



National Capital Region  
**Transportation Planning Board**

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**Technical Committee Minutes**

**For the meeting of  
September 6, 2019**



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TRANSPORTATION PLANNING BOARD

Technical Committee Meeting

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Minutes

**1. Welcome and Approval of Minutes from the July 12, 2019 Technical Committee Meeting**

The minutes of the July 12, 2019 Technical Committee Meeting were approved unanimously.

**2. Briefing on the 2019 State of The Commute Report**

Nicholas Ramfos, COG/TPB staff, briefed the committee with a presentation on the highlights of the preliminary results from the 2019 State of the Commute (SOC) survey. He began with giving background information on the survey. This is the seventh survey in a series of SOC surveys which began in 2001. He also gave some comparisons on the SOC survey vs. the Regional Travel Survey (RTS). 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 8,246 surveys completed and 7,808 of these were completed over the internet and 438 were by telephone to produce a 95% plus or minus 1.1% confidence level. There were at least 664 – 941 surveys completed in each of the 11 non-attainment jurisdictions in the region to allow for a 95% plus or minus 3.8% confidence level. The results were expanded to match the regional population of workers. Mr. Ramfos stated that the survey was designed and administered through LDA Consulting, CIC Research, ESTC, and CUTR. The Commuter Connections TDM Evaluation Group also met to discuss the survey methodology during FY2019. Mr. Ramfos then reviewed the continued tracking questions in the survey which included current/past commute patterns, telework, access to transit, HOV/Express Lanes and Park and Ride lots, transportation satisfaction and benefits of alternative mode use, mass marketing awareness and influence, awareness of Commuter Connections and regional and local commute services, and employer commute assistance provided. New questions for the 2019 survey included information on bikeshare, scooters and ride-hailing use, past use of transit among transit non-riders and why they stopped using transit, details of Express Lane use, use of social networking and travel information applications, and familiarity and interest in driverless cars.

Mr. Ramfos first focused on commute modes and trips, and HOV and Express Lanes survey results. 58% of commuters' weekly commute trips were made by driving alone or taxi/ride-hail, 24% were made by transit and 10% were eliminated by telework. Between 2004 and 2019, the drive alone percentage has fallen 13%, the transit percentage has risen by 7%, and the telework percentage has risen by 6%. About 17% of the rail trips were made by Metrorail and almost 2% were made by commuter rail. About 3.5% of ridesharing was made through formal carpools, one percent through slugging/casual carpooling, and 0.2% through vanpools. 1.7% of trips were made by walking, 1.5% were by bicycle, and 0.1% were by scooter.

One percent of commuters used ride-hailing services such as Uber, Lyft and Via, and 0.1% used taxi for commuting purposes. Mr. Ramfos also reported that drive alone rates were much lower for both residents and workers 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. For those using ride-hailing services to commute, 59% of those commute trips would have been made by transit and half of these commuters said they would have driven in a personal vehicle (28%) or ridden in a taxi (20%). Mr. Ramfos then reported that 23% of past rider

respondents said they don't use transit because they had moved either their home or work location and had no transit service available. Travel time (18%), the cost of transit (11%) and the unreliability of transit (9%) were other reasons not to use transit for past riders.

One-third of commuters reported having an HOV Lane along their route to work, and 18% had access to an Express Lane. Additionally, one-third of commuters who had access to HOV used the lanes; and nearly half of commuters who had Express lanes available used them. Mr. Ramfos stated that nearly one-half of Express Lane users traveled on I-495; one-third used I-95 in VA and 29% used I-395. Additionally, 8% of respondents who said they used an Express lane mentioned a non-Express toll road or a road with only HOV lanes, suggesting some confusion about the Express lane concept, particularly for those using HOV Lanes outside of the Beltway since the Express Lanes on the facility have yet to be completed.

Mr. Ramfos also reported that 73% of Express Lane users typically drove alone while using the Express Lanes, and 26% used a carpool or vanpool, while 10% rode transit. Drive alone use of Express Lanes was most common on the Beltway (86% of users drove alone) and on I-66 inside the Beltway (70%). Carpooling/vanpooling and transit were commonly used modes on I-95 and I-395. HOV Lane users were much more likely to make alternative mode changes than were those who used Express Lanes only. Mr. Ramfos said that 85% of Express Lane users said the lanes had not influenced their travel at all. Carpool and vanpool use are 9% for respondents that have HOV Lane Access vs 3% for "No HOV" or Express Lane only access. The drive alone rate for HOV lanes is much higher among commuters that have access only to Express lanes (85%) or to neither HOV nor Express Lanes (75%). Mr. Ramfos then reported that the trend away from vehicle access/ownership among young residents might be reversing. 40% of young respondents who lived in the Inner Core reported having vehicle access for each adult household member, vs. 32% in 2016. Middle Ring respondents' vehicle access was at 58% in 2016 and jumped to 67% in 2019, and the Outer Ring access was at 73% in 2016 and rose to 83% in 2019. This was a significant finding.

Next, Mr. Ramfos reviewed commute ease and satisfaction survey highlights. 50% of 2019 survey respondents reported being satisfied with their commute, which was lower than in all three previous surveys. Inner Core residents were much more satisfied (63%) than were Middle Ring (50%) or Outer Ring (37%) residents; and satisfaction dropped as travel time increased. Mr. Ramfos reported that bicyclists and walkers were the most satisfied; and carpoolers and vanpoolers along with those driving alone were the least satisfied. Some of the dissatisfaction could be related to the opening of Express Lanes on I-66 inside the beltway. The interesting highlights was that Metrorail riders were notably much more satisfied in 2019 than in 2016; however, satisfaction declined dramatically for commuter rail, which could be linked to several delays that both VRE and MARC have been experiencing this year.

The survey revealed that 28% of respondents had a more difficult commute than a year ago which was higher than in 2016. Commuters living in the Outer Ring and those with long travel times were more likely to report a more difficult commute. Commuters who moved home or work location were more likely to report an easier commute. 52% of commuters who moved either their home or work location said "Commute Factors" were important to their decision. 34% of respondents said commute ease was more important than other factors in their decision. 53% of commuters who moved considered the availability of transportation services at their new home or work location. The most likely to consider the availability were respondents younger than 35 years of age, those with limited access to a personal vehicle, those that used an alternative mode to commute, and respondents living or working in the Inner Core.

Mr. Ramfos then focused on teleworking results from the survey. He reported that teleworking has nearly tripled since 2004. 35% of regional commuters teleworked at least occasionally in 2019 and between 2016 and 2019, the region added 196,000 new teleworkers for a total of 1,073,000. Nearly six in ten (59%) said they teleworked at least one day per week. On average, teleworkers used this arrangement about 1.2 days per week. 73% of Respondents who said they were not

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“teleworkers,” but had telework-appropriate jobs, worked at home at least once in past year. This represented 22% of all commuters regionwide. When applied to regional teleworkers this equates to 272,000 teleworkers per workday. Mr. Ramfos then reported that 771,000 non-teleworkers had job responsibilities that were “Telework-Appropriate” and would like to telework. More than half of interested workers would like to telework regularly. Federal agency employees teleworked at a much higher rate (48%) than the regional average and much higher than did employees who worked for non-profit organizations (36%), private employers (30%), and state/local agencies (14%). More than six in ten (61%) of all respondents said their employers allowed some telework, either under a formal program (34%) or an informal arrangement (27%). This was higher than in previous surveys.

Mr. Ramfos then briefed the committee on marketing awareness and employer services. He reported that 48% of regional commuters knew of Commuter Connections; which was a drop from 2016, but still represents overall high awareness of the Commuter Connections brand. 11% of respondents who knew of Commuter Connections contacted the program or used its website in the past year. Use of Commuter Connections dropped slightly, from 7% of regional commuters in 2016 to 5% in 2019. However, Mr. Ramfos pointed out that over the past few years, Commuter Connections’ marketing has focused on those commuters that have a higher propensity to make a travel behavior change. 45% of the survey respondents recalled hearing and/or seeing commute ads in the past year which was also lower than in 2016. Again, this is more than likely a result of a more targeted advertising approach.

Eighteen percent of respondents who recalled messages took an action to try to change their commute which was twice the 2016 survey rate (9%). Ten percent tried or started using an alternative mode for their commute, which was more than triple the 3% in 2016, which could be due in part to the end of SafeTrack work, but also for the more targeted advertising approach. Sixty percent of respondents said their employers offered commute services at the workplace. The availability was higher in 2019 than in 2013 (57%) and 2016 (55%) which is suggesting service cuts made during the recession have been reversed. The transit/vanpool subsidy was the most widely available employer commute benefit service in 2019 which was cited by 45% of survey respondents. This was an eight percent increase from 2016. 31% were using the pre-tax deduction, which is paid by the employee, 26% were getting the direct cash payment which is employer-paid, and 10% were receiving a SmarTrip card or voucher, while 33% did not know the format of the benefit they were receiving. The availability of carshare and bikeshare also increased. The transit/vanpool subsidy also was the most widely used employer commute benefit service by 60% of respondents with access to the service. 39% with access used travel option information provided by the employer, and 25% used a carpool subsidy while other services were used by about two in ten with access to the employer sponsored commute benefit services.

The last section of the survey covered by Mr. Ramfos was technology initiatives and driverless cars. Mr. Ramfos reported that 85% of survey respondents had an account with at least one social networking application with the highest being Facebook (71%), and LinkedIn (55%). The use of all accounts declined with increasing age. He also stated that 85% of respondents had used at least one Travel/Trip Info Application including Wayfinding (63%), and Traffic Alerts (50%). Transit and bike/walk commuters used most of the apps at a higher rate than did drive alone commuters and carpoolers/vanpoolers. One-third of respondents were “Very Familiar” with Concept of Driverless Cars; 58% Were “Somewhat Familiar.”

Familiarity was higher among males and higher income respondents; there was very little difference by age. 72% of respondents could not describe a driverless car benefit, either because they did not feel there were any benefits (17%) or because they weren’t sure that there were benefits (55%). Respondents were more likely to mention concerns about driverless cars than they were to cite potential benefits. 66% noted at least one concern that they had with driverless cars versus 28% who had mentioned a benefit. Finally, 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 wrapped up the presentation by stating that the 2019 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 17th. Once the report is finalized, staff will begin to work on preparing and publishing a general public report in FY 2021.

Gary Erenrich, Montgomery County, asked whether data is available at the local jurisdictional level. Mr. Ramfos stated that the local jurisdictional data sets would be available early next calendar year. Jim Maslanka, City of Alexandria, asked whether the survey timing captured the e-scooters being deployed. Mr. Ramfos stated that the survey was conducted between January and March and would have captured some of the scooters being introduced in jurisdictions. Bill Orleans asked about transit availability and awareness.

Mr. Ramfos stated that there were questions in the survey that asked about transit availability and awareness and the response to this question has been very static over the years. He also stated that there is a high awareness of the availability of transit along with awareness of transit options; however, a new question was added to the survey this time to assess transit decline and why former transit users were no longer taking transit. The survey finding was that 23% of the respondents stopped using transit because of either a home or work location change and the inability to access transit. This was a bit surprising given the recent rise in ride-hailing use and other options such as bikeshare and scooters.

### **3. Activities to Address Safety Challenges in The Region: MDOT**

Eric Randall, TPB staff, introduced this agenda item, recapping the board's interest in safety following the approval of annual highway safety targets for fatalities and serious injuries in January. At that meeting, the board asked for quarterly briefings from the state DOTs on what they are doing to improve safety. He noted that today's briefing is another briefing from MDOT which will also be made to the board this month; next month there will be briefings from VDOT and DDOT. Also, in October, Jon Schermann, TPB staff, will brief the committee on intentions for setting the 2020 highway safety targets, as well as review performance from 2018 against the targets set for that year.

Tim Kerns, Director of the MDOT SHA Highway Safety Office, then started the presentation. His first couple of slides reviewed the 'swiss cheese' model of causation and how multiple factors are at work in an accident, including behavioral factors. He pointed out that the top three of these are drivers unbelted, excessive speeds, and impaired driving. Maryland's seatbelt use rate is 90.4 percent, which means almost 1 in 10 drivers is not wearing a seat belt. The state's Strategic Highway Safety Plan goes through 2020; a new five-year plan is under development with new activities for the next five years. He then spoke to the four Es of safety and the several segments of the population that are focused on for safety actions. Graphs of the state trends in highway fatalities and serious injuries were then shown, with general progress being made towards the goals of halving these by 2030, but recent trends are not promising. He then showed graphs for the four MD counties of the NCR along with their portion of the 2020 highway safety targets. Plotting the data shows that performance is crossing the target trend line in the wrong direction, including non-motorized fatalities and serious injuries which make up about twenty percent of the total. He then spoke to the MDOT staff who work with local jurisdictions on safety and some of the funds and programs available. He closed by speaking to the importance of a safety culture.

Cedric Ward, Director, MDOT SHA Office of Traffic and Safety, then gave the second half of the presentation focusing on the engineering side and on expanding synergistic partnerships within MDOT, with local jurisdictions, and with external parties. Regular meetings, including with the MDOT transit division, with the local engineer's council, and at national conferences and workshops, are vital in sharing knowledge. SHA traffic and safety staff work with FHWA to share information, such as on new highway barriers and safety hardware, with builders on work zone safety, and with

universities on safety treatment effectiveness research. Local government staff chair meetings in support of the safety plan emphasis areas, which contributes to effective partnerships. Law enforcement involvement is also important, both state and local, specifically in the areas of automated enforcement and commercial vehicle safety efforts. He closed by sharing some of the best practices learned or shared with other states, including new safety treatments and guidelines.

Bob Brown, Loudoun County, asked if the safety data is analyzed for local drivers vs. rest of region or out of state drivers, and if there is any correlation in accident causation. Tim Kerns responded that they have done that type of analysis in the past, for example for the eastern shore counties, but have not done so for the NCR.

Bob Brown also asked if there is any coordination and comparison with safety efforts in the District and in Northern Virginia. Tim Kerns responded that they do so on several levels, including through the regional NHTSA office and in forums such as the Governors Highway Safety Association meetings. FARS data shows that the Columbus Day weekend has a spike in accidents, and there is discussion on a combined regional education and enforcement campaign for that time in early October.

Kari Snyder, MDOT, then noted that the board presentation will need to focus on practical examples of coordination and safety partnerships, with some local examples of action. Bob Brown endorsed this approach.

Kanti Srikanth thanked the presenters and recapped the purpose and goal of these state DOT presentations to the board. The board will be adopting 2020 targets in a few months, and will also be presented with the results from 2018 versus the targets that were set that year, and how they compare. The challenge is to tell the board how we are doing and what more we can do to improve safety outcomes. It is good to hear that local jurisdictions are engaged in safety as well, and this needs to be brought up to the board. Lastly, he noted that the TPB study of safety outcomes is ongoing and there will be more to come on this.

#### **4. Visualize 2045 Aspirational Initiatives: Site Visits with TPB Member Technical Staff**

Stacy Cook, TPB staff, spoke to the presentation, briefing the committee on an upcoming activity by staff which will enhance regional collaboration and is intended to support actualization of the seven Aspirational Initiatives identified in the long-range plan. She asked members to please complete an online questionnaire to help staff identify new projects, programs and policies our that our TPB jurisdictions are advancing that align with the seven initiatives.

Ms. Cook announced that TPB staff will be visiting sites in the fall of 2019 and early 2020 to discuss: Visualize 2045 and the endorsed Aspirational Initiatives; to identify member jurisdiction projects, programs and policies that should be included in the next plan and are aligned with the initiatives; and to identify ways in which TPB members can assist with these activities. She then provided an online link to a form for jurisdiction representatives to complete to gather this information on local activities, with a deadline request for September 30, 2019. She also requested that TPB Technical Committee members plan to attend these proposed meetings.

Bill Orleans, Public attendee, suggested that the staff meetings to discuss activities that align with the Aspirational Initiatives be changed into public meetings. Mr. Orleans also suggested that the public should complete the online form. Ms. Cook responded that staff are developing public participation outreach activities related to the next long-range plan and the Aspirational Initiatives, and that those events will be tailored to a public audience. Lyn Erickson noted that for the next long-range plan, the board will be looking for those projects that align with the Aspirational Initiatives.

Gary Erenrich asked if only the TPB Technical Committee members should complete the form, or if other staff at the local governments/transit agencies could also use the link and complete the form. Ms. Cook replied that other technical staff were welcome to also complete the form.

Sree Nampoothiri of NVTA suggested that Ms. Cook attend a meeting with the Northern Virginia Transportation Authority, as numerous smaller jurisdictions attend those meetings. Ms. Cook indicated she would be pleased to do so.

A question was asked regarding whether or not there would be one meeting per jurisdiction or multiple meetings to discuss each Aspirational Initiative to which Ms. Cook shared that the intent is to get the conversation going with the appropriate audiences and that subsequent meetings may stem from initial gatherings.

Mr. Srikanth reiterated the importance of these meetings in respect to the overall implementation of the Visualize 2045 plan.

## **5. incenTrip Mobile Application Regional Launch**

Dan Sheehan, TPB staff, spoke to the committee about the public launch of the incenTrip mobile application. He shared that the app was formally launched on Wednesday, August 28 during a press event at the National Press Club. Several news outlets and over 70 individuals were in attendance; remarks were given by Martin Nohe, TPB Chairman; Kelly Russell, TPB Vice Chair; and Dr. Lei Zhang, University of Maryland.

Mr. Sheehan then gave an overview incenTrip's functionality. The app is primarily a trip planning and tracking interface that seeks to optimize and personalize traveler incentives to promote multimodal travel options, off-peak travel, and smart routing/driving for reduced congestion, energy use, and emissions. Real time data is fed into the app that predicts traffic congestion. incenTrip will generate travel mode options that may be best for the user at any given time. Multimodal options, including transit options that cross jurisdictional boundaries (e.g. WMATA transfer to DASH) are available. Carpooling is also included; potential carpool partners can be found through a DeepLink that exists between incenTrip and the Commuter Connections ridematching database.

Continuing, he noted that each trip planned and logged within incenTrip awards users points that can be accumulated and redeemed for cash incentives. The "Commuter Connections Check Program," designed by Commuter Connections stakeholders, is currently rewarding commuters for their smart commute trips. incenTrip users must be enrolled within Commuter Connections to be eligible for this program. Once enrolled, they may log their trips in real-time using incenTrip to accumulate points redeemable for cash incentives. The Commuter Connections Check Program emphasizes mode shift. Therefore, a large amount of points are awarded to users upfront who indicate commuting in a non-SOV travel mode. He explained that this is known to app developers as the "Hook" phase. As time progresses, and users continuously indicate their non-SOV travel mode, they gradually move into the "Sustain" phase, where points awarded gradually diminish since their travel behavior is deemed as acceptable.

Mr. Sheehan concluded the presentation by explaining how Commuter Connections will integrate incenTrip into the regular TDM Program Evaluation cycle and use data generated from the app to determine the effectiveness of incentives and their influence on mode choice. Changes to the rewards model can be made by Commuter Connections at any time.

After the presentation concluded, Dr. Lei Zhang, UMD, provided further insight on audience questions about various technical components of incenTrip. Dr. Zhang explained how accessible options are integrated into the app and how the app is equipped with artificial intelligence to help determine mode choice.

## **6. Big Data Evaluation**

Tim Canan, TPB staff, presented an overview of The Big Data Evaluation project, which will entail an independent consultant evaluation of Big Data and its use and limitations in regional travel and mobility analyses and modeling. He noted that COG/TPB recognizes that Big Data can illustrate patterns and trends in human behavior and activity, and as a result, may have considerable application in regional transportation planning. The scope of work for the project was collaboratively



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developed by DDOT, MDOT, VDOT, DRPT, and WMATA through the TPB State Technical Working Group (STWG). The project stemmed from interest in acquiring Big Data to examine the impact of emerging technologies and trends such as Transportation Network Company (TNC) use and micro-mobility. The project was first developed as a Technical Assistance project, but it will be carried out through the UPWP core program during FY 2020. Kimley-Horn, a planning and design firm, was selected to conduct the evaluation.

Mr. Canan provided a series of key questions that the study will address, as well as key research considerations that have been preliminarily identified. These considerations are grouped into seven (7) general categories: Travel Demand Modeling, TNCs, Travel Demand Modeling (TDM), Connected Autonomous Vehicles (CAVs), Traffic Counts, System Performance/Congestion Management, and "Other." In general, the scope of the project calls for the consultant to: convene a Study Work Group and prepare a work plan; develop an understanding of TPB programmatic requirements and analytical/modeling processes; review the state of the practice of Big Data use and applications by other MPOs and planning agencies; conduct an independent evaluation of Big Data source for their potential in supporting TPB staff in meeting its requirements/needs; recommend options and considerations for acquiring Big Data; and prepare a final report documenting the outcome of the analysis.

Staff shared that the study work group will be composed of COG/TPB technical staff who will provide broad subject matter expertise to help the consultant confirm COG/TPB requirements and needs and to evaluate a potential Big Data source. As specific areas of research and data needs become better understood as the project moves forward, the study team will reach out to key subject matter experts in TPB partner agencies for their insights and guidance. Mr. Canan explained that the Technical Committee and other appropriate subcommittees and working groups will receive status updates on the progress of the project as it reaches key milestones.

Following the presentation, committee members asked several clarifying questions, primarily seeking clarification on the role of the study work group and the plan to engage agency personnel in the performance of the project. He noted that while this project will not have a formal Technical Advisory Committee (TAC) like typical planning studies undertaken at TPB, the study work group, composed of COG and TPB staff will provide this oversight. However, since the project is just now beginning, it is not yet known what specific subject areas will require more detailed focus. Once those are better understood, the study team will convene special advisory groups composed of those subject matter experts who work for partner agencies in the region to ensure enough agency participation and guidance is involved in the project.

## **7. Visualize 2045 Initiatives: National Capital Regional Trails**

Providing context, Mike Farrell, TPB staff, shared that the completion of a National Capital Trail is an Aspirational Initiative and a major part of Visualize 2045. Giving history, he noted that as an idea the trail has been under development for a long time, in various plans, including the TPB's bicycle beltway, which became the National Capital Trail in the park service's paved trails plan. He noted that the current National Capital Trail loop serves a significant number of people and the TPB would like to see it expanded into a regional trails plan.

He explained that this is an opportune time to do this work, since we can take advantage of the work done over the past four years by the Capital Trails Coalition. Mr. Farrell acknowledged that he serves on the steering committee for the Capital Trails Coalition.

Mr. Farrell then briefed the Committee on the selection criteria for the trail. He noted that the TPB Bicycle and Pedestrian Subcommittee has approved the selection criteria along with the Capital Trails Coalition network.

Also, TPB staff have carried out site visits with the outer jurisdictions, and have gathered GIS data, which has been used to create a draft map. He noted that the next step is to apply the selection criteria to these data to develop a draft network, which will then be vetted with the jurisdictional

staff. One of the informal criteria is a relative uniform density of trails across the region, allowing for differences in development densities.

The current draft map covers the entire region. Citing Loudoun County, he noted that staff have received data for the jurisdiction and staff are still examining the metadata to make sure that the Loudoun trails meet the agreed upon selection criteria.

Data that has been gathered for the National Capital Trail will be used to update the Bicycle and Pedestrian Plan. This task will follow the adoption of the Capital Trails network.

On the map, Mr. Farrell pointed out that green lines represented on the draft map displayed are existing trails and red lines represent planned routes. He acknowledged that there are gaps in the system, but in northern Montgomery County there were not continuous facilities, either existing or planned.

Charlene Howard explained that staff will need to continue to interact with the jurisdictions to clarify some of the questions concerning the metadata.

Gary Erenrich asked if staff had looked at the Montgomery County bicycle plan. Ms. Howard replied that the approach in that plan was different than the one that staff are taking, but staff will review the Montgomery plan. She noted that the Montgomery County information that staff has obtained, has come from the Capital Trails Coalition and that staff will work with this organization in the coming months to revisit review of the network in the inner jurisdictions.

Concluding with the demonstration of the current map both Ms. Howard and Mr. Farrell acknowledged that at present, the draft map is in PDF format, and will be made available in other formats.

## **8. Update on Greenhouse Gas Planning Activities**

Erin Morrow TPB staff provided background context for greenhouse gas (GHG) planning in the metropolitan Washington region. She noted that as an MPO, the TPB is federally mandated to develop a long-range transportation plan and a key element of that is ensuring that it conforms to the established mobile emissions budgets for criteria pollutants. At present, the region is in non-attainment for ozone season pollutants VOC and NOx. Greenhouse gases (GHG); however, are not federally regulated. The TPB has chosen to report GHGs as part of the performance analysis of its long-range plan since 2010. TPB staff have modeled GHG emissions estimates using similar methods as for criteria pollutants.

Ms. Morrow explained that in 2008 the COG Board adopted aspirational regional goals for GHG reductions which were to reduce GHG emissions 10% below “business as usual” by 2012, 20% below 2005 levels by 2020, and 80% below 2005 levels by 2050. These reduction goals inform the GHG planning work of the TPB and other policy committees. According to the Regional Climate and Energy Action Plan, which is developed by COG’s Climate Energy and Environment Committee (CEEP), the region met its first 2012 goal, but there needs to be an immense undertaking to meet the 2020 and 2050 goals. TPB has also conducted and participated in several voluntary studies that aim to find ways to reduce GHG emissions.

Dusan Vuksan then discussed work underway to update the greenhouse gas estimates for select years. He noted that, COG staff in the Department of Environmental Programs (DEP) periodically compile GHG emissions inventories for all sectors for select milestone years to measure progress towards meeting the aspirational goals for GHG reductions. TPB staff are asked to provide on-road emissions for these efforts. The next update will be for analysis year 2018 and will include previously modeled years 2005, 2012, and 2015. As part of this work effort, TPB staff is updating the modeling for the three previously modeled years so that all four years will use the same input assumptions and modeling tools, which are based on the air quality analysis completed for Visualize 2045. All the modeling is expected to be completed by the end of this calendar year and the emissions estimates will be provided to DEP staff for the regional GHG emissions inventory update. GHG planning is still a

relatively new area and TPB staff will continue to review and monitor developments in methodology and apply changes as appropriate. The next major milestone year for GHG emissions analysis is 2020.

Ms. Morrow then updated the committee on the work of the Transportation and Climate Initiative (TCI), which is a group of mid-Atlantic and northeastern states that are working to develop a cap-and-invest or similar pricing program to reduce carbon emissions from transportation. The work began in December 2018 and is expected to be completed by the end of this calendar year. Right now, they are in Phase 3 of the work plan where they are looking at specific policy options. Last month, TCI presented the modeling results for the reference case that will be used as a baseline for studying the policy options. TPB staff have been told that within the next month or so, a package of information on the policy options will be released to the public for a 30-day comment period. Both TPB and DEP staff have been monitoring the work of TCI and participating in discussions with COGs and MPOs to see what the role of regional planning entities could be in this state-driven initiative. All the past TCI workshops and webinars were recorded and available on the TCI website (<http://transportationandclimate.org/>). There is also a place on the website to provide feedback on the planning process at any time and all of the comments are publicly viewable. Staff will keep the committee updated on its progress.

Kanti Srikanth, Staff Director added some additional information related to GHG planning in the region. (1) Many of the local jurisdictions are currently either developing a climate action plan for the first time or updating their existing climate action plan. TPB staff often get data requests from local staff to support the development of these plans. (2) For TCI, the program that they are working to develop would likely need legislative action by the participating states to enact and would cap the amount of GHG emission from gasoline or diesel. Anyone exceeding those caps will have to pay and that money would be used to invest in programs to reduce GHG emissions from transportation. (3) The TPB has endorsed the region's GHG reduction goals and are actively partnering with the Metropolitan Washington Air Quality Committee (MWAQC) and CEEPC to address what can be done in the transportation sector.

## **9. Other Business**

### **• DDOT TIP Amendment**

Lyn Erickson informed the committee that DDOT is updating their entire section in the TIP and that it was out for public comment. A comment was received regarding the Anacostia trail. There were also technical corrections to projects included. The board will be provided a memo detailing these updates, and DDOT's response to the comment received.

### **• GIS Walkshed**

Charlene Howard informed the committee that the board will receive a memo updating them on the status of this project. In addition, the board will receive a demonstration of the GIS tool at the upcoming September meeting.

### **• Air Passenger Survey**

Arianna Koudounas announced that the 2019 Washington-Baltimore Regional Air Passenger Survey, the 14th survey in the biennial series, will take place in October of this year 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). The ground access survey will ask departing air passengers about their trip to the airport, and the factors that informed their ground access mode and airport selection.

### **• 7 Day Panel (Tim Canan)**

Staff announced that the consultant who conducted the Regional Travel Survey will be conducting a 7-day panel survey in October and November to help COG/TPB evaluate the effectiveness of using

smart phone technology in collecting regional travel information. This pilot will survey households located primarily in the inner suburbs and regional core located in and around Regional Activity Centers/High Capacity Transit Areas and will also collect information on emerging topics such as TNC use and micro-mobility.

- **Communications contacts**

Abigail Zenner informed members that she will be contacting staff to gather contact information of local agency communications and public relations staff with the goal of generating an inventory of these personnel. Committee members should anticipate receiving a Google form via email where they can provide the appropriate contacts.

- **Car Free Days reminder**

Lyn Erickson reminded committee members that the 2019 Car Free Days event will be taking place from 9/21 – 9/23. She encouraged members to visit the events website and take the pledge to go car free or car light on these days.

- **Connected and Autonomous Vehicles related activities**

Andrew Meese notified the committee that in the FY2020 UPWP activities were included regarding connected and autonomous vehicles. He noted that a series of forums on topic is currently being planned, and are anticipated to take place between Feb. and May 2020. Additionally, Mr. Meese mentioned that staff is in the process of establishing an advisory committee to assist in the forums' development. He encouraged any members interested to volunteer or consider alternative staff within their member agencies to volunteer on the ad-hoc group and that the first meeting of this group is being planned for the end of September via conference call. Also, staff will be reaching out to jurisdictions to gain insights into local activities regarding the subject.

- **Community leadership Institute (CLI)**

Bryan Hayes informed the group that the application window for the upcoming CLI session is now open and receiving applications. He shared that it is a three-day workshop that will be taking place in October and November. He noted that the workshop is for community leaders who would like to more about transportation planning in the region. He encouraged members to nominate prospective participants. The deadline for applications is October 4 and they can be reach via the cog website at [mwkog.org/CLI](http://mwkog.org/CLI)

- **Transit Access Focus Areas**

John Swanson informed members that staff will also be visiting member agencies with the goal of discussing transit access focus areas for the currently ongoing station access study.

- **Request for presentations on local projects which exemplify the seven endorsed initiatives**

Lyn Erickson briefly mentioned that staff is always interested to receive ideas or updates on projects of this nature and to please reach out to her if an agency or jurisdiction is interested in sharing with the technical committee or TPB.

**TPB TECHNICAL COMMITTEE MEMBERS AND ALTERNATES  
ATTENDANCE – September 6, 2019**

DISTRICT OF COLUMBIA

DDOT Mark Rawlings

DCOP -----

MARYLAND

Charles County Alex Waltz

Frederick County Ronald Burns  
City of Frederick David Edmondson

Gaithersburg -----  
Montgomery County Gary Erenrich  
Prince George’s County Victor Weissberg  
Anthony Foster

Rockville -----  
M-NCPPC  
MDOT Kari Snyder  
Cedric Ward  
Tim Kerns  
Torja Lassiter

Takoma Park -----

VIRGINIA

Alexandria Jim Maslanka  
Arlington County Dan Malouff  
City of Fairfax Chloe Ritter  
Fairfax County Mike Lake  
Malcolm Watson

Falls Church -----  
Fauquier County -----  
Loudoun County Robert Brown  
Manassas -----  
NVTA Sree Nampoothiri  
NVTC Dan Goldfarb  
Prince William County Paolo Belita  
PRTC -----  
VRE Sonali Soneji  
VDOT Norman Whitaker  
Regina Moore  
VDRPT Ciara Williams  
Xavier Harmony

NVPDC -----  
VDOA -----

WMATA Mark Phillips

FEDERAL/REGIONAL

FHWA-DC -----

FHWA-VA -----

FTA -----

NCPC -----

NPS Laurel Hammig

MWAQC -----

MWAA -----

COG STAFF

Kanti Srikanth, DTP  
Lyn Erickson, DTP  
Tim Canan, DTP  
Andrew Meese, DTP  
Mark Moran, DTP  
Nicholas Ramfos, DTP  
Abigail Zenner, DTP  
Arianna Koudounas, DTP  
Brandon Brown, DTP  
Bryan Hayes, DTP  
Charlene Howard, DTP  
Daivamani Sivasailam, DTP  
Dan Sheehan, DTP  
Dusan Vuksan, DTP  
Eric Randall, DTP  
Erin Morrow, DTP  
Greg Grant, DTP  
James Li, DTP  
Jane Posey, DTP  
Jessica Mirr, DTP  
Jinchul Park, DTP  
John Swanson, DTP  
Kenneth Joh, DTP  
Matthew Gaskin, DTP  
Michael Farrell, DTP  
Sanghyeon Ko, DTP  
Sergio Ritacco, DTP  
Stacy Cook, DTP  
Yu Gao, DTP  
William Bacon, DTP  
Sunil Kumar, DEP  
Greg Goodwin, DCPS

OTHER

Bill Orleans  
Alexandra Brun, MDE  
Rick Rybeck, Just Economics LLC,