
**COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB**

May 21, 2025
Daniel Papiernik, CAC Chair

The May meeting of the CAC was held in-person/hybrid on Thursday, May 15. The meeting featured a DMVMoves discussion and presentations on transportation conformity and the congestion management process. The committee also discussed the TPB TIP Forum meeting scheduled for October 9.

DMVMOVES UPDATE

Staff provided an update on the progress of DMVMoves, including recent meetings of the Advisory and Working Groups and a preview of May's Task Force meeting along with what's to come over the summer months. The presentation and discussion concentrated on the capital funding gap and the proposed improvements for which funding will be needed. There was also discussion of the draft vision for a regional bus priority network.

Questions and comments included the following:

Do the people on the Task Force ride the bus or take Metrorail?

We don't know the answer to that question, but it would be valuable to have more site visits for the members.

Regarding rail automation, what level of automation are we looking at within what timeframe? What would be the timeline for reaching the higher grades of automation?

Based on the current investment concept presented, most of the funding that comes out of DMVMoves will go to covering capital needs at WMATA. That includes both state of good repair work and modernization investments such as rail automation. The system's signaling infrastructure is old, and if something breaks, it's getting harder to replace. Also, with a system this old, the footprint the technology takes up is large. So ultimately investment in this technology (toward level four automation) will make the system better and safer. It's a decades-long process to reach full automation and complete the full vision presented by WMATA.

Are streetcars part of the proposed changes? There's was discussion of a streetcar cross-town to connect to Georgetown.

Streetcars are not in the proposal. There is a vision for cross-town Bus Rapid Transit.

Were the other lines of the Metro (non-Red Line) previously run at level two automation?

Yes, prior to the Red Line train crash in 2009, all Metro lines were partially automated.

Is the plan to get bikes to share the lanes with buses? Are we connecting bike infrastructure with buses?

That's going to be up to the local jurisdictions which are responsible for implementing bus priority roadway treatments. It's an open question. In terms of the combination of bikes and transit, in Los Angeles, the bike share network is run by the L.A. Metro, but that idea is not on the radar here. The current arrangement seems to be working well with the potential for finding more synergy between modes.

Comment: A CAC member has submitted comments to the Task Force for their May 16 meeting. These comments will be supplied to the CAC members. While technical comments are important, the Task Force members are going to be looking for some level of support for policy-related ideas.

TRANSPORTATION CONFORMITY AND THE CLEAN AIR ACT OF 1990

TPB staff provided an overview of air quality, transportation conformity, and its importance to long-range transportation planning. Topics also discussed included the public comment period for Visualize 2050 - the National Capital Region Transportation Plan (long-range plan) which starts October 4, 2025, the schedule for the decisions ahead, and opportunities for public comment throughout the conformity process.

Questions and comments included the following:

Where will the public find the venue to provide comments?

It will be online on the Visualize 2050 website, visualize2050.org.

What effect does the downsizing of EPA have on this process?

Nothing so far. The Clean Air Act is still the law we need to follow.

Has there ever been a conformity analysis of the I-495 Northern HOT lanes across the American Legion Bridge (which is currently un-funded)?

Staff will follow up on what exact project was included in previous and the ongoing conformity analyses.

Are there two versions of the conformity being performed, one with the Southside Expressways and one without?

Yes. Once a decision is made to have the project in the plan or take it out, we will release one conformity determination during the public comment period starting in October. Public comment is always available at any time outside of that formal public comment period.

Regarding the map with the air measuring sites, population density is low in some of these areas. Acknowledging that air quality can be localized, who controls where these monitors are and can they move them?

The location of monitors is up to the states: there is a cost for each of them. As a result, we are limited in how many we have. This is also how other nonattainment areas have located their monitors. Ozone precursor emissions can be emitted miles from where the ozone actually forms. It's a regional pollutant, so the static location of the monitors is to capture ozone formation and not localized pollutants.

TPB'S CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

Staff presented the components of the congestion management process, including demand management, some of the integrative/multi-modal approaches (such as leaving at different times of day), operations and incident management, and capacity improvements such as those that address safety problems or bottlenecks. Staff also previewed some of the program and process enhancements that are planned.

Questions and comments included the following:

Comment: Regarding the specific list of congestion management programs, the express lanes are noted, it's important to recognize the I-66 express lanes as one of the first programs to successfully fund improvements, such as bus rapid transit and bike lanes, which has since expanded to other express lane projects.

Comment: Regarding the Interactive capability of data, we would love to see that at the CAC in the future.

Who is the intended audience for the new tools?

It will be made widely available for many users. It's funded through TPB's work program for the congestion management process, so its primary purpose will be to meet the data requirements for that program. These data and tools will be made available to the TPB, TPB Technical Committees and subcommittees, staff of TPB member jurisdictions and transportation agencies, as well as other stakeholders and interested individuals. As a result, it will be designed to be user friendly and as widely accessible as possible.

When you talk about congestion, it's annoying for car drivers, but how does this congestion affect bus riders? Do drivers understand their role in creating a bad experience for others?

Dedicated bus lanes are part of congestion management. There was discussion about the deployment of Bus Rapid Transit and alleviating congestion in general by incentivizing ridership.

Where do you get your data?

We get data from a variety of sources. We subscribe to data services. We have other studies we do, such as travel time studies, and air passenger surveys. We are open to the most effective ways to collect good data, such as attitude surveys, including primary data collection or using passively-collected data sources, etc.

What about rural areas?

The larger metropolitan transportation planning process considers where future growth is anticipated to help inform needs in the future, including areas that experience congestion today as well as those that may become more congested in the future.

Are you collecting data from all road users? Congestion stress and anxiety is shared across modes.

Not necessarily within the Congestion Management Program, but we have other initiatives, such as the Regional Travel Survey that looks at why people make the choices they do. We also do public opinion surveys, like "Voices of the Region." We do try to collect that information from across our planning programs.

Comment: Congestion is both good and bad. It's actually a sign of economic activity, but at the same time, too much congestion can lead to gridlock and negative effects.

Charles County has a lot of congestion. There has been a decreased service on bus. What can we do to increase bus ridership when the busses get stuck in the same congestion? How can we shift the culture?

Discussion included engaging with transit providers and at the local level. Different methods on getting the word out generally was raised. The CAC may hold a session on public engagement at a future meeting.

TPB TIP FORUM

CAC members agreed to switch their schedule to make October 9 the next hybrid meeting in order to accommodate co-hosting the TIP Forum at COG.

ATTENDANCE

CAC Members

Daniel Papiernik, Chair
Ra Amin, Vice-Chair
Tim Davis
Martha Fedorowicz
Heather Ganoa
Dan Hardy
Kevin Jiang
Madeline Kaba
Jenene Lee

Mónica Martínez López
Dorothy Meneles
Jeff Parnes
Rick Rybeck
Gail Sullivan

Staff

Rachel Beyerle
Laura Bachle
Amanda Lau
Lyn Erickson
Pierre Gaunard
Robert d'Abadie
Tim Canan
Mark Moran
Dusan Vuksan