
TPB TECHNICAL COMMITTEE MEETING SUMMARY

March 1, 2024

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 February 2 TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3. APPROVAL OF FY 2025 AND FY 2026 TAP FUNDING FOR PROJECTS IN VIRGINIA

Referring to the posted material, staff briefed the committee on projects that a TPB selection panel had recommended for funding using the TPB's sub-allocation from the federal Transportation Alternatives Set-Aside Program (TAP) for Virginia. John Swanson described the program and the selection process. Kenneth Derryberry, DTP intern, separately described the 15 projects recommended for funding. John Swanson said the TPB would be asked to approve the projects at its March meeting.

4. BRIEFING ON THE DRAFT FY 2025 UNIFIED PLANNING WORK PROGRAM

Ms. Lyn Erickson briefed the committee on the draft FY 2025 Unified Planning Work Program (UPWP). Ms. Erickson notified the committee that the TPB will be asked to take two actions: (1) Amend the 2024 UPWP with a carryover amendment, which will roll over unused funds into FY 2025 from work that will not be completed by the end of June 2024. (2) Approve the 2025 UPWP. Ms. Erickson then noted that no comments on the FY 2025 UPWP have been received from the Board or others.

Mr. Tim Canan notified the committee that a draft funding amount for the FY 2025 Technical Assistance Program was sent out. Mr. Canan acknowledged Mr. Amir Shahpar's offline comment regarding a low allotment number and stated that there was a formula error that has been corrected. Ms. Erickson then informed the committee that these revisions are not yet reflected online and that the final version for approval on March 14th with the TPB mailout. Ms. Erickson encouraged the committee to continue reviewing the UPWP and inform staff if any changes need to be made by March 6th.

5. BRIEFING ON THE DRAFT FY 2025 COMMUTER CONNECTIONS WORK PROGRAM

Dan Sheehan, COG/TPB staff, briefed the committee on the status of the FY2025 Commuter Connections Work Program (CCWP). The work program contains the work products, services, and budgets associated with the region's Commuter Connections program, which conducts transportation demand management activities. The work program was developed by TPB staff alongside staff from DDOT, MDOT, and VDOT. The draft FY2025 CCWP was presented to the TPB

Technical Committee on February 2nd, where staff responded to a small number of questions from committee members, and also to the TPB on February 20th. There were no changes recommended to the work program from either committee; as such, staff expects to request endorsement from the TPB at the March 21st Board meeting. Once approved, TPB staff will commence work activities outlined in the FY2025 CCWP beginning July 1st.

6. VISUALIZE 2050: BRIEFING ON PROJECT INPUTS AND DRAFT SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS FOR THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Cristina Finch shared with members the draft technical inputs for the Visualize 2050 and FY 2026-2029 Transportation Improvement Program air quality conformity analysis. Ms. Finch reviewed the materials available for the March comment period highlighting the types of projects open for comment are only an air quality-related subset of all transportation projects. Ms. Finch noted progress on two TPB priority strategies (related to express lanes and BRT/Transitways) to achieve TPB goals and shared a comparison between Visualize 2045 and 2050 projects. Ms. Finch acknowledged the many agency staff involved in the effort to update the projects for this comment period and shared next steps in the planning process.

Ms. Gladys Hurwitz from Loudoun County asked about what types of new Virginia projects didn't make Visualize 2045. Mr. Kanti Srikanth clarified these are new projects to Visualize 2050, and Mr. Amir Shahpar indicated some projects are proposed by localities in addition to the 4-5 new VDOT projects mentioned on an earlier slide.

INFORMATIONAL ITEMS

7. MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) UPDATE ON CARBON REDUCTION PROGRAM

Eric Following a brief introduction by Ms. Morrow, the committee was briefed by Mr. Kiernan on MDOT's plans for the Carbon Reduction Program (CRP), which was established by the Bipartisan Infrastructure Law (BIL) and provides funds for projects designed to reduce carbon dioxide emissions from on-road transportation. Mr. Kiernan discussed MDOT's CRP priorities, available suballocation for the TPB Region, project identification and selection process (MPOs, local governments, and MDOT Modal Administrations and partners can apply through the OneStop Portal website), review and obligation process, and targeted outreach. He noted that MDOT is looking to not only identify near-term projects, but also to create a pipeline for potential future projects. Mr. Kiernan added that it was very important to take advantage of all obligated funds and discussed the program timeline, which included coordination with MPOs. He also described the project evaluation process and closed his presentation by noting the key program phases and key dates.

Mr. Brown asked if this effort was tied to the discretionary congestion relief program or if it was a distinct program. Mr. Kiernan noted that this is a distinct program, but that MDOT is hoping to use the information collected through the platform to inform other programs.

Mr. Erenrich inquired about the level of funding that would be allocated to the Maryland counties in the TPB planning area, and Mr. Kiernan noted that there is about \$11.1 million available for the large metropolitan areas, as well as some additional funding for Frederick and Charles counties, as noted on one of the slides in the presentation.

Mr. Srikanth noted that CRP is a new program with two parts: 1) Every state is supposed to create and submit its Carbon Reduction Strategy (CRS) to the feds (which every state in our region has now done per Mr. Berg's clarification), and 2) Brand new federal funds for projects intended to reduce GHG emissions are available, and as such, they will have to go through the TIP. He added that TPB staff intend to further brief the TPB on this matter, most likely in May or later, and that DDOT and VDOT will also be asked to provide briefings on their respective CRP processes. Mr. Berg and Mr. Kiernan noted that VDOT and MDOT Carbon Reduction Strategies were approved by the feds. Finally, Ms. Sinner clarified that VDOT's understanding was also that the funds were allocated starting with federal FY 2022.

8. 2023 CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) GROUND ACCESS TRAVEL TIME STUDY

Mr. Tim Canan introduced the item by providing an overview of the Continuous Airport System Planning program. Dr. Zhuo Yang then presented the methodology and findings from the airport ground access travel time study, which examined travel times along specified roadways to each of the three large commercial airports in the region during 2019 (pre-pandemic), 2020 (pandemic peak), and 2023 (post pandemic). After the presentation, Mr. Amir Shahpar asked if there were or would be maps showing road segments with TTI increases in 2023 compared to 2019. Mr. Canan responded that we were working on those maps and the maps will be included in a report to be finalized this spring. Mr. Shahpar further asked if the TTI values were calculated by origins and destinations. Dr. Yang answered that the analysis calculated the TTI values by TMC road segments to create the maps and it calculated the TTI values by origin and destinations when analyzing from other lenses like time of day for each route. Mr. Nick Ruiz asked if there is a parallel comparison between routes traveled by cars and transit, especially for the demand going by the Metrorail Silver line. He was interested in the impact of I-66 Express Lane expansion on taking metro to airport facilities. Mr. Canan replied that staff is reviewing the transit schedules and anticipates including the published transit travel time along with roadway travel time in the final report.

9. HCT LOCAL TRANSIT ACCESS STUDY

Eric Randall briefed the committee on the on the conclusion of the study of accessibility to the region's High-Capacity Transit (HCT) stations, looking at local transit and nonmotorized access. Consultants have prepared a web application tool that combines multiple data layers of interest; indices of those data can assist users in prioritizing HCT stations for access improvements. This webmap is being updated with recently revised Cooperative Forecast land use data, which is expected to be completed by March 15. The consultants have also developed a toolkit of potential access improvements as a ready reference for users. The final products will be provided to TPB members for their use this month and Eric Randall encouraged regional planners to make use of them and provide feedback on needs for future planning products.

Amy Garbarini asked for clarification on whether the HCT station is annotated on the map for each hexagon of accessibility. Eric Randall said that some hexagons in downtown where stations are in close proximity, or in cases where stations for two different modes such as BRT and Metrorail are co-located, there may be multiple HCT stations in a hexagon. But that users should be easily able to identify the HCT station or stations by zooming in on the map.

Amir Shahpar asked if walk access on the hexagon map of walk accessibility is to the station in the hexagon? Eric Randall responded that accessibility is measured to the center of the hexagon. The map is a combination of multiple data sets that is mapped as a group by hexagon for visualization purposes. Amir Shahpar asked if a hexagon is light green, does that mean there is no walk access to

a HCT station in that hexagon. Eric Randall clarified that walk distance is determined by HCT location and then the street density and typical walk or bike sheds. Amir Shahpar then asked if good bike access means there is a shared use path that can be used for biking. Eric Randall clarified that the map tool is based on simplified high-level data. For instance, at a previous briefing Gary Erenrich had noted that an underpass pedestrian connection makes one HCT station more accessible than shown on the map. The map uses street density as a proxy indicator for pedestrian accessibility, as actual bike and ped infrastructure maps at that level of detail are not available. Finally, Amir Shahpar noted that some people feel the walk times are underestimated, particularly in areas where there are hills or slopes that people cannot actually walk. Eric Randall responded that this map is intended to be an indicator based on high level data to assist planners, and that it cannot replace local knowledge and specific site planning.

Kanti Srikanth expanded on the previous exchange by noting that this tool is intended to support the TPB's goals, including the priority of multimodal access to transit stations. TPB wants to see these types of improvements made as quickly as possible, and this tool is meant to assist member agencies. But as a regional agency the TPB does not have the resources to do site-specific studies. Hopefully this tool will assist planners in looking at high-level data and focusing on a productive path.

10. 2023 CONTINUOUS AIRPORT SYSTEM PLANNING (CASP) GROUND ACCESS TRAVEL TIME STUDY

Ms. Morrow presented a briefing on a new study, Implementation Considerations for On-Road Transportation Greenhouse Gas (GHG) Emissions Reduction Strategies, which is a follow-up to the action the TPB took in June 2022 to adopt on-road transportation GHG reduction goals and strategies. Before discussing the current study, Ms. Morrow noted that staff have received questions about what the TPB is doing to track implementation of the seven strategies that the TPB adopted as priorities, which will not be included in this study. There are a few factors staff are considering as they develop a framework to track progress. First, the TPB only conducts one piece of transportation planning activities in the region. TPB staff do not have a complete picture of what all member agencies are doing with respect to implementing GHG reduction strategies, and as such, may need to send out a questionnaire to collect and compile information, and then subsequently report the findings on implementation of GHG reduction strategies by the members. And second, staff want to be sure that in any tracking they do, that the TPB's priority strategies are not seen as the only way to reduce GHG emissions from on-road transportation nor are they the only GHG-reducing strategies being implemented in the region.

This new study will be a qualitative assessment of the implementation considerations for the seven strategies that the TPB identified for "further examination" in June 2022. The study can also include up to an additional seven strategies (for a total of up to 14 potential new strategies to be studied). Ms. Morrow reviewed the five strategies that the consultant, ICF, proposed for inclusion in the study and an additional list of strategies that could be considered for the last two. Those strategies were not included on the primary list because of overlaps with strategies that have already been identified as priorities or for further study, or because they address other aspects of transportation planning outside of the on-road mobile sources. Finally, she reviewed the "priority implementation considerations" that ICF proposed evaluating for each strategy. Committee members were requested to provide feedback on the additional seven strategies for study and the priority implementation considerations by COB March 7.

Mr. Malouff asked whether it was possible to know the relative GHG reduction levels for the two additional strategies that the members were being asked to recommend, because he would like to select those that have the highest impact. Ms. Morrow responded that staff could ask ICF to use

their expertise when reviewing the feedback from the Committee to select the two strategies that may have the highest potential for GHG reductions. Mr. Srikanth noted that many of the strategies have been analyzed in the past, but that they have been bundled, and that therefore we may not be able to provide reductions for individual strategies. Mr. Malouff clarified that he is looking for a less precise answer and more of an order of magnitude comparison. Mr. Srikanth recommended looking at the TPB's Climate Change Mitigation Study of 2021 (CCMS). He noted the reductions from the non-legislated strategies are really small compared to the TPB's goal. Mr. Vuksan noted that there are a few documents that were prepared as part of the CCMS including a summary of findings from past studies that discusses order of magnitude of impacts and a literature review that was conducted by ICF as part of the study that discussed magnitude of impact for projects outside of our region.

Mr. Ruiz noted that two strategies jumped out at him – one that was proposed for inclusion (strategies to reduce non-bus transportation to schools) and one that was not on the list (implementing a regional tax on parking spaces provided by anyone, which would discourage people from driving to Activity Centers or the regional core, which could include decoupling parking from rent). He summarized his comment by noting that he would generally be interested in the strategies that disincentivized parking. Mr. Srikanth asked Ms. Morrow if something like this was studied as part of the CCMS. She responded that the CCMS looked at pricing workplace parking, not all parking. She also noted that she believed that the Multi-Sector Working Group Study looked at pricing all parking in Activity Centers.

Mr. Erenrich said that he did not see the benefit of looking at free transit because it is clear that transit agencies need the revenue. There were two strategies that he would be interested in seeing as part of this study. From an equity perspective, he said that he would be interested in seeing the consultant study a strong region-wide implementation of the Metro Lift Program, which gives people who are on SNAP or similar programs half-price assistance, because right now, the program is not being implemented very aggressively. Mr. Erenrich would like to see what would happen if 50% or 70% of eligible families participated in the program. He would also be interested to see the GHG benefit of quadrupling or increasing by ten-fold the amount of money we are spending on the TLC Program, Regional Roadway Safety, and similar programs. Mr. Srikanth noted that the way the study is being approached is not tied to how much money we are spending, but rather, it is focused on the outcome, whether it is spending money or getting a law passed. Mr. Srikanth concurred that the free transit strategy may not be timely given the current challenges facing the transit agencies in the region, but he would be hesitant to remove it from the study because the TPB had designated it for further exploration and there are some jurisdictions that are implementing it.

Mr. Edmondson noted that a commuter tax is not great branding for a decongestion toll because it is not so much a tax as shifting the cost from time to money, and he encouraged staff to avoid using that term in the study if possible. He said that, rather than having a cordon, he would be curious to know the effect of shifting highway lanes to HOT lanes on GHG emissions and traffic flow. He also noted that the strategy focused on employer parking cash-out is good, but that he would be curious to know how doing something similar for broader parking reform at residential locations would help, such as separating parking rent from home rent and rethinking parking minimums regionwide, not just in Activity Centers. Mr. Srikanth noted that this study will focus on the outcome, rather than the mechanism. Mr. Nampoothiri noted that we need a combination of disincentives for SOV (tolls, tax, or whatever terminology we settle on) and incentives (such as reduced transit fares). At NVTA, during the recent plan update, several scenarios were analyzed, including a scenario that combined pricing (road and parking) and incentives (free transit fare), and that scenario showed a lot of promise and was the only scenario that demonstrated a mode shift from auto to transit, which translated to emissions reductions.

Mr. Srikanth noted that this will not be the last TPB study in the effort to reduce greenhouse gas emissions from the on-road transportation sector. He also noted that TPB is not the only entity studying GHG emissions strategies and anyone who has studies to share should feel free to send them to staff. Ms. Morrow echoed his comment and asked if any jurisdiction has studied or implemented any of the strategies proposed for this new study, to please share that information so that it can be shared with the consultant.

11. OTHER BUSINESS

John Swanson mentioned we are in the final week of the regional roadway safety program and transportation land use connections program application process. Members were asked to submit any project ideas to be considered for the funding FY 2025.

Eric Randall provided information about Federal Grant Endorsement Letters. The federal government is providing more transportation funding through discretionary or competition grants. The Federal Highway Grant announcements are also coming out soon. If you need TPB to help with your MPO letters of support, please let Eric know as soon as possible. The turnaround time for the letters can take about a week.

The Community Leadership Institute application has opened. The deadline to apply is March 15. This program was started in 2006 and we are excited to start the program again this year. This program is a training program and shows how planning works at the local level and regional level. There will be three evening training sessions: April 25th, April 30th, and May 2nd.

TPB has issued a new Publication on transportation decision making and this replaces the old Citizen's Guide. The guide explains the role within the region and the state agencies as well as our partner organizations. The book also explains how the projects are funded and how the members of the public can get involved in the transportation process. If you are interested in a copy of the book, please email rbeyerle@mwkog.org or review a copy of the book online (<https://www.mwkog.org/transportation/publications/>).

VDOT hired Brian Leckie (City of Manassas) as the New Bike Ped Coordinator. His start date is March 11th.

There were no other staff updates.

ATTENDANCE – Hybrid Meeting

(In person = I Virtual = V)

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT – I Rebecca Schwartzman – DC Office of Planning – v Gary Erenrich – Montgomery County - v David Edmondson – City of Frederick - v Brian Fields – City of Gaithersburg - v Victor Weissberg – Prince George’s County – v Brandon Brown - Prince George’s County - v Kari Snyder – MDOT - v Silas Sullivan – Alexandria - v Dan Malouff – Arlington County - v Malcolm Watson – Fairfax County - v Ron Donaldson – Loudoun County - v Gladys Hurwitz- Loudoun County - v	Megan Landis – Prince William County - v Evandro Santos – Prince William County - v Brian Leckie- City of Manassas - i Doug Smith – City of Manassas - v Amir Shahpar – VDOT - i Regina Moore – VDOT – v Chris Berg – VDOT – v Carol Bondurant – VDOT - v Amy Garbarini – VDRPT - i Maria Sinner- VDOT - v Sophie Spilliotopoulos -NVTA - v Hannah Pajewski – NVTA - v Nick Ruiz – VRE - v Mark Phillips – WMATA - v
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth - v Lyn Erickson - i Kim Sutton - i Eric Randall - i Andrew Austin - i Andrew Meese - i Cristina Finch - i Jinchul Park – i Feng Xie – v Katherine Rainone – i Jhoe Yong - i	Janie Nham - i Leo Pineda - i Tim Canan - i Mark Moran - i Rachel Beyerle - i John Swanson - i Dusan Vuksan - i Jamie Bufkin - i Charlene Howard - v Erin Morrow - v Ken joh - i