

---

## **TPB TECHNICAL COMMITTEE MEETING SUMMARY**

October 7, 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 MEETING RECAP FROM THE SEPTEMBER 9 TECHNICAL COMMITTEE MEETING**

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

## **ITEMS FOR THE BOARD AGENDA**

### **3. PBPP: 2022-2025 REGIONAL TARGETS FOR HIGHWAYS SYSTEM PERFORMANCE AND HIGHWAY ASSETS**

Eric Randall updated the committee on the final proposed targets for highway systems performance and highway asset condition (bridge and pavement) performance measures, for the period 2022-2025. Draft targets as well as a recap of the federal requirements and the process for target development were briefed to the committee and the board in September. No comments were received, so the final proposed targets are the same as were briefed in the previous month.

Eric Randall then noted that a later item on the day's agenda would respond to requests for visualization of the highway asset data. However, new for the topic were one-page summaries of the highway asset measures: for the region, each state, and by jurisdiction. Members were encouraged to check out these one-page summaries to see how conditions in their jurisdiction compare to the region overall last year.

### **4. VISUALIZE 2045 AND THE 2024 PLAN UPDATE**

Ms. Cook reviewed a set of slides that presented the TPB's plans for updating the long-range transportation plan with a target completion date of 2024. During this meeting, the slides provided an overview of the extra activities to be undertaken, and the products that staff are developing. This presentation focused on products and upcoming activities to define exempt and non-exempt projects from the TPB's zero-based-budgeting (ZBB) approach, as a first step to preparing for applying the ZBB approach for the technical inputs solicitation to begin early 2023.

### **Comments and Discussion**

Christine Hoeffner of VRE noted that Ms. Cook said staff will have meetings with the agencies (to discuss the review of data for preliminary identification for exempt and non-exempt projects) and inquired about if there would be one meeting with VDOT, or with each agency, and how the meetings would work. Ms. Cook clarified that to support coordination, there would be one meeting for all agencies in Virginia, one for all in Maryland, and one for DC.

---

Gary Erenrich of Montgomery County DOT noted that the County will likely be removing widening projects from the plan, which would free up funds. He wondered how this would impact financial constraint. He further noted that billions in funding is needed to complete projects to implement the bicycle and pedestrian master plans. He noted some of these projects will take lanes away, therefore needing to be in conformity. He noted that the schedule is fairly tight, and the County may not know all the details of which projects will be implemented. He noted he is looking at a strategy to not lose the financial capacity – for example, he noted, the Corridor City Transitway will likely not be built, he noted he'll need to work to figure out how to keep the capacity for projects that will not require going through the conformity analysis.

Ms. Cook responded that for this plan update, like for past plans, fiscal constraint must be demonstrated, the region must show that it can reasonably expect revenues available sufficient to pay for the projects in the plan.

Director Srikanth thanked Mr. Erenrich for describing the type of thinking and discussion that will be needed to change the project mix. This is the type of revision that can take place with this plan update. He noted that for the financial plan, the TPB will ask total funding for highway and transit. Then, the county will determine how it plans to invest those funds. What funds will be moved from one project to another, and other detailed documentation of project information will occur during the extended technical inputs submission, scheduled from January-June. For projects that move forward that won't be reflected in the air quality conformity analysis, the TPB can work with localities to reflect in some way those investments. Mr. Srikanth also noted that MDOT, unable to participate in this meeting, was going to have an administration change and had noted previously that the draft schedule was going to be challenging to gather all of the inputs due to possible changes in priorities.

Note: The constrained element and financial plan do not represent all projects in the region nor all transportation funding available.

## **INFORMATION ITEMS**

### **5. MOVES3 AND MVEB UPDATES IN THE SIP**

Ms. Jane Posey gave a presentation on the results of a sensitivity test using EPA's newest emissions model, MOVES3, and informed the committee that the region would need new Motor Vehicle Emissions Budgets (MVEBs) prior to the adoption of a 2024 long-range transportation plan (LRTP) update. She noted that staff posted a memo giving more details about the subject with the on-line meeting materials.

Ms. Posey shared the results of a sensitivity test comparing MOVES3 to MOVES2014, and informed the committee that, with the same inputs, the MOVES3 model produces significantly higher Nitrogen Oxides (NOx) than does the MOVES2014 model. She noted that for the 2045 analysis year that MOVES3 NOx emissions were 54% higher than those from MOVES2014. She shared a graph showing NOx emissions compared to the current MVEBs and noted that the MOVES3 NOx emissions were higher than the MVEBs, which were set using MOVES2014. She informed the group that the current MVEBs, set in the 2008 ozone maintenance plan, would need to be updated so that the MVEBs and the emissions estimated in conformity analyses would have consistent methods of development. Ms. Posey shared a graph showing actual observed ozone emissions through time from 1999 until 2022 and pointed out that the region obtained the current 2015 ozone standard in 2021. She noted that the region would need to develop a maintenance plan associated with the 2015 ozone standard, and that the maintenance plan would include MVEBs set using MOVES3. She indicated that TPB staff would work with MWAQC to develop mobile inventories for both sets of MVEBs.

---

Kanti Srikanth stated that the TPB cannot complete a 2024 update to the LRTP until new mobile budgets are set and approved. He emphasized that we only recently found out about the need to update the MVEBs in the 2008 ozone maintenance plan. He noted that this work is not wholly within TPB's control, as MWAQC develops the MVEBs. TPB has been working with MWAQC to make them aware of TPB's needs.

## **6. PUBLIC PARTICIPATION EVALUATION**

Ms. Beyerle introduced Lori Zeller and Charlie Echard from Foursquare ITP who are conducting an evaluation of the TPB's public participation implementation for the period 2019-2022. Ms. Zeller gave an overview of the TPB's participation activities and facilitated a focus group discussion with Technical Committee members using Mentimeter polling to ask questions on the topics of outreach to different audiences, access to information and participation activities, consideration given to input, reaching out to historically excluded communities, and general suggestions for ways to engage communities.

Mr. Erenrich commented that the TPB is several steps removed from project sponsors and local public involvement processes, so by the time a project is considered for the long-range plan, it is difficult for TPB to make a project-related change. Mr. Erenrich said that the TPB does a good job of communications, but there is not a direct relationship to project scopes so this creates a participation gap. Mr. Malouff commented that it is difficult for the TPB to respond meaningfully to comments when comments often focus on projects, but project development is more the role of local and state agencies. Mr. Malouff noted that it is rarely appropriate for public comment received by the TPB to overrule local processes. Mr. Erenrich stated that an example is the bicycle/pedestrian accommodation for the Nice Bridge. Mr. Malouff stated that the TPB has adopted policy priorities many times, and a question has been how those priorities affect local project development, which suggests a role for TPB comment that is related to oversight or compliance with the priorities.

When asked about reaching traditionally underserved communities in an anonymous segment of the discussion, a TPB member wrote that residents in EEAs need special access to providing comments. Another TPB member said that TPB staff use of surveys has been more effective than writing down comments from public meetings. Other comments said that virtual comments should count equally with in-person comments, and engagement activities should be mostly virtual with some in-person opportunities. Additional recommendations included focusing on regional activities and using videos or social media such as TikTok because webpages, email, and Facebook are losing out to new media.

## **7. PBPP DATA VISUALIZATIONS**

Ms. Charlene Howard shared the web mapping "Performance-Based Planning and Programming: 2021 Bridge Condition (demonstration application)" with the Committee. She explained that the application provides visualization of bridge condition performance for structures on the National Highway System (NHS), a category of the federally required performance-based planning and programming (PBPP) rules for Highway Assets. She provided a brief demonstration of the dashboard, walking through the pages of the application. She explained the information that is relevant to understanding the data presented in the application, such as the inclusion of Virginia independent cities in jurisdictional (county) level totals. She showed Committee members how to navigate the dashboard to filter results by state and/or jurisdiction and explained how to expand dashboard charts to full screen view for better visibility. She concluded her presentation by acknowledging fellow staff who contributed to the application development and encourages the Committee members to explore the application and provide feedback to staff.

---

## 8. NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE PLANS

Ms. Morrow introduced the item. The Bipartisan Infrastructure Law establishes and funds the National Electric Vehicle Infrastructure (NEVI) Formula Program. States were required to submit Electric Vehicle Deployment Plans by August 1 and on September 27, the Biden-Harris Administration announced that plans for all 50 states, the District of Columbia, and Puerto Rico had been approved.

Mr. Srikanth noted that the TPB has focused on climate change mitigation over the past two years and adopted on-road transportation-specific greenhouse gas reduction goals in June. State and local DOTs are investing resources in projects and programs that address climate change, but those projects and programs may not always be reflected in the TPB's long range transportation plan. For example, the state DOTs have established alternative fuel vehicle corridors in the region and now the Electric Vehicle Deployment Plans will build on that work.

Matthew Gaskin (DDOT), Dan Janousek (MDOT), and Chris Berg (VDOT) each presented an overview of their state's plan and next steps. Their presentation slides are available on the meeting page.

## 9. OTHER BUSINESS

Erin Morrow provided an update on the TPB PBPP Greenhouse Gas NPRM comment letter. In September, the draft was sent to the docket and there were no comments received from the TPB.

Kanti spoke about the EV work group. The COG Board of directors adopted a resolution asking staff to create a new regional working group to work on deploying EV and EV charging stations throughout the region. State and local transportation agencies and other departments within the local jurisdictions are on board with this project. There has been a focus on the federal funding through Infrastructure Investment Jobs Act and now the Inflation Reduction Act. The federal funding has included an \$8 billion brand new program to establish anywhere between 6 and 10 regional hydrogen hubs throughout the country. The Department of Energy will do an initial set of screening based on the strength of the concept paper regions. You are invited to submit a detailed application. Contact Kanti or Jeff for more information

Ms. Erickson explained that the newly amended TPB Bylaws are in effect now. The Bylaws call for providing three-day's notice if members are going to participate virtually. It is very important that you and your members fill out the survey. A new change is that we will be opening the doors to everyone, which includes the public. In November, the TPB meeting will be in-person and in December the meetings will be virtual. The reason for the change in November and December is because the Board room will be getting new meeting equipment. Lastly, we will be working with our new Chair to establish our 2023 virtual meeting dates. Since our chair is elected on December 21st, we are waiting to release the calendar around that time.

Stacy gave an update on the Visualize 2045 materials mailout. The materials were mailed out over a month ago to our TPB board members and TPB Tech members. Please check your office and if you have not received your packet, please reach out to her.

Lyn gave an update on the staffing for COG. We had 3 positions open on the Coordination team and I am excited to say we now 3 offers. The new team members will start in November.

---

## 10. ADJOURN

The next Technical Committee meeting is scheduled for Friday, November 4, 2022. No other business was brought before the committee.

### ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT Rebecca Schwartzman – DCOP Jason Growth – Charles County Mark Mishler – Frederick Co. Eric Graye – Montgomery County Gary Erenrich – Montgomery County Victor Weissberg – Prince George’s Co Malcolm Watson – Fairfax Co Corinna Sigsbury – Loudoun County Brian Lucky – City of Manassas	Sree Nampoothiri – NVTA Paolo Belitia – Prince William County Amir Shahpar – VDOT Regina Moore – VDOT Amy Garbarini – VDRPT Christine Hoeffner – VRE
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Kim Sutton Tim Canan  Andy Austin Mark Moran Leo Pineda Andrew Meese Nick Ramfos	Sergio Ritacco Stacy Cook Andy Meese Eric Randall Bill Bacon Jane Posey Erin Morrow Andrew Austin Charlene Howard John Swanson