
TPB TECHNICAL COMMITTEE MEETING SUMMARY

April 5, 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 MARCH 1 TECHNICAL COMMITTEE MEETING

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 2024 PROCLAMATION

Mr. Dan Sheehan introduced LaToya Crump, the current Bike to Work Day Steering Committee Chair and Marketing and Specialist for Prince George's County Department of Public Works and Transportation. Ms. Crump briefed the Committee about the status of the region's 2024 Bike To Work Day (BTWD) event. Mr. Crump greeted the group and stated that Bike to Work Day is a fun and healthy annual event to inspire more bicycling to work as a viable means of transportation. Bike To Work Day was first organized locally by the Washington Area Bicyclist Association (WABA) as a single location in downtown DC. In 2001, the TPB's Commuter Connections program joined forces with WABA as co-organizer and expanded the event to a regional level. Combined, both WABA and Commuter Connections provide a multitude of support for bicyclists. For example, hands on and instructional bicycling classes, bike to work guides, and an online bike route finder are provided.

This year, BTWD will have 108 pit stops located within 23 COG-member jurisdictions. The first 16,000 who register and attend a pit stop receive a free T-shirt. Other free items include a regional bike map and other helpful bicycling literature, giveaways, food and beverages, and bicycle tune-ups.

Ms. Crump then discussed the event's growth by year displayed on a chart that showed growth by number of registered bicyclists. From the onset, registration numbers climbed just about every year, peaking in 2017 at over 18,000. In 2020 the event was cancelled. Over the last few years, Bike To Work Day has started to regain lost ground due to the pandemic. BTWD coincides with National Bike to Work Week. Last year's event attracted more than 14,000 registrants. The goal set for this year is 16,000.

This month, the TPB will be asked to endorse a regional proclamation. This proclamation serves as a "rallying cry" for local jurisdictions to also recognize BTWD and promote the event at the local level. Elected officials and TPB members are invited to participate at local pit stops.

Commuter Connections conducts an online survey of event participants, triennially. Response rates are always high, as the bicycling community is very involved and passionate. The purpose of the survey is to gauge the impact that BTWD has on getting commuters to try bicycling to work for the first time and to what extent they continue to do afterwards. The results of the survey are applied to the Commuter Connections TDM program analysis. The annual BTWD event appeals to a wide range of age groups, between the ages of 25 and 64. The survey found that most participants live in

Virginia and work in the District of Columbia. Slightly more than a third of participants work in the private sector and about a third work for the federal government, and about a fifth are with non-profits. An interesting data point in the survey is that 14% of the survey respondents stated that they had never commuted by bicycle before Bike To Work Day and 20% of the respondents stated that they started bicycling to work about two and a half days every week after Bike To Work Day.

The event's web site address is www.biketoworkmetrodc.org and registration opened on March 1st. COG maintains the event website, and WABA handles the registration component. Posters and "rack cards" along with a poster in Spanish 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.

Ms. Crump thanked the group and encouraged those that hadn't yet registered for Bike to Work Day, to do so soon. A question was asked regarding what the breakdown of Capital Bikeshare ridership was for the event. Mr. Sheehan originally responded that staff do not collect that data during the event; but later clarified ridership data is collected on a triennial basis from the participant survey. In 2022, Capital Bikeshare usage was around 5% for event participants.

4. APPROVAL OF FY 2025 TLC TECHNICAL ASSISTANCE RECIPIENTS

Referring to the posted material, John Swanson briefed the committee on the projects recommended for funding for the TLC program for FY 2025. He provided background information on the program and explained that it is designed to serve regional priorities. He said that the TPB received a very large number of applications this year – a total of 29 applications were received compared to 16 applications last year. He described the process for reviewing and evaluating the applications. He said the TLC Selection Panel was recommending nine projects for funding.

Kenneth Derryberry, TLC intern, described each of the nine projects recommended for funding. There were no questions.

5. VISUALIZE 2050: BRIEFING ON COMMENTS RECEIVED ON THE DRAFT PROJECT INPUTS AND SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS OF THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Cristina Finch shared with members the results of the public comment period for the Visualize 2050 and FY26-29 Transportation Improvement Program air quality conformity analysis technical inputs. Ms. Finch reviewed the posted memo in detail.

Mr. Bob Brown mentioned the original exempt/non-exempt status of projects and that based on the comments, it seems people may not be aware of that and potentially some newer Board members as well. Additionally, many comments were like those received last year. Ms. Maria Sinner emphasized the importance of acknowledging that TPB has many goals, and she will work with VA agencies to make sure the projects have complete data related to goals. She also asked if the TPB would be providing guidance on how agencies should respond to comments but no, agencies should respond as they feel appropriate. Mr. Gary Erenrich noted a likely desire from the public to understand what has changed as a result of the ZBB exercise. Mr. Vic Weissberg requested giving agencies another opportunity to explain how they have been evaluating the merits of projects. Mr. Bob Brown noted that change also happens in how people within agencies think about and go about their work to propose projects; it doesn't mean more projects need to be removed from the plan at this time. Mr. Kanti Srikanth was able to provide more information and context to several of the questions/comments raised by members.

6. CLIMATE POLLUTION REDUCTION GRANTS (CPRG) FINAL PRIORITY CLIMATE ACTION PLAN

Jeff King, COG DEP, provided an update on COG's work to develop a Priority Climate Action Plan (PCAP) under EPA's Climate Pollution Reduction Grant (CPRG) program. He provided an overview of the PCAP development process, including the overall schedule. He then discussed the outline of the plan document, and the process used to develop the various components of the plan. Information was provided on the base year 2020 greenhouse gas emissions inventory. He also discussed work done on the low-income disadvantaged community (LIDAC) sections of the plan. The EPA program requires significant engagement, including with LIDAC communities so he discussed the various entities that were engaged throughout the plan development process. He then provided an overview of the priority measures development process and how measures were screened for inclusion in the PCAP. A list of the various PCAP measures included in the plan was provided, including those focused on the transportation sector. Cross cutting themes were identified as were example LIDAC benefits.

Mr. King then updated the group on the related notice of funding opportunity (NOFO) from EPA, including the various tiers of the potential grant funding awards. He discussed the proposals developed by COG with regional partners, which were submitted to EPA on April 1. He provided a quick overview of the schedule, including work beginning on the comprehensive climate action plan in the summer fall of 2024 with the final comprehensive plan being completed by the summer of 2025.

INFORMATION ITEMS

7. EQUITY DEEP DIVE: DISADVANTAGED COMMUNITIES ANALYSIS

Mr. Ritacco introduced the ICF team of Walker Freer, Noah Levine, and Kyle Herring, who briefed the committee on TPB's equity deep dive study: Analysis of Transportation Inequities in Disadvantaged Communities. ICF updated the committee on completion of its first task: Comparing EEAs with Justice40 communities and understanding of their current travel characteristics followed by updating the committee on the next task scheduled for completion in early summer: Examining the unmet mobility and accessibility needs of these important communities.

Mark Phillips asked about the availability of geospatial data at the completion of the projects and Mr. Freer shared that ICF and TPB plan on providing all final data within an ArcGIS hub for use by member jurisdictions and stakeholders. Mr. Weisberg inquired on identification of policy solutions, Mr. Srikanth responded to the multi-faceted nature in which accessibility and mobility challenges may be identified in the region's transportation system, of which the study is seeking clarify and, if any, provide more detailed findings to mobility and accessibility challenges of traditionally disadvantaged population groups.

8. CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION UPDATES FOR MARYLAND

Andrew Meese presented, referring to a PowerPoint and memorandum. Mr. Meese was joined by Youngmin Choi of MDOT and Janie Nham of TPB staff.

Mr. Meese called the committee's attention to the materials included in the mailout package. A memorandum described the background and reasoning for the TPB to designate CUFCs in conjunction with the states, noting that the Infrastructure Investment and Jobs Act had increased the mileage that the states could designate to be eligible for associated federal grants. The process was

similar to that followed for changes to CUFC designations for the District of Columbia through the TPB Technical Committee and TPB Steering Committee in September and October 2023.

MDOT and TPB staff recently collaborated to develop recommended changes to Suburban Maryland's CUFC network under this new mileage limit. With these changes, there would be about 49 miles of designated CUFCs in Suburban Maryland. Mailout materials included maps and a list of the existing and proposed new designations as well as criteria for designation. In addition to the technical criteria for inclusion in the CUFCs, the near-term anticipated needs for funding (such as for poor pavement conditions) were taken into consideration.

Review and comments of the proposed changes were welcome from April 5 through April 19. Afterward, proposed designations were to be taken to the TPB Steering Committee for approval at their May 3 meeting.

TPB staff continued to coordinate with VDOT regarding identifying potential modifications for Northern Virginia's CUFC network.

There were no questions or comments from committee participants.

9. PBPP GREENHOUSE GAS (GHG) EMISSIONS RULE UPDATE

Eric Randall gave the committee a brief update on developments regarding the federal rulemaking for state DOTs and MPOs to establish performance targets for declining greenhouse gas (GHG) emissions on the National Highway System. The committee and TPB had been briefed in January on the requirement for DOTs to establish initial four-year targets by February 1, 2024, with MPOs having up to 180 days after to establish their own targets. Subsequently, FHWA extended the deadline to March 29, and Maryland DOT and District DOT submitted their targets in March. TPB staff worked to collect and analyze data and to evaluate methods for setting targets for the region, in preparation for a briefing in May on a recommended methodology and draft targets.

However, last week two federal courts issued rulings against the rulemaking. In the past few days, AASHTO and AMPO passed on news that FHWA was considering its options but that target submission was indefinitely delayed. TPB staff will await further developments.

Kanti Srikanth added that he has asked FHWA staff to meet next week to discuss the situation, pending any formal notification of whether FHWA will appeal the court rulings or otherwise provide guidance on the rulemaking.

10. OTHER BUSINESS

Street Smart – Michael Farrell informed the Committee the spring campaign dates are April 22 through May 15. There are a couple of changes to this campaign this year. There will not be a formal press event. In place of the formal press, there will be 3 virtual training events to drive the campaign publicly.

MWAQC Environmental Justice Subcommittee – Jeff King mentioned that over the last year, the Metropolitan Water Air Quality Committee worked towards developing a new subcommittee to focus on environmental justice. There will be a kickoff coming soon and we will get a consultant on board to assist.

Maryland TAP Application Period – John Swanson mentioned that the TAP program is currently open in Maryland. Applications are being accepted April 1 – May 15. After reviewing applications, the TPB will approve project recommendations in July.

Coordination of Regional Transit Onboard Surveys– Tim Canan provided an update on a regional transit project aimed at developing onboard data collection in partnership with transit agencies. Surveys are being conducted to create a regional data file to aid in travel demand forecasting. Progress has been made with the main transit provider, WMATA, to refine survey questions. Acknowledgment was given to Mark Phillips for his contributions. The update concludes with a heads-up about plans to reach out to other transit providers in the region for coordination on data collection, indicating that this will be an ongoing effort expected to continue into the upcoming fiscal years, with hopes for successful outcomes.

Dusan Vuksan mentioned that EPA has established the most stringent greenhouse gas pollution standards to date for heavy-duty vehicles, covering model years 2027-2032. These standards aim to protect public health, address the climate crisis, and keep the economy moving by avoiding 1 billion tons of emissions and providing \$13 billion in net benefits annually. The rule will particularly benefit the 72 million Americans living near truck freight routes who are disproportionately affected by high pollution levels, often including people of color and those from low-income households. Additionally, the standards will help reduce PM 2.5 air pollution, aiding the region in meeting national ambient air quality standards.

Eric Randall advised the committee that the regional public transportation subcommittee meeting scheduled for April 23 will be expanded into a three-hour bus stop design forum from 12 noon to 3:00 PM, focusing on floating bus stops. The event, led by Metro staff and others in the region, will address the design needs of special mobility customers, including those with visual impairments. There will be external speakers, and it will take place at the Ron Kirby Training Center, as well as being broadcasted. Those interested in bus stop design and accessibility are encouraged to attend and save-the-date notifications were sent out.

Andrew Meese announced that currently there are 3 different positions open on his team. These positions will be working on Transportation Safety, Freight Planning and or the Congestion Management Process.

Lyn Erickson introduced Laura Bachle to the committee. Laura is the new DTP planner. She will be leading the CAC and the AFA. Laura has been a planner for over 30 years. She started as a planner in Fairfax County and moved to Montgomery County. We are happy to have her.

ATTENDANCE – Hybrid/ In-person

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT - I Sam Brooks – DDOT -V Rebecca Schwartzman - DC Office of Planning - V Gary Erenrich – Montgomery County – V Mark Mishler – Frederick Co. - V David Edmondson – City of Frederick - V Brian Fields – City of Gaithersburg – V Douglas Smith - Gaithersburg – V Victor Weissberg - V Kari Snyder – MDOT – V Stephen Miller – MDOT - I Dan Malouff - Arlington County - V Malcolm Watson – Fairfax County - V Bob Brown – Loudoun County – I Rob Donalson – Loudoun County – V	Chole Delhomme – Loudoun County – V Megan Landis – Prince William Co. - V Amir Shahpar – VDOT - V Regina Moore – VDOT - I Maria Sinner- VDOT -V Hannah Pajewski – NVTA – V Sophie Spilliotopoulos – NVTC – V Christina Hoffner – VRE - V Nick Ruiz – VRE - V Mark Phillips – WMATA - V Amy Garbarini – VDRPT - I
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth - I Lyn Erickson - I Kim Sutton - I Sergio Ritacco - I Eric Randall - I Andrew Austin - I Cristina Finch - V Jeff King - V	Janie Nham - I Leo Pineda - I Tim Canan Mark Moran - I Rachel Beyerle - I John Swanson - I Katherine Rainone - I Andrew Messe - I Dusan Vuksan - I Erin Morrow - V