REDUCTION PROGRAM

Ms. Morrow briefed the committee on the Carbon Reduction Program (CRP), which was established by the Bipartisan Infrastructure Law, and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation. The CRP also requires states to develop a Carbon Reduction Strategy (CRS). The CRP guidance requires states to consult with MPOs for project selection and CRS development. Ms. Morrow provided an overview of the CRP and initial conversations that TPB staff have had with state DOT staff to develop the consultation process. Sandy Hertz from MDOT's Office of Climate Change Resilience and Adaptation and Chris Berg from VDOT's Office of Transportation and Sustainability were in attendance to provide an update on the CRS development for their state and answer questions from the committee.

Ms. Hertz said that MDOT is looking at the LRTPs for all of the MPOs in the state as well as statewide plans as it develops its CRS. MDOT has had discussions with staff at all seven MPOs in the state and is striving to have a polished draft of the CRS by the end of June. MDOT wants to hear from MPOs and counties about priority projects identified for greenhouse gas reduction potential that could be funded through CRP, and is currently working to develop a process for that coordination.

Mr. Berg noted that, similar to MDOT, VDOT is doing initial groundwork to develop the CRS, and recently brought on a consultant to help accelerate the development of the CRS, identify potential projects, and conduct internal mapping for Justice 40 requirements. VDOT has had one-on-one meetings with MPOs and is working with district offices to plan for future engagement with MPOs, which they will be rolling out in the next few months.

Mr. Erenrich asked Ms. Hertz if the funding will be competitive within the Maryland element of the region and what the match requirement is. Ms. Hertz responded that the current funding is formula funding. Right now, MDOT is not looking at a competitive grant program through the formula funding; however, there are sub-allocations for the MWCOG area of approximately \$3.5M per federal fiscal year. This funding is also further broken out by several jurisdictional areas over the federal fiscal year 2022-2026 timeframe. One example is Frederick, Maryland - which receives approximately 2% of the funding allocation for population areas between 50,000 and 199,999. There will also be a discretionary grant program that will be coming out. The matching requirement under CRP is 20% non-federal. Beyond the USDOT funding, there are also a number of grant opportunities through EPA that MDOT could consider partnering on with local jurisdictions. Ms. Erickson added that TPB staff are working to develop a process for coordination on project selection, which will need to be state-specific, but similar across the MPO. It is important that the funding be additive, not replacing funding for an existing project that meets CRP requirements.

Ms. Landis asked Mr. Berg if the Justice 40 mapping will be made available to the local jurisdictions. Mr. Berg responded that VDOT is currently using publicly available maps, such as those from federal government and the Virginia Department of Environmental Quality (VDEQ), but is unsure whether those maps will be compiled into a mapping tool and has not gotten to the point of determining whether that tool would be made publicly available. Mr. Canan noted that TPB is in the process of comparing Justice40 Disadvantaged Communities in the region with our Equity Emphasis Areas, and plans to make these comparisons available, when ready.

9. NEW MOTOR VEHICLE EMISSIONS BUDGETS (MVEBS)

Ms. Posey shared a Power Point presentation and informed the Committee that the TPB staff is working with the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) to update the Motor Vehicle Emissions Budgets (MVEBs) in the 2008 ozone maintenance plan. She informed the group that EPA's new emissions forecasting model, MOVES3,

resulted in significant increases in Nitrogen Oxide (NOx) emissions compared to the previous model, MOVES2014. Because the current MVEBs were developed using MOVES2014 it is necessary for the region to develop new MVEBs using MOVES3. Ms. Posey indicated that to produce new MVEBs TPB staff had developed 2025 and 2030 mobile emissions inventories for Volatile Organic Compounds (VOC) and NOx and added a 20% safety margin to the inventories to accommodate changes between when the MVEBs are developed and when they are used for air quality conformity analyses. She shared that TPB's updated MVEBs are: 55.8 tons/day for 2025 NOx, 41.2 tons/day for 2030 NOx, 33.5 for 2025 VOC, and 26.2 for 2030 VOC. Ms. Posey reviewed a schedule for updating the MVEBs, which ends with submittal of an updated 2008 ozone maintenance plan with new MVEBs to EPA in October 2023.

There were no questions.

10. OTHER BUSINESS

Ms. Erickson briefed the committee on the proposed WMATA TIP Amendment, which was a notice item in March and will update the entire WMATA portion of the TIP.

Eric Randall advised the committee that the Better Bus Work Session was rescheduled from March to April and will start right before the Board meeting.

Andrew Meese spoke about the spring Street Smart campaign. It will be in Wheaton, MD and was scheduled for April 13th. Also, there will be another Practitioner Workshop for Micro Mobility. The virtual meeting is scheduled for April 24.

Ms. McCall briefed the committee on the Air Passenger Survey. She mentions that this will be the 15th regional air passenger survey. This year we are making some updates, including moving from paper to web-based data collection to collect data using handheld electronic tablets. Participants can also use their own personal electronic devices. We are offering an incentive to help promote survey participation. There will be a raffle to evaluate and refine our methods before the full-scale survey. The survey will be conducted at Dulles airport on April 18th, 19th, 28th and 30th. The full-sale survey will be conducted at all three airports in the fall.

Ms. McCall updated the committee on the OMB race and ethnicity data statistical standards. Last June the chief statistician of the US identified updating the race and ethnicity data statistical standards as a top priority to ensure that they better reflect the diversity of the American people. These standards were developed to provide consistent data on race and ethnicity throughout the federal government. This included the census household surveys and federal administrative forums. In January OMB and the federal interagency technical working group on race and ethnicity standards released an initial set of recommendations. Collecting race and ethnicity information using one combined question adding Middle Eastern or North African or Mina as a new response category requiring the collection of detailed race and ethnicity categories by default. Updating the terminology, the working group is also asking for public comment on terminology definitions and question wording guidance on implementation and adoption of revised standards guidance on how to collect and report administrative and proxy data. Last month the federal government hosted 3 town halls to seek input on the proposals and recordings that are available online. Reading comments on the initial proposal are due on the 12th of this month. The working group set the goal of completing these revisions by summer 2024. Nicole mentions she was going to share a link for those of you would like to know more information.

Ms. Rainone mentioned that she has begun work with ICF on Phase 2 of the transportation resiliency study for our region. As part of that study, we'll be convening a working group to guide the priorities, help identify risks and hazards, review the final product, and eventually will become the basis for a formal Transportation Resiliency Planning subcommittee at the TPB. In the coming month, She'll be sending out invitations to key players in the transportation resiliency planning field in the region, but if there is anyone specific you would like to nominate for this group, please send her an email at krainone@mwcog.org

Mr Swanson brief the committee on a webinar coming up in a couple of weeks. It is going to be a TLC and Roadway Safety program webinar. Staff is going to be using a Pecha Kucha format which is that person has six minutes to make a short presentation. We are going to feature TLC and Roadway Safety project program projects from the calendar year 2020. We are also going to be offering AICP credits. Mr. Swanson also mentions that we will be kicking off the solicitation for the Transit Within Reach program, which is similar to the TLC program. This program was set up a couple of years ago. The program focuses on increasing pedestrian and bicycle access to high-capacity transit stations. Applications will open in mid-May through mid-June for TLC funding. Contact John if you have any questions.

Ms. Erickson advised that there will be a new Plan Manager starting on April 10th.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings & Sam Brooks - DDOT Brian Fields - Gaithersburg Kari Snyder - MD- DOT Gary Erenrich - Montgomery Co Jen Monaco - City of Alexandria Dan Malouff - Arlington Co Malcom Wattson - Fairfax Co Brian Leckie - City of Manassas	Sree Nampoothiri - No. VA Trans Auth Sophie Spilitopoulos - NVTC Cynthia Johnson - PRTC Amir Shahpar and Regina Moore - VDOT Amy Garbarini - VDRPT Nick Ruiz - VRE
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Kim Sutton Dusan Vuksan Sergio Ritacco Eric Randall Jane Posey Marcela Moreno Nicole McCall Yu Gao Nicholas Ramfos Charlene Howard	Janie Nham Leo Pineda Tim Canan Mark Moran Rachel Beyerle William Bacon John Swanson Katherine Rainone Andrew Messe