
TPB TECHNICAL COMMITTEE MEETING SUMMARY

June 2, 2023

1. WELCOME, VIRTUAL PARTICIPATION PROCEDURES, AND MEMBER ROLL CALL PROTOCOL

Staff described the procedures and protocols for the hybrid meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

2. APPROVAL OF MEETING RECAP FROM THE MAY 5 TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3. INTERCITY TRAVEL OVERVIEW

Mr. Meese introduced a presentation of TPB's spring 2023 desk study on intercity bus and rail travel in the national capital region. An abridged version of this presentation will be given at the June 21st TPB meeting. Mr. Gaunaurd followed with an overview of the research, which precedes a more thorough intermodal regional survey included in TPB's fy24 UPWP. TPB conducted an intercity travel count in 2016, which found that Fridays were the busiest travel day by bus, union station was the dominant boarding/alighting point, and most trips are to or from the New York city area. These findings held true in the 2023 research. Ridership is expected to continue growing nationally on bus and rail modes, increasing the industry's local economic impact and applying pressure on intercity facilities still recovering from pandemic related losses. Mr. Meese ended the presentation describing the FY24 UPWP intercity and commuter travel survey task.

Mr. Srikanth and Mr. Moran followed the presentation by noting that bus and rail intercity travel may be accounted for in TPB's next generation travel modelling, but only auto-based intercity travel is accounted for now. Mr. Shahpar shared that reaching out to WMATA and using their passenger survey data about riders' trip origins could help. Furthermore, Mr. Srikanth explained there is a plan to host intercity travel providers and representatives to speak with the TPB about their plans.

Ms. Rainone inquired about why FY19 data was used versus more recent data for Amtrak. Mr. Randall explained that the FY21 data was the most recent ridership information available at the station level and using the FY19 data instead was meant to highlight the station's potential as ridership rebounds from the pandemic. Mr. Gaunaurd added that FY23 data for Virginia Breeze was available because quarterly reports are released by DRPA in Virginia, even though it is operated by Megabus, which does not release similar reports for its own operations.

Mr. Erenrich asked whether there is any external agency that regulates intercity bus and do the bus lines report to NTD? Also, can the region get any credit in the formula funding process for the intercity bus lines' use of exclusive bus lanes? Mr. Randall explained that private intercity bus operators are not required to provide any information about operations and no formula credit is provided for dedicated and HOV lanes.

Mr. Orleans asked about whether any economic impact study has been conducted reflecting on the effect of past intercity travel deregulation to the national capital region. Mr. Randall replied that GAO or another group may have studied this, but TPB does not have that information available.

Mr. Brown followed noting that there is also an intercity bus stop at Washington Dulles International Airport. Ms. Hurwitz asked about how intercity bus travel seemed to have rebounded from the pandemic so strongly. Mr. Gaunaurd and Mr. Meese replied that some reasons include pent up demand, ease of access to this mode of transportation and its affordability compared to other modes. Mr. Ruiz echoed that intercity bus and rail have bounced back due to the crunch on airlines raising costs and limiting options. He also suggests further research into intercity trips using only commuter rail. Mr. Phillips later commented that intercity buses tend to operate in markets less served by airlines (if at all) or other modes, so it becomes the only alternative. He also suggested that future intercity travel analysis demonstrate the differences between the 2016 study's data and current findings. Meese missing

4. NVRC MIRR OVERVIEW

Northern Virginia Regional Commission (NVRC) applied for and received a Military Installation Resilience Review (MIRR) grant from the Office of Local Defense Community Cooperation (OLDCC). Chris Landgraf, NVRC Program Manager, Military Installation Resilience, presented on the process NVRC used for the project, as well as results. During the MIRR process, projects benefiting the communities and the installations were identified, many of which were transportation related and were summarized during the presentation.

Kanti Srikanth followed up with a summary of the PROTECT program and the connection between the MIRRs (both in DC and Northern Virginia) and the work that TPB does with the transportation resiliency planning program and the long-range transportation plan. Katherine Rainone also provided further information on the connection between the DC and NVRC MIRR projects, noting their similarities and differences and why they are important to further potential resilience work in the region, especially with regards to transportation projects and how they could be funded in the future. She also highlighted the importance of continuing these types of partnerships between regional organizations.

Amir Shahpar of VDOT asked a clarifying question regarding NVRC's future work in this space, whether the grants they are applying to are for further study or implementation of projects, to which Chris Landgraf replied that it is for further study. Amir Shahpar followed up by asking about the shovel ready projects Chris referred to, if they had funding identified for those projects yet. Chris Landgraf replied that they are working with the counties/regions and trying to identify shovel ready projects that can be brought to various funding mechanisms that are prepared to fund implementation projects (like DCIP, which is a competitive funding program that will fund 70% of the project, so the locality only has to match 30%). NVRC has begun hosting "industry days" where they bring together local communities and businesses and regional entities like VDOT and utility companies to the table to try to identify shovel ready projects. There was discussion using Fort Belvoir as an example of how important transportation outside of the installation is to the installation mission, because 100% of the civilian population and 80% of the military population that works there does not live on the installation, therefore transportation resilience issues can quickly become a workforce issue. Fort Belvoir and Quantico are two of the largest employers in their respective localities. Kanti Srikanth stressed the importance of the MIRR and OLDCC programs in general, because they are programs that study and fund projects outside military installations and within the communities that have an impact on the installation mission, opening a broader range of funding sources in addition to the traditional sources usually used for transportation projects. It was emphasized that if the surrounding community isn't resilient, the installation can't really be resilient.

INFORMATION ITEMS

5. FY 2024 UPWP PROJECTS UPDATE

Lyn Erickson introduced staff to talk about their projects:

Mark Moran opened with two topic areas. The first is climate change mitigation planning. The second is Regional Electric Vehicle, or EV, Infrastructure Deployment. Last year the TPB adopted greenhouse gas reduction goals and strategies for the on-road transportation sector. Thanks to new federal funding, during FY 24, TPB staff will be participating in work to support implementation.

The carbon reduction program, or CRP, was established by the Bipartisan Infrastructure Law. It provides five years of funding. Our region will receive approximately \$12 million per year for the first two years. Projects selected for CRP funding must be identified in the TIP and TPB staff is coordinating with state DOT staff. The CRP also requires states to develop a Carbon Reduction Strategy, in consultation with MPOs, which is due in November.

The Carbon Pollution Reduction Grant, or CPRG, program was established by the Inflation Reduction Act. A Priority Climate Action Plan for the MSA will be developed in partnership between the District of Columbia and COG. The plan is required for any eligible entities that wish to apply for competitive implementation grants in the next stage of funding.

TPB staff plans to enlist consultant support to conduct a study to review greenhouse gas reduction strategies, including those that the TPB adopted to be explored further and to identify potential greenhouse reduction strategies for the region that may not have been included in the TPB's Climate Change Mitigation Study of 2021, also known as the CCMS.

Mr. Mark Moran spoke about Electric Vehicle Infrastructure. According to the CCMS, decarbonizing our motor vehicle fleet is the single most important transportation-sector strategy for reducing on-road greenhouse gas emissions. TPB staff are supporting the efforts of the Regional Electric Vehicle Deployment, or REVD, Working Group, which had its first meeting in March. The working group has developed a Regional EV Clearinghouse and is finalizing an EV- Ready Checklist. The working group will oversee the deployment of a Regional Electric Vehicle Infrastructure Implementation Strategy. The Implementation Strategy will be funded, in part, through the UPWP Technical Assistance program and is being designed to support state and local governments as they prioritize locations for EV infrastructure deployment and apply for funding from federal programs such as future funding opportunities from the Bipartisan Infrastructure Law's Charging and Fueling Infrastructure, or CFI, Discretionary Grant Program.

Andrew Meese reported to the Committee that TPB has done the congestion management process for many years, and it has a lot of data compilation activities. By 2024 we want to take an expanded and look at data that maybe a purchase or lease for additional data sources. We want to try to get more topic areas within the realm of congestion management. The technical reports the CMP as it appears in visualized 2050 and our congestion dashboard online and just a reminder that we do have the vehicle probe data users group that provides that training.

Mr. Eric Randall discussed a 2030 map that we're working on looking at high capacity transit stations and at local bus service. The idea is, if we want more people to use transit, to make it a viable alternative for people to travel or work or other purposes, including looking at how we can improve the bus system. We're going to look at those 225 plus or minus high capacity transit services and inventory how many local bus services stop there now and how many trips per day and are those bus services connect to activity centers. Do they connect to other high capacity transportations? Do they connect to equity emphasis areas? We're trying to figure out where we can add value. Montgomery County has their pilot in the region. The pilot holds a lot of promises and technology not only for buses, but also for trucks and heavy duty vehicles, We are also updating our inner city bus traffic

study and not only looking at inner city bus but also inner city rail origin/destinations.

Tim Canan advised how the Planning Data and Research Team is working to analyzing travel trends and on travel monitoring. We are just starting our regional transit onboard survey. Past travel surveys included big labor-intensive activities that were so big that we can only deploy to do these maybe once every 10 years. or so. We're taking a look at how we can do better in our data collection, and after reviewing the state of the practice and it seems that more frequent and ongoing data collection could be beneficial.

TPB also conducts environmental justice analysis to determine if our plan, programs, policies and projects in our long-range plan disproportionately adversely effects a population. We are reviewing the EEAs and comparing them with the new federal Justice40 focus areas.

6. VISUALIZE 2050: COMMENTS RECEIVED TO DATE, OTHER UPDATES

Marcela Moreno, referring to the meeting materials, shared that there were 11 submissions to the Visualize 2050 Initial Project List Feedback Form. The submissions included over 20 individual project comments for the District of Columbia, Virginia, and Maryland. Cristina Finch provided an update on the project input process for Visualize 2050. She said that staff are working to provide agencies with access to data currently entered in the PIT (Project InfoTrak). She added that Maryland's data is complete, and Virginia and the District of Columbia's data is underway. There were no questions from the committee:

7. HOUSEHOLD TRAVEL SURVEY STATE OF THE PRACTICE COMMENDATIONS

Dr. Joh presented this item to the TPB Technical Committee. Since the last regional household travel survey conducted in 2017/2018 (Regional Travel Survey), travel survey methods have been evolving to address the need to capture regional travel patterns more frequently due to emerging technologies and shifts in travel behavior from the pandemic. To address these needs, TPB staff conducted a project to consider the approach and methodology used for future household travel surveys by researching the latest methods and approaches. This presentation focused on recommendations for the approach for the next regional household travel survey.

Mr. Brown asked about security concerns for smartphones, particularly tracking of cell location data. Are people trying to change those parameters on their phones and what would that do to the validity of the data? Dr. Joh responded that data privacy and security concerns have been vigorously discussed in the travel survey field. The landscape for conducting travel surveys has been more difficult because of increased concern over privacy. These survey apps typically include a privacy statement or agreement that the data collected from these apps are stored on a secure server and held in strict confidence. A user would download the app and consent to the app vendor's privacy and data sharing agreement. There are safeguards put in place but there is not a completely failsafe approach so people will continue to have some concerns about smartphone apps.

Mr. Srikanth noted if we use a smartphone-based household travel survey, it would be an app that the user would voluntarily agree to participate and download the app after having consented to being tracked. Dr. Joh confirmed that Mr. Srikanth is correct that the participant must consent to the survey and that participation in these surveys are voluntary.

8. COMMUTER CONNECTIONS BIKE TO WORK DAY SURVEY RESULTS

Nicholas Ramfos, COG/TPB staff, briefed the Committee on highlights from the FY2023 Bike to Work Day survey conducted. The survey was distributed in November 2022 to individuals who participated in the 2022 Bike to Work Day event. The survey was conducted by WBA Research and the analysis was prepared by LDA Consulting.

There were 12,550 survey invitations delivered and 2,659 responses received, which accounts for a 21.2% response rate. The primary purpose of the survey is to define the change in commuter bike use attributed to the event.

Mr. Ramfos then shared several findings from the survey. 2022 was the first event for 18% of respondents. Most participants heard about the event through the Internet (29%). About a quarter of the participants stated that the best part of the event was sharing the ride with others. 94% of the participants used a personal bicycle to ride in the event. Notably, e-bike usage appears to be increasing, from 3% reported in the prior survey in 2019 to 9% in 2022. Almost three quarters of the participants rode the entire trip from home to work and 18% biked to a pit stop and then rode back home meaning a fair number of participants technically teleworked. Mr. Ramfos stated that this would more than likely affect the transportation and emission impacts of the event given that these types of trips were much shorter than a typical trip from home to a work location. Almost half of the respondents stated that they combined their bicycle trip with using transit and left their bicycle at the station. Mr. Ramfos then stated that the self-reported demographics of participants are not representative of the region's entire population; participants tend to be overwhelmingly white and male, older, and grouped into a higher household income bracket than the regional average. 20% of respondents reported an increase in bicycling after the event, which is a slight drop from the 2019 survey of 23%. Average rider frequency remained constant at about 2.2 days per week which was reported for pre-event commute trips and post-event commute trips. As is historically typical, bicycle riding declined slightly in the fall following the event.

The primary barrier to continued bike use during fall 2022 was telework/remote work. 53% of respondents cited working from home/teleworking as a reason why they didn't commute by bicycle. There was a steep drop in transit use on days that participants reported not biking in to work, from 45% in 2019 to 28% in 2022. The average trip distance was 8.5 miles which was similar to 2019 (8.4 miles). There was a slight drop in the number of respondents who said their employers offer bike-commute assistance, from 83% in 2019 to 79% in 2022. Over 80% of respondents said they rode a bike for a non-commute trip in the past month with 27% of respondents reporting more non-commute bike trips post Bike to Work Day, 6% reported less, and 67% reported no change.

The findings from this survey were finalized in spring 2023 and published on the Commuter Connections website. The findings will also be used to calculate program impacts as part of the 2023 Commuter Connections TDM Analysis Report. Mr. Ramfos stated that there were several hundred comments submitted about how to improve the event and that about 100 of the comments were more focused on infrastructure improvements rather than event improvements and were shared with the state funding agencies for review and distribution to local jurisdiction bicycle planning staff. transportation.

9. PUBLIC PARTICIPATION EVALUATION STATUS UPDATE

Ms. Marcela Moreno presented an update on the implementation of recommendations from the 2022 Participation Plan Evaluation. She provided an overview of staff actions taken to implement the recommendations, items under consideration, and next steps. There were no questions from the committee.

10. OTHER BUSINESS

Ms. Lyn Erickson led the introduction of other business items.

Dusan Vuksan updated the board that on April 12th EPA announced two proposed rules. These rules are to establish new and more stringent emissions standards for light and medium duty vehicles. The other rule is new Greenhouse Gas Emission standards. This is for heavy-duty vehicles for 2027 and later. A joint comment letter of support from TPB and MWAQC has been developed. TPB received the draft letters with a cover memo in the major record report. MWAQC approved the letters at their meeting on May 24th there were no changes made to the version share with Tech and TPB.

Jane Posey spoke to the committee and advised them that TPB staff have been working with the Metropolitan Washington Air Quality committee staff to update our current Motor Vehicle Emissions budgets. The public comment period will happen over the summer. In September, MWAQC will be asked to approve the final budgets. In October, the state air agencies will submit those budgets to EPA and hopefully they will be approved by early next year so we can use them for our next conformity determination analysis.

Nicole McCall gave an update on the Transit Within Reach application process. The applications will be due on August 4th. The program provides technical assistance for design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations. Any interested TPB member jurisdictions or agencies that are a member of the TPB are eligible to apply.

In addition, the Virginia Transportation Alternatives Set Aside Program is underway. The pre application period is open as of May 15th and the deadline for pre applications is June 30th. A pre applications is required. The full applications are due on October 2nd.

For more on Transit Within Reach: www.mwcog.org/twr

For more on the Virginia Transportation Alternatives Set-Aside Program:
www.virginiadot.org/business/prehancegrants.asp

Andrew Meese briefed the committee on the upcoming TPB presentations on the Congestion Management process and the bottlenecks analysis. He mentioned that there is the ability in the future for the technical committee members to get a better understanding about the bottlenecks analysis through the vehicle Pro Data users group. Mr. Meese mentions we may be adding a workshop. Mr. Meese would like all to attend to get some hands on into the actual tools that are used in that University of Maryland Vehicle Pro Data analytics suite.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings - DDOT Rebecca Schwartzman- DC Office of Planning Mark Mishler - Fredrick County David Edmondson - City of Fredrick Brian Fields -City of Gaitherburg Eric Graye - M-NCPPC Kari Snyder - MDOT Gary Erenrich - Montgomery County Andrew Bossi - Montgomery County Victor Weissberg - Prince George's County Malcolm Watson - Fairfax County Bob Brown - Loudoun County Gladys Hurwitz - Loudoun County Brian Leckie- City of Manassas	Brian Leckie - Manassas Sree Nampoothiri - NVTA Sophie Spilitopoulos - NVTC Megan Landis - Prince William County Amir Shahpar - VDOT Chris Langraff - NVRC Mark Phillip - WMATA Bill Orleans Bill Pugh
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Kim Sutton Dusan Vuksan Sergio Ritacco Eric Randall Jane Posey Paul DeJardin Marcela Moreno Maia Davis	Janie Nham Leo Pineda Tim Canan Mark Moran Rachel Beyerle John Swanson Katherine Rainone Andrew Messe