
COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

October 20, 2021

Elisa Walton, CAC Chair

The Community Advisory Committee (CAC) to the TPB met on Thursday, October 14 for an online-only meeting. At the meeting, the committee learned about the Enhanced Mobility Program, staff work on connected and automated vehicles, and the Climate Change Mitigation Study of 2021.

TPB CLIMATE CHANGE MITIGATION STUDY OF 2021 - UPDATE

Erin Morrow, TPB Transportation Engineer, briefed the committee on the history and scope of the TPB Climate Change Mitigation Study of 2021 (CCMS). The CAC will be briefed on this topic again when the study is completed. The CAC also received the slides from the September TPB briefing on the CCMS for review following the meeting.

After the briefing, the committee divided into small groups and were given time to discuss two of the three following questions. What one question do you have about the CCMS? What are you excited to learn more about at the next CCMS briefing? How might the CCMS inform future CAC discussion? A summary of CAC responses to these questions, and initial reactions to the slides, can be found below. Staff will take these responses into consideration when planning future CCMS briefings for the CAC.

- What are the climate impacts of energy sources used to power the future electric vehicle fleet?
- How can the region set goals and measure success for shifting travel behaviors?
- How will TPB staff share results of the study with the board, TPB committees, and jurisdictions in the Washington region?
- How will TPB staff work with the CAC and others to make sure the findings are communicated widely and in an accessible way?
- Can the region's electricity infrastructure support increased demand on the grid as a result of increased electric vehicle use?
- What incentives can be put into place at the regional, state, and federal level to encourage use of electric vehicles?
- How will study findings relate to federal infrastructure legislation?
- A CAC member noted the interesting finding that neither a shift in Vehicle Miles Traveled, nor the shift to Electric Vehicles (EVs), can alone meet the need to reduce emissions, especially given the initial estimates for EV adoption.
- Another member noted that the slower shift to EVs will allow more time for needed infrastructure changes to support EVs; they also noted that subsidies or incentives for EV adoption should be considered.

The committee looks forward to engaging on the results of the CCMS later this year.

ENHANCED MOBILITY PROGRAM - UPDATE

Lynn Winchell-Mendy, TPB Transportation Planner, briefed the committee on the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. The brief provided a brief history of the program and a status check on the 2021 solicitation and selection process.

Committee members wanted to know about how Enhanced Mobility funding can help organizations in their communities. They asked about different types of nonprofits and their eligibility, if there was technical assistance for organizations to help with their applications, and whether the TPB provided opportunities for organizations to collaborate on applications. The committee learned that there are many small nonprofits that participate in the program, while raising concerns that it may be hard for newer startups to get involved. There were also questions about WMATA and the City of Frederick's eligibility for Enhanced Mobility funding.

CONNECTED AND AUTOMATED VEHICLES

Andrew Meese, TPB Systems Performance Planning Program Director, briefed the committee on a draft set of regional principles for connected and automated vehicles (CAVs).

Following the briefing, the committee asked about their specific concerns related to CAVs and preparing for their widespread use. One member asked if the challenge of settling on liability law for CAVs would inhibit implementation. There were also questions about interoperability between CAVs and infrastructure and funding challenges related to CAVs, and whether principle 15 (provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management, and communities) was realistic. The committee also asked for clarification about the TPB's role in planning for CAVs in the Washington region.

OTHER BUSINESS

- Bryan Hayes, TPB Transportation Planner, walked the committee through the October TPB agenda.

ATTENDEES

Members	
Elisa Walton, CAC chair	Ra Amin
Ashley Hutson	Solomon Haile
Dan Papiernik	Delia Houseal
Jeff Jamawat	Emmet Tydings
Lorena Rios	Audrey Nwaze
Michael Artson	Eyal Li
Nancy Abeles	Delia Houseal
Katherine Kortum	
Guests	
Bill Orleans	Tony Giancola
<i>Unnamed participants may have phoned into the meeting.</i>	
Staff	
Bryan Hayes	Andy Meese
John Swanson	Andrew Burke
Erin Morrow	Mark Moran
Lynn Winchell-Mendy	