TPB TECHNICAL COMMITTEE
MEETING SUMMARY

October 4, 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 SEPTEMBER 6 TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3.   ESTABLISH THE TPB REGIONAL TRANSPORTATION RESILIENCE SUBCOMMITTEE

Katherine Rainone, TPB Transportation Resilience Planner, provided an overview of the mission, objectives, and other information about the newly formed Regional Transportation Resilience Subcommittee. The overarching mission of the group is to provide a forum and framework for the coordination of transportation resilience issues and planning at the regional scale, and to continue incorporating resilience into the National Capital Region Transportation Plan and the TIP. Membership will be made up of representatives from TPB member jurisdictions, member agencies, regional transit agencies and authorities and other regional planning organizations. Initial membership is made up of members of the working group who are interested in continuing the collaboration and the first meeting will be on November 14 from 2-4pm. Katherine also provided a brief overview of two new projects being undertaken this year: a regional inland flooding analysis/mapping project and an economic benefit cost analysis project for adaptation work on specific transportation assets.

Robert Brown from Loudoun County asked a question after Katherine's presentation, first stating the fact that additional flood mapping and analysis is especially salient after the historic flooding recently experienced from Hurricane Helene. Robert asked if we had thoughts on using AI (Aritificial Intelligence) to do some of this analysis in lieu of larger, more expensive modeling efforts. Katherine noted she hadn't considered that for this project and would do some research into any examples for future consideration. Vic Weissberg from Prince George's County asked Katherine to briefly elaborate on how the specific transportation assets (in the example here it was bus stops) would be selected for the economic impact analysis project. Katherine explained that the methodology is still being developed, but generally they will first narrow down assets to those designated as high risk from the TRIP vulnerability analysis, look at whether or not located within an EEA, review the physical components of the asset (existing trees, shade/rain structures, stormwater drainage), review the ridership data, discuss if the asset is indicative of a majority of assets regionwide, and other factors. A shortlist of locations will be brought forward to the newly formed subcommittee for input and discussion at the first meeting.

4. **IMPLEMENTATION CONSIDERATIONS FOR ON-ROAD TRANSPORTATION GREENHOUSE GAS (GHG) REDUCTION STRATEGIES UPDATE**

Dusan Vuksan, TPB Staff, presented the final report on implementation considerations for on-road transportation greenhouse gas (GHG) reduction strategies. TPB staff, with ICF's assistance, conducted this study to examine implementation issues and considerations associated with the seven strategies identified for further exploration by the TPB in 2022 plus an additional nine strategies recommended by ICF in consultation TPB staff and the TPB Technical Committee. TPB staff noted that the TPB would be briefed on this study and the final report in October 2024.

5. **DMV*MOVES* UPDATE**

Eric Randall, TPB Staff, gave an update on the progress of the DMV*Moves* regional transit initiative. The initiative was approved by a historic joint meeting of the COG and WMATA boards on May 1. A regional task force was formed, which met in June and again on September 23. At the recent meeting, materials for which are posted on the DMVMoves.org website, the board discussed a vision and goals for the initiative. The preliminary results of a regional survey were presented, the final results of which will be made public in the near future. The task force is being advised by two advisory groups, one of community group representatives and one of government representatives. The advisory groups have developed six initial recommendations for integrating and improving the regional transit system to make it world class and will be exploring additional topics.

The task force also considered transit funding needs and two scenarios for future costs to operate and maintain the regional system. Two more scenarios are being developed for modernization and expansion, for a future meeting. Regional success will require new revenues, and the task force considered a list of potential revenue sources to analyze. The task force meets again in November and December, and then twice in 2025 with the goal of completing its work by May 2025.

There were no questions from the audience. Bob Brown, Loudoun County, noted that the initiative is Very interesting with extremely important implications for the future of the DMV.

6. **SAFETY EVENT ANNOUNCEMENT**

Ms. Nham briefed the Committee on the status of the planning for a Fall 2024 safety event to draw attention to the regional concern around recent traffic fatalities and severe injury trends. She reported that the event is scheduled for October 31, 2024, and will take place at the American Physical Therapy Association (APTA) Centennial Center in Alexandria, VA. She also noted that staff continues to conduct outreach to various safety experts to participate in a series of panel sessions and provided an overview of the themes for each session. The Committee did not have any questions or comments.

INFORMATION ITEMS

7. **DRAFT 2024 CONGESTION MANAGEMENT PROCESS TECHNICAL REPORT**

Mr. Meese presented, referring to a PowerPoint. The draft 2024 CMP Technical Report full and Executive Summary versions were made available to the committee this day for a comment period through October 18, with anticipated committee acceptance as a final report at the November 1 meeting. Highlights of the report may be taken to the TPB at a later date.

The report includes documentation of congested conditions in the region developed specifically for this report; information on the region's congestion management strategies, compiled from a variety of TPB reports and other sources; and findings and recommendations. A new highlight was an updated and strengthened Chapter 5 addressing how results of the CMP are integrated into the National Capital Region Transportation Plan.

The report's extensive summaries of vehicle probe data-based congestion information for calendar year 2023 showed congestion increasing since 2020 lows, but not quite back up to pre-pandemic levels, though results in individual corridors may vary. The report also summarized major bottlenecks, based on a tool provided within the University of Maryland Probe Data Analytics Suite. The region's most severe bottleneck continued to be I-95 South near the Occoquan River, but the severity of this bottleneck was significantly reduced compared to 2021, following recent VDOT improvements in the corridor.

New to the report are a summary of the external factors influencing weekday Interstate traffic congestion, as well as a long-term (2013-2023) look at congestion trends on defined major corridors.

Mr. Meese thanked Jan-Mou Li and many other TPB staff for their work on the report.

Ms. Sinner asked whether staff had data that would indicate how severe the top bottleneck would be if VDOT had not made improvements in the corridor, and asked that more before-and-after information be made available so officials can see the impacts of improvements made. Mr. Meese recommended looking at the 2021 results (2022 report) for comparison, and agreed to look into what more information could be provided when highlights of the report are taken to the TPB.

Mr. Brown noted that only one of the top ten bottlenecks, on U.S. 15 in Loudoun County, was on an undivided, two-lane facility; recommended that this be brought up to the TPB, since many in the community believe no action is needed despite the location's persistent high bottleneck ranking; and asked that staff look into solutions for such cases.

Mr. Edmonson asked whether induced demand and the elasticity thereof has been addressed by this report, and gave as an example whether a widening of U.S. 15 in Frederick would increase VMT on the rest of the County's roadway network. Mr. Meese replied that the CMP traditionally has focused on systems-level analyses and strategies such as Commuter Connections and MATOC, not analyzing nor recommending specific roadway projects.

Mr. Edmonson asked whether the TPB has examined at least at a systemic level how capacity increases have undermined TDM efforts. Mr. Srikanth replied that the TPB has not taken a policy position to oppose all roadway widening; the TPB policy documents have called for all options to be on the table. The TPB's work is at the regional level; it would be difficult to pinpoint the impact of one limited capacity increase. TPB would look to the local agencies for before-and-after or speed studies. Local jurisdictions are welcome to present their work at Technical Committee meetings.

Mr. Edmonson stated he would like to see a systems analysis to understand the long-term impacts of projects on the region, not just monitoring, but identifying levers to achieve regional goals. Mr. Srikanth urged that members use the reports that TPB has produced over the years, such as climate scenario analyses. Also, long-term trends reflect a variety of factors such as growth, not just transportation projects. The TPB's Technical Inputs Solicitation document includes a summary of TPB scenario analyses that member agencies can use.

Mr. Malouff recommended increasing the emphasis of the recommendations listed in Chapter 6 of the report, rather than the roadway focus of bottleneck discussions; questioned the lengthy extent of bottlenecks as shown on the map; and asked whether trends of national congestion rankings could be shown over time. Mr. Meese replied that the methodology within the Probe Data Analytics Suite produces the bottleneck queue maps, and he too was surprised by the length of some queues. It would be possible to show multiple years of national congestion rankings, with the caveat that ranking-producing entities may change their methodologies over time, leading to less comparability.

8.   VISUALIZE 2050 AND FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM: UPDATE

Mr. Austin provided an update on the progress of non-regionally significant project inputs to Visualize 2050 and the FY2026-2029 Transportation Improvement Program and the project submission review being conducted by TPB staff. He noted that TPB staff would be using the overarching project module to tie together related LRTP and TIP records. Mr. Austin also briefed the committee on the transition status to the updated PIT 2.0 platform. He reported that the current platform had been taken offline and that a small group of committee members and other member agency staff individuals had been identified to participate in a beta testing group before the system was brought online.

Ms. Snyder (MDOT) asked when the system was scheduled to go live and how that would impact data inputs for amendments to be considered at the November Steering Committee meeting. Mr. Austin replied that the new platform was scheduled to go live on October 15, which would coincide with the regularly scheduled opening of the data entry period for the next month. Ms. Snyder also asked if users would retain the same log-in information. Mr. Austin stated that the URL of the log-in page is likely to change and that users would be required to set up new log-in credentials. He added that a full comprehensive training on the new platform would be offered soon after the launch of the platform.

9.   A RECENT PROFILE OF MOTOR VEHICLE CHARACTERISTICS IN METROPOLITAN WASHINGTON: ANALYSIS OF 2023 VEHICLE REGISTRATION DATA

The committee was briefed on the composition of the vehicle fleet in metropolitan Washington based on the 2023 Vehicle Registration/Vehicle Identification Number (VIN) Data. The data are used to create inputs to the mobile emissions modeling process (EPA MOVES model) and will be applied in the air quality conformity analysis of the Visualize 2050 Long-Range Transportation Plan.

At the end of the presentation, Mr. Srikanth noted that based on the recent studies, the transition to electric vehicles (EVs) is key to meeting the regional GHG reduction goals, which is one of the board's top priorities. He added that this is one the reasons why the federal government has created programs to invest billions of dollars to help build EV charging infrastructure. Mr. Srikanth noted that while the 265% increase in registered electric vehicles in the region between 2020 and 2023 is encouraging and that while it shows that the region has been working diligently to make the transition to EVs, the 2% overall share of electric vehicles in the fleet means that the region still has a long way to go to get to the point where it will be able to meet the climate goals. Mr. Srikanth added that the higher average vehicle age in the region and dominance of light-duty trucks in the light duty fleet (rather than light-duty cars) may make the desired level of transition to EVs to meet the 2030 and 2050 climate goals more challenging, especially because there is not a lot of time between now and 2030. He asked the member jurisdictions to use the data to help them determine how to best use the Carbon Reduction Program funds and discretionary program funds to accelerate the transition to EVs.

Mr. Malouff asked if the slight decrease in the number of registered vehicles in the District of Columbia between 2020 and 2023 could be tied to the increase in availability and purchasing of electric bikes. He was wondering if a next round of this study could assess the relationship between the two. Mr. Srikanth noted that while this was a very interesting question, the VIN data would not be able to provide this type of information and that other data sources might be more helpful. Mr. Vuksan added that caution should be exercised when trying to tie these two pieces of information together for the District of Columbia, because there were some issues with the 2020 VIN data in the District due to the vehicle registration processing issues during the COVID-19 pandemic shutdown (as noted in the presentation).

10.   COMMUNITY ADVISORY COMMITTEE: RECRUITMENT FOR 2025-2026 COHORT

Ms. Bachle briefed the committee that TPB staff will solicit members for appointments to the TPB Community Advisory Committee this month and accepting applications from October 4 to November 18. She encouraged the committee to share the recruitment notice as it's a great opportunity for community members interested in regional transportation to get involved. It will also be shared via TPB News announcements, COG news, and through social media. For any questions or suggestions please contact Ms. Bachle at (lbachle@mwcog.org)

11.   CURBSIDE MANAGEMENT FORUM RECAP

Ms. Nham provided the Committee with a summary of the August 2, 2024, TPB Curbside Management Forum. The forum included three sessions, that featured a variety of different stakeholders who spoke about current and emerging practices in curb access management. Participants heard from experts from within and outside of our region, as well as from the Chair of the TPB Community Advisory Committee. Some recurring themes from the event discussions included adapting to changes triggered by the pandemic, and incorporating community feedback into programs, especially feedback that is data-based. Approximately 50 people participated in the event in-person. The Committee did not have any questions or comments.

12.   COMMUTER CONNECTIONS 50TH ANNIVERSARY RECAP

Mr. Sheehan briefed the Committee on the Commuter Connections 50th Anniversary Celebration that took place on Wednesday, October 2nd at the National Press Club in Washington, DC. The program and its many successes were honored with a keynote address by Mayor Bowser, who spoke to the importance of public investment in robust and reliable transportation options to maintain the National Capital Region as a vibrant region offering residents a great place to live and work. VDOT Chief of Policy, Angel Deem, and MDOT Chief of Planning, Programming, and Project Delivery at the Secretary's Office, Geoff Anderson, then offered a retrospective of the program over the past 50 years.

Mr. Sheehan referenced a press release and timeline that were produced for the event. A commemorative video was also played and is available on YouTube.

Commuter Connections' annual Employer Recognition Awards program followed the 50-year retrospective. Winners included: Incentives Award – Horizon, a McDonalds franchiser in North Bethesda; Marketing Award – Comstock Companies, Reston; and the Telework Award, Groundswell, McLean. Montgomery County Commuter Services received the Employer Services Outreach Team Achievement Award, and the District Department of Transportation received the Organization Achievement Award.

The event concluded with remarks from COG's Executive Director, Clark Mercer. Mr. Mercer introduced the region to CommuterCash, a refreshed version of the incenTrip mobile application that is designed to draw in a whole new generation of commuters to help the region reverse recent trends of increased solo driving.

Mr. Sheehan presented a brief overview of CommuterCash by sharing visuals and mock-ups of the app's user interface. The app is expected to have nearly identical core functionality as incenTrip, including trip planning, trip logging, gamification, and a robust rewards system. CommuterCash is expected to launch in December.

13. OTHER BUSINESS

AFA Refresh reminder - TPB staff are reviewing potential candidates for the Access For All Committee. The next AFA meeting will be around the end of November where one of the topics will cover a revised selection process for AFA members.

StreetSmart – TPB staff noted that StreetSmart have spring and fall campaign waves. The fall campaign will launch on Tuesday, October 29 at the Naylor Road Metro station. COG has been working closely with campaign sponsors to revamp the creative content. The new theme will be "Slow down, life ahead."

TLC/RRSP/TWR (Local Technical Assistance Programs) Webinar November 13 – This will be the 3rd annual webinar of this series. Similarly to the previous years, there will be a number of presentations shared by the localities in the Pecha Kucha format and the webinar will be eligible for an AICP credit. TPB staff also noted that the TLC program will be receiving a reward from the local APA chapter as an Outstanding Program

Clean Fuel Initiative (CFI) Grant award, round 2 application – TPB staff noted the announcement of the CFI grant reward and getting in an application for round 2.

Staff Update – TPB staff welcomed a new staff member, Robert d'Abadie.

TPB staff also noted that the EPA approved the region's Ozone Maintenance Plan update and the notice is in the federal register. The update included new Motor Vehicle budgets that will be used in the analysis in Visualize 2050.

ATTENDANCE – Virtual Meeting

MEMBERS AND ALTERNATES PRESENT	
Rebecca Schwartzman – DCOP - V Mark Rawlings – DDOT – V Emilie Wolfson – Alexandria - V Dan Malouf – Arlington County – V Rob Donaldson – Loudoun County – V Robert Brown – Loudoun County - V Malcolm Watson – Fairfax County – V Mark Mishler – Frederick County - V Mark Phillips – WMATA – V Maria Sinner- VDOT - V Regina Moore – VDOT - V Sree Nampoothiri – NVTA – V	Anne McGrane – NVTC – V Amy Garbarini – VDRPT – V Nick Ruiz – VRE - V Markus Tarjamo – Charles County – V Chole Delhomme – City of Manassas– V Megan Landis – Prince William Co. – V David Edmondson – City of Frederick - V Douglas Smith - Gaithersburg – V Victor Weissberg – Prince George's County - V Kari Snyder – MDOT – V

OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth - V Lyn Erickson - I Tim Canan - V Sergio Ritacco - V Andrew Austin – I Dan Sheehan - I Cristina Finch - V Jeff King - V Laura Bachle – V Charlene Howard – V Daniel Son – I Mark Moran – V Feng Xie - V Eric Randall – V Will Montgomery – VRE – V Rahul Trivedi – VDOT – V Corey Pitts – MCDOT - V	Janie Nham - I Leo Pineda - I Rachel Beyerle - I John Swanson - I James Davenport – I James Li – V Jamie Bufkin– I Jane Posey – V Katherine Rainone - I Andrew Messe - I Dusan Vuksan - I Rob d'Abadie – I Pierre Gaunard – I Michael Grant – ICF – V Thomas Montenegro - FTA