
**TPB TECHNICAL COMMITTEE
MEETING SUMMARY**

April 1, 2022

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 THE MARCH 4 TECHNICAL COMMITTEE MEETING SUMMARY

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

ITEMS FOR THE BOARD AGENDA

3. APPROVAL OF REGIONAL BIKE TO WORK DAY 2022 PROCLAMATION

Mr. Ramfos briefed the Committee about the status of the region's 2022 Bike To Work Day event. The event began regionally in 2001 and will be held on Friday, May 20th and is organized jointly between Commuter Connections and the Washington Area Bicyclist Association (WABA). The main goal of the event is to encourage commuters in the region to use bicycling as a clean, fun and healthy way to get to and from work. A participation goal has also been set at 13,000 for this year's event by the Bike to Work Day Steering Committee which meets regularly to plan the event.

Support for cyclists in the region includes WABA's cycling classes, the distribution of Commuter Connections bike to work guides and 96 pit stops. The Commuter Connections Guaranteed Ride Home program is also made available to cyclists. "Commuter convoys" will also be organized through WABA volunteers at some of the pit stops to assist first-time bicyclists with cycling to work. Commuter Connections has a Bicycle Route Finder that makes it simple for registered Commuter Connections account holders to find a route to and from work.

Event pit stops offer a variety of event freebies including food and prizes, bike maps and literature, bicycle raffles, tune-ups, and free t-shirts. The growth of the Bike to Work Day event by event registrants and number of pit stops was then shown in a graph. Unfortunately, the global pandemic that began two years ago led to the cancellation of the event in 2020. In 2021, a modified event was held that had nearly 9,000 participants which is about half the number of pre-pandemic times.

Bike to Work Day coincides with National Bike to Work week each year. There were 8,900 registrants in 2021 and the goal for 2022 is to reach 13,000. The TPB's Steering Committee will be asked to adopt a Bike to Work Day Proclamation during its April meeting.

Mr. Ramfos explained that there are a number of employers in the region that support of the event. Commuter Connections helps to educate employers about bicycling benefits including reduced parking expenses and improving employee health and fitness benefits. Several employers host pit stops. Commuter Connections also holds an Employer Challenge that includes a random prize drawing of the top five employers with the most registered employees for the event. The winning employer receives a luncheon for its participating employees in the event and is also presented with an appreciation plaque. Employers support bicycling to work through the installation of bicycle racks, lockers and cages, and shower facilities. Some employers also offer a bicycling subsidy and Capital Bikeshare memberships for their employees.

A regional survey of event participants conducted every three years is part of the Commuter Connections regional TDM evaluation project analysis. The survey measures the impacts of event participation and the use of bicycles for commute travel before and after event. The last survey was administered in 2019 and there was a 14% response rate to the emailed survey. The results were used in the Commuter Connections TDM Analysis Report.

The survey respondent's age breakdown, home and work states, and type of employer were then shared. The work type breakdown included 33% working for the federal government and 36% for the private sector. 21% worked for non-profit organizations, and 10% work for state or local governments. An interesting data point in the survey is that 13% of the survey respondents stated that they had never commuted by bicycle before Bike to Work Day and 23% of the respondents stated that they started bicycling to work about two and a half days every week after Bike to Work Day. The 2019 survey also asked respondents about their favorite part of Bike to Work Day in 2019. Sharing the ride with other cyclists along with the activities surrounding the pit stops and free giveaway items were the top responses.

Mr. Ramfos explained that the Bike to Work Day event occurs rain or shine. Pit stop managers are encouraged to have a contingency plan to determine whether to cancel their local pit stop event based on inclement weather. In past years there have been a few pit stops that cancelled the event due to the inclement weather and held the event on a different day. The prevailing message to commuters should be that they can still bicycle to work when it rains.

VIP invitations to formally invite elected officials to participate in the event will be sent. All the TPB members will be on the list and will be asked to RSVP to the pit stop of their choice. Some elected officials chose to attend more than one pit stop.

The event's web site address is www.biketoworkmetrodc.org and there are also Facebook and Twitter social media pages set up for the event. Other social media outlets are also used to promote the event. Posters and "rack cards" are also available for employers, bicycle shops and others to use to promote the event. Event T-shirts are available for those that register by the deadline.

Corporate sponsorship dollars will be used to produce pit stop banners that can also serve to advertise the event in the community surrounding the pit stops and the additional social media outreach.

4. APPROVAL OF FY 2023 TLC TECHNICAL ASSISTANCE RECIPIENTS

Mr. Swanson briefed the committee on the recommendations of the FY 2023 selection panel for the Transportation Land Use Connections (TLC) program. He described the origin of the TLC program, the application process for FY 2023, and the selection process for this year's recommended projects. Mr. Limber, TLC intern, gave descriptions of each of the 11 projects that are being recommended for funding. Mr. Swanson noted that the TPB would be asked to approve the recommended projects at its April meeting, and the projects would begin in the new fiscal year.

Mr. Arcieri said the TLC program is particularly beneficial to smaller cities and jurisdictions, and he was glad to see that Manassas Park would be receiving a project.

Mr. Swanson agreed that it was great to be funding this project. He noted that cross-jurisdictional collaboration is an important theme for TLC, and it is a keep in component of the Manassas Park project.

Mr. Malouff complimented the program and the benefits it has provided. He suggested that staff might consider raising the maximum funding range for projects. He noted this ceiling had not been raised for a number of years.

Mr. Srikanth said the purpose of the TLC Program was to be illustrative. He noted that the federal requirements are constantly adding new demands to the TPB's workload and he also said that the board has a number of priorities that the TPP staff must constantly respond to. Therefore, he said he hoped people would not anticipate that federal funding will be a growing source of funding for the TLC program.

Mr. Brown noted that there is a rider clause in COG contracts that could be helpful to jurisdictions.

Mr. Srikanth noted that sometimes projects are not fully funded, and local jurisdictions are expected to share larger shares of the costs of completion.

Mr. Swanson noted that the TPB selection process looks for a commitment to implementation, which could include capital improvement funding.

Mr. Arcieri noted the example of a trail in Manassas that mixed and matched a variety of different funding sources including a pivotal TLC study early in the project's development.

5. 2022 UPDATE TO VISUALIZE 2045, FY 2023-2026 TIP AND AIR WUALITY CONFORMITY ANALYSIS OF THE PLAN AND TIP

Staff provided an overview of the draft Visualize 2045 plan, TIP, and Air Quality Conformity Analysis of the draft plan and TIP. Before the presentation, Ms. Cook informed the technical committee that the public comment period had begun for all of those materials. Ms. Cook noted that comments and feedback on the presentation are invited before it is made to the Board during the April meeting.

Ms. Cook opened the presentation by briefing the committee on the Visualize 2045 and TIP updates. Mr. Randall then presented on the financial plan, followed by Ms. Posey who spoke to Air Quality Conformity Analysis results. The presentation wrapped up with Mr. Ritacco speaking on the Performance Analysis section and Ms. Cook providing closing statements and materials for members to view and share.

Mr. Brown (Loudoun County) noted that it would be helpful if TPB staff could assist with data analysis at the locality level for data in the "Change in Access to Jobs, Auto" slide, so that the County could begin searching for solutions to increase job accessibility. Mr. Srikanth noted the regional nature of the travel demand model and the analysis.

Mr. Erenrich (MCDOT), in the same slide, brought up that the sections of the beltway are showing a loss in automobile job access between the No-Build and Build scenarios. He noted this could be indicative of the phasing and changes of the express lanes project and asked if that could be a reasonable conclusion for the presented analysis. Ms. Cook responded that it is not an unreasonable conclusion and also noted that the model results are both the results of project recommendations and changes in land use.

Mr. Erenrich noted that if June 2021 fares are being used that many bus systems were free at the time and could still be free now. He asked if free bus use was modeled and that it would be an important point to note when considering bus user activity. Ms. Posey noted that the free fares were not included in the analysis and that the June 2021 date was used to let users know the updated changes to WMATA were incorporated.

Mr. Weissberg (Prince George's County) noted the importance of investigating the equity implications of job accessibility in the region.

INFORMATION ITEMS

6. BICYCLE AND PEDESTRIAN PLAN UPDATES

Mr. Meese presented, referring to a memorandum included in the meeting materials. The draft 2022 Bicycle and Pedestrian Plan for the National Capital Region was presented to the TPB on March 16, following presentation at the March 4 Technical Committee meeting. The technical information presented at both of these March meetings was the same, save for an updated GIS buffer analysis (comparing the plan with the National Capital Trail Network designated by the TPB in 2020), as well as, for time's sake, the TPB being informed about the online Interactive Dashboard for the plan via a screenshot in the presentation rather than a live demo as was done at the Technical Committee.

Following the presentation, the TPB engaged in an extended round of discussion, questions, and answers, summarized in the memorandum. Themes raised in the discussion included: technical corrections; specific topics raised by board members such as walksheds around high-capacity transit stations, or children's needs; the relationship of electric bicycles and facility design; pedestrian-oriented development; and prioritization of plan projects (with the response that prioritization of projects is best done at the local level, supported by local knowledge). By and large, the draft plan already addressed these topics in various sections. Additionally, staff agreed to look at these issues, as the plan is finalized, for potential edits or additions, or will address these topics in the ongoing regional bicycle and pedestrian planning process, Bicycle and Pedestrian Subcommittee, and Subcommittee-supported regional training sessions, forums, or workshops.

Since agenda time was not anticipated to be available for this item at the TPB's April 20 meeting, the draft 2022 Bicycle and Pedestrian Plan for the National Capital Region was slated to return to the TPB for consideration for approval at the TPB's May 18 meeting.

7. REGIONAL TRAVEL SURVEY

Ms. McCall shared background about the development of the Regional Travel Survey (RTS) In-Depth Analysis. While delivering presentations on the initial findings of the RTS, TPB staff requested committee members offer any questions that they would like to be evaluated using the results of the RTS. Staff set the questions to the side until post-survey processing, survey expansion, and the release of the public file was complete. Last year, staff reviewed and selected eleven questions to examine for this project. This is the first time that staff performed in-depth analysis on the results of the household travel survey. She also noted that this is the last presentations planned for the TPB Technical Committee on this project. Ms. Kile and Dr. Joh described the questions they examined and corresponding findings. Ms. Kile reported on how work start and end times changed over the past ten years. Dr. Joh reported the share of drop off/pick up trips that are school and day care trips, the share of school trips performed by university students, how drop/off pick up trips fluctuate throughout the day, and the share of schools trips out of total trips.

Ms. McCall noted that responses to the eleven questions have been posted to the RTS website. Additional resources on the RTS website include the RTS technical documentation, the Regional Transportation Data Clearinghouse (RTDC) RTS tabulations, and the RTS public files.

Mr. Bob Brown noted that Loudoun County staff uses the results of the survey frequently. He wondered if there is a possibility for jurisdictions to provide resources so an earlier update to the survey can be conducted.

Mr. Srikanth noted it was an excellent point and goes to everything that is performed by the MPO starting with the development of the travel demand forecasting model which is the basis of assessing transportation investment decisions that are being made in the region. The past few years, the whole transportation system was disrupted by the pandemic. In April 2020, TPB began tracking a set of metrics to understand the pandemic's impact on travel. The patterns and timing of travel are continuing to evolve. He agreed that waiting ten years to collect the data would not be ideal but, at the same time, it is helpful to wait and see what trends will "hold." Two years ago, TPB funded a big data study to examine the possibility of using big data to inform the region on travel patterns between surveys. In addition to household travel surveys, the same questions apply to on-board transit surveys.

Mr. Canan noted that in addition to investigating big data, staff plans to undertake smaller scale surveys that may be particular interest to the local jurisdictions.

Ms. McCall noted that staff is also undertaking a literature review examining leading travel behavior surveys conducted during the pandemic. The literature review will provide more context on the impact of travel behavior during the pandemic as well as highlight emerging survey techniques that staff can apply to future studies.

OTHER ITEMS

8. OTHER BUSINESS

Joint TPB/CEEPC/MWAQC Comment letter on heavy duty vehicle standards

Staff updated the Technical committee on the joint letter of general support for the proposed rule from the EPA that would reduce air pollution from heavy duty vehicles and engines. CEEPC approved the letter in the previous week, the Steering committee will be asked to approve the letter following the Technical committee meeting, and MWAQC would be asked to approve the letter later in the month.

Resiliency 4-Part Webinar Series: First Webinar: April 8

Staff informed the Technical committee about the Transportation Resiliency webinar series. Staff shared a link to register for the April meeting in the WebEx chat.

Street Smart Kickoff Event April 26

Staff shared information about the Street Smart Kickoff Event with the Technical committee. It will be held in Arlington with more details being shared soon.

MD TAP Solicitation April 15 – May 16

Staff informed the Technical committee that the Maryland TAP solicitation will be beginning soon. The TPB will be approving projects for grant funding in July.

Maryland Highway Safety Summit April 18 and Virginia 2022 Highway Safety Summit May 3-5

Staff informed the Technical committee that both the Maryland and Virginia Highway Safety Summits will be held in-person. The Maryland Summit will be held at the Maritime Conference Center in Linthicum Heights, Maryland. The Virginia Summit will be at the Hilton Alexandria Mark Center. These events will feature sessions on current highway safety issues with the goal of decreasing number of crashes, injuries, and fatalities on roadways.

Staff Update

Staff welcomed Mackenzie Bosco to TPB staff as a GIS analyst.

9. ADJOURN

No other business was brought before the committee.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT Rebecca Schwartzman – DCOP Mark Mishler – Frederick County David Edmondson – City of Frederick Eric Graye – Montgomery County Kari Snyder – MDOT Gary Erenrich – Montgomery County Victor Weissberg – Prince George’s County Dan Malouff – Arlington County Malcolm Watson – Fairfax County Robert Brown – Loudoun County	Matthew Arcieri – City of Manassas Chloe Delhomme – City of Manassas Sree Nampoothiri – NVTA Sophie Spiliotopoulos - NVTC Meagan Landis – Prince William County Maria Sinner – VDOT Regina Moore – VDOT Amy Garbarini – VDRPT Katherine Youngbluth - VDRPT Nick Ruiz - VRE Mark Phillips – WMATA
OTHERS / MWCOG STAFF PRESENT	
Andrew Meese Kanti Srikanth Lyn Erickson Mark Moran Nicolas Ramfos Tim Canan Andrew Austin Bryan Hayes Charlene Howard Eric Randall	John Swanson Jon Schermann Kim Sutton Leo Pineda Michael Farrell Paul DesJardin Rachel Beyerle Sergio Ritacco Stacy Cook Debbie Etheridge