
TPB TECHNICAL COMMITTEE MEETING SUMMARY

September 8, 2023

1. WELCOME, VIRTUAL PARTICIPATION PROCEDURES, AND MEMBER ROLL CALL PROTOCOL

Staff described the procedures and protocols for the hybrid meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

2. APPROVAL OF MEETING RECAP FROM THE JULY 7 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. DRAFT NATIONAL CAPITAL REGION FREIGHT PLAN

Mr. Andrew Meese opened the presentation by explaining that the Draft National Capital Region Freight Plan had been presented for Technical Committee and TPB review at the July meetings, with TPB approval anticipated at the September 20 meeting. TPB members had raised several comments at their July 19 meeting; additionally, several comments were received during the July 19 to August 21 comment period. A memorandum in the meeting materials summarized the comments received and staff's recommended responses.

Regarding changes to the draft plan, information was added on TPB's greenhouse gas goals and strategies, the Transforming Rail in Virginia effort and the Virginia Passenger Rail Authority, and inclusion of air cargo volumes at Ronald Reagan Washington National Airport (in addition to cargo volumes at Washington Dulles and Baltimore Washington International Thurgood Marshall Airports). Staff recommended that some comments were better addressed by ongoing discussion at the Freight Subcommittee and/or in future plans (rather than changes to the current draft plan), including on safety, multiple/inefficient delivery trucks in communities, enhancing plan maps and graphics, and anticipated changes to TPB membership and boundaries.

There were no questions or comments from committee participants.

4. NEW FEDERAL FUNDING PROGRAMS FOR CARBON REDUCTION

Ms. Morrow provided an overview of federal funding programs under the Inflation Reduction Act (IRA) and Bipartisan Infrastructure Law (BIL) that are dedicated to shifting the United States away from fossil fuel use and reducing greenhouse gas emissions. These programs have the potential to reduce on-road greenhouse gas emissions. The first four programs, the Carbon Reduction Program (CRP), The Climate Pollution Reduction Grants (CPRG) Program, the Charging and Fueling Infrastructure (CFI) Discretionary Grant Program, and the National Electric Vehicle Infrastructure (NEVI) Formula Program are new programs. The fifth program, the Low or No Emission (Low-No) Vehicle Program, has existed for several years, but the Bipartisan Infrastructure significantly increased the funding. For each of the programs, Ms. Morrow noted the TPB's role and any past or planned committee or Board briefings.

Mr. Shahpar referred to COG's Request for Funding from the CFI program and asked who would take over the maintenance of the proposed charging sites. Ms. Morrow said that she did not know, but

there was a link to information about COG's request in the memo for this agenda item.

Mr. Brown asked if there is a link where he could find what funds Loudoun County were awarded from the Low-No Program. Ms. Morrow responded that there is a link in the memo for this agenda item.

5. DRAFT CLIMATE POLLUTION REDUCTION GRANT (CPRG) PROGRAM

Jeff King presented on the new U.S. Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Program. The CPRG program is providing grants to states, local governments, tribes, and territories to develop and implement plans for reducing greenhouse gas (GHG) emissions and other harmful air pollution. Section 60114 of the Inflation Reduction Act provides an investment of \$5 billion to support efforts by states, municipalities, air pollution control agencies, tribes, and groups thereof to develop and implement strong, local greenhouse gas reduction strategies. This two-phase grant program provides funding of \$250 million for noncompetitive planning grants, and \$4.6 billion for competitive implementation grants.

COG has received a \$1 million CPRG planning grant, via the District Department of Energy and Environment's (DOEE) formula grant from the U.S. EPA to develop a MSA Priority Climate Action Plan (PCAP) by March 1, 2024, and a MSA Comprehensive Climate Action Plan (CCAP) by summer 2025 for the Washington-Arlington-Alexandria, DC-VA-MD-WV Metropolitan Statistical Area (MSA). This will serve as an implementation plan for the Metropolitan Washington 2030 Climate and Energy Action Plan. This fall, local governments will be asked to submit projects to include in the plan. Measures and projects in the plan will be eligible for the CPRG competitive implementation grants. The grant requires significant stakeholder engagement, including with low-income disadvantaged communities (LIDAC).

The Notice of Funding Opportunity (NOFO) for the first round of CPRG implementation grants will be released as early as September 2023 and applications will be due in April 2024. Local governments can apply directly for the implementation grants. COG will also be eligible to apply as well as some additional project partners.

This month, COG will be sending letters to request appointments to Steering and Technical Committees for the development of the MSA climate plans as part of the grant program. Staff anticipates that transportation sector staff will be participating in various aspects of the work under this planning project.

INFORMATION ITEMS

6. REGIONAL ELECTRIC VEHICLE (EV) PLANNING EFFORTS

Ms. Morrow briefed the committee on COG's Regional Electric Vehicle Deployment (REVD) Working Group and the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy. The REVD Working Group was established by the COG Board to coordinate regional collaboration on EV and EV infrastructure deployment. The group has produced an EV Clearinghouse, a Local Jurisdiction EV Ready Checklist, and will oversee the development of the REVII Strategy. The REVII Strategy was commissioned by TPB Staff to support state and local governments as they prioritize locations for publicly accessible EV infrastructure deployment. It is being developed by TPB's on-call consultant, ICF, and is being funded through the TPB's UPWP Technical Assistance Program. TPB Technical Committee will see draft results in January and presentations on the final strategy will be scheduled for the TPB Technical Committee and TPB in spring 2024.

Mr. Erenrich asked if ICF could do EV projections for 2050 that could be incorporated into the mobile

emissions modeling for Visualize 2050. Ms. Morrow responded that 2050 projections were not included in the scope. She noted that the projections are scenarios that could not be used for air quality conformity modeling. Mr. Erenrich responded that we are doing multiple work activities, and it would be helpful if they coincided and worked together. Mr. Vuksan noted that the projections being done for the REVII Strategy analysis are scenarios to determine where EV charging infrastructure should be placed. For air quality conformity analysis, we need to be conservative with our assumptions because federal agencies can question those assumptions.

7. VISUALIZE 2050: FINANCIAL PLAN STATUS, COMMENTS RECEIVED TO DATE, PROJECT INPUTS, OTHER UPDATES

Mr. Eric Randall briefed the committee on the initial results for the financial analysis in support of the Visualize 2050 transportation plan. Federal planning regulations require the transportation plan and TIP to have a financial plan that demonstrates how the projects and programs in the plan and TIP can be implemented and the sources of funding reasonably expected to be made available to carry them out. The transportation plan must be fiscally constrained, with reasonably expected revenues equal to the estimated cost of operating and maintaining the region's highway and transit systems and keeping them in a state of good repair, as well as paying for the expansion projects in the plan. This effort must be documented in the financial plan, which is in the year of expenditure dollars so that costs in future years are considerably greater due to inflation.

Eric reviewed the methodology for conducting the financial analysis and offered some preview comments on the initial results, which he emphasized will be impacted by the project inputs due at the end of the year. He then showed the initial results for Visualize 2050 in comparison with the Visualize 2045 (2022) graphs of the revenues for the region followed by the expenditures for the region by highway or transit mode and by purpose. The most significant change is the projected proportional reduction in transit expansion from 6 percent of regional funds to just 3 percent of regional funds. This is due to both transit project completion, including Silver Line phase two, the Potomac Yard station, and presumed completion of much of the Purple Line, as well as due to increased state of good repair costs requiring more of the projected capital funds.

There were no significant comments or questions on the initial financial results presentation.

From July 5th at 5PM until September 6th at 5PM, the TPB received 232 project-specific comments and 34 project suggestions via the Visualize 2050 Initial Project List Feedback Form. Projects in the District of Columbia received 11 comments, projects in Maryland received 91 comments, and projects in Virginia received 130 comments. Bob Brown asked if the full report of comments would be shared to review comments on projects in Loudoun County. Marcela responded that the TPB Technical Committee meeting materials include a memo with the comments received to date, and that she could share a spreadsheet with the comments, if necessary.

8. 2022 STATE OF PUBLIC TRANSPORTATION REPORT

Mr. Pierre Gaunard presented an update of the 2022 State of Public Transportation report, which is due to be published in early October 2023. The draft report was created in collaboration with the members of the Regional Public Transportation Subcommittee (RPTS) and summarizes the previous year's activities and accomplishments of the region's transit agencies. Other data for the report comes from the 2021 National Transit Database and open-source materials. The 2022 version of the report again features a section dedicated to examining the COVID-19 pandemic's impact on regional public transportation, although this is likely the last year the topic receives a whole section. Several elements of the report have also been redesigned to be more graphically compelling and informative, such as the section profiling transit operators within the TPB region. Report highlights include that bus transit was the primary means of public transportation in the region in 2021 and ridership generally continued to recover from the pandemic, albeit slowly. Furthermore, agencies

across the region invested in significant policy changes (such as fare free service) and celebrated the opening of new infrastructure (ex. new Metrorail line and stations, maintenance facilities, etc). Mr. Gaunaurd noted that a more complete draft of the report will be presented at the September RPTS meeting for final feedback.

Mr. Erenrich commented that the presentation was great and, in many instances, could be substituted for the full report. Chair Rawlings also shared his appreciation for the presentation.

9. DRAFT CRITICAL URBAN FREIGHT CORRIDOR DESIGNATION UPDATES FOR THE DISTRICT OF COLUMBIA

Mr. Andrew Meese and Laura MacNeil presented, referring to a PowerPoint and memorandum.

The 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. DDOT and TPB staff recently collaborated to develop recommended changes to the District's CUFC network under this new mileage limit. Proposed newly designated segments with other changes and technical corrections would increase the District's CUFC mileage from approximately 70 miles to approximately 140 miles. The meeting materials showed maps of the existing and proposed new designations and criteria for designation; the memorandum contained a list.

Review and comments of the proposed changes were welcome from September 1 through September 20. Afterward, proposed designations were to be taken to the TPB Steering Committee for approval at their October 6 meeting.

Similar Maryland and Virginia designation changes were anticipated in future months, but urbanized area boundary revisions following 2020 Census results must be finalized prior to CUFC updates for those states, since CUFCs must be within urbanized areas.

There were no questions or comments from committee participants. Ms. MacNeil welcomed comments and questions, including on details, during the comment period.

10. TRANSPORTATION INEQUITIES IN DISADVANTAGED COMMUNITIES

Mr. Mr. Ritacco briefed the committee on an upcoming study to examine accessibility and mobility inequities and associated transportation planning considerations in disadvantaged communities in the National Capital Region. Previously described as the TPB's "Equity Deep Dive," the goal of this project is to provide TPB member agencies, local governments, and transit agencies with findings and considerations to support members transportation planning activities as they identify future projects, programs, and policies. The project will complete this by engaging consultant support to conduct in-depth research and analysis of socioeconomic, demographic, and transportation/mobility characteristics of disadvantaged populations to identify their unmet mobility and accessibility needs. Staff estimates to have a final product published by Q3 or Q3 of fiscal year 2024.

Mr. Erenrich requested staff to consider including planning tools and resources to support member jurisdictions efforts to understand Environmental Justice considerations as part of their planning processes. Mr. Canan emphasized TPB staff's interest in keeping the scope of the project limited to better understanding the mobility and accessibility challenges that traditionally disadvantaged population groups may be experiencing today. Mr. Shahpar requested staff to consider sharing a draft of the scope for review by TPB funding partners.

11. VEHICLE PROBE DATA USERS GROUP BOTTLENECKS WORKSHOP ANNOUNCEMENT

As a follow-up to last year's committee discussions of the 2022 Congestion Management Process Technical Report, Andrew Meese announced the upcoming September 21, 2023 (1:00 P.M. to 2:30 P.M.) virtual workshop on bottlenecks analysis. The workshop was to familiarize member agency staff with tools available for bottlenecks/congestion management analysis, for use in jurisdiction-level planning activities. The workshop flyer included in the meeting materials provided registration information (the workshop was free but pre-registration was required). Mr. Meese also recommended that, prior to the workshop, participants create an account for themselves (if they had not already done so) in the Regional Integrated Transportation Information System (RITIS), in order to participate in the workshop's hands-on exercises. (RITIS accounts are available only to employees of public sector agencies.) Mr. Meese encouraged committee members to attend, as well as asking committee members to reach out and encourage attendance by their colleagues who may benefit from the workshop.

12. OTHER BUSINESS

Ms. Lyn Erickson led the introduction of other business items.

Dusan Vuksan stated that staff is asking the Steering Committee to support a comment letter that TPB, MWAQC and CEEPC will sign regarding the NHTSA Fuel Economy and Efficiency Standards for passenger cars and light trucks as well as for heavy duty pickup trucks and vans. Mr. Vuksan also mentioned this proposal would help to reduce fuel consumption by about 34% for medium and light duty vehicles, which will provide air quality and GHG emissions benefits. MWAQC and CEEPC are being asked to approve the letter on September 27, 2023. Comments are due to NHTSA by October 16, 2023.

Nicolas Ramfos reminded the Committee about Car Free Day. Car Free Day will be held on Friday, September 22, 2023. Currently there are 3000 pledges and the goal is to reach 5000. You can register at carfreemetrodc.org.

Nicolas Ramfos also advised the Committee that the 2022 State of the Commute General Public Report was mailed out. If you are interested in additional copies or you have not received your copy, please email nramfos@wmcog.org. If you are not interested in additional hard copies, you are welcome to go to the Commuter Connections website.

Eric Randall spoke to the Committee on behalf of Kanti Srikanth. Eric mention that COG has helped convene some working groups to discuss the funding gap that Metro is facing with its operational funding gap for fiscal year 2025 as well as longer term funding gaps for both operating and capital funding into future years. Eric informed the committee the there are several meetings taking place with County and City executives to discuss the concerns. On August 30th, the Chief Accounting Officers across the region signed a letter and sent it to the OMB asking the federal employees to return to work. This is very important that employees return to work.

Katherine Rainone reminded the Committee that we are working on a Transportation Resilience Improvement Plan under our TPB Transportation Resilience Program. We will be holding a forum on October 3rd. There will be reminder emails and RSVP opportunities. You still have time to RSVP. <https://www.mwcog.org/events/2023/10/03/regional-transportation-resilience-forum/>

Eric Randall announced that there will be a Work Session on Intercity Bus and Rail Travel on October 18th right before the Transportation Planning Board Meeting. This meeting will start at 10:30 A.M. and can be viewed on our website (<https://www.mwcog.org/events/2023/10/18/intercity-rail-and-bus-travel-work-session/>) as well as in-person.

Tim Canan mentioned he has hired 2 new team members that are supporting his program area. Jessica Stork has been hired as a GIS Analyst and will be providing a lot of robust geospatial support. Olga Perez is a Planning Program Specialist that's supporting our Continuous Airport Systems Planning Program.

ATTENDANCE - Virtual

MEMBERS AND ALTERNATES PRESENT VIRTUALLY	
Mark Mishler – Fredrick County Gary Erenrich – Montgomery County Bob Brown - Loudoun County Rob Donaldson – Loudoun County Brian Leckie– City of Manassas Regina Moore – VDOT Silas Sullivan – City of Alexandria Hannah Pajewski – NVTA Rebecca Schwartzman – DC OOP Mark Rawlings DC-DOT Malcom Watson – Fairfax Co Brian Fields – Gaithersburg Laura MacNeil - DDOT	Sree Nampootheri – NVTA Megan Landis – Prince William County Amir Shahpar – VDOT Mark Phillip – WMATA Dan Koenig – FTA Walker Frecer – ICF Victor Weisberg - Prince George's Co. Laura McNeil - DDOT Amy Garbarini – VDRPT Nick Ruiz - VRE Andrew Bossi – Montgomery Co Laurel Hammig - NPS
OTHERS / MWCOG STAFF PRESENT	
Lyn Erickson Kim Sutton Dusan Vuksan Sergio Ritacco Eric Randall Paul DeJardin Marcela Moreno Christina Finch - Virtual Pierre Gaunard Jessica Storck - Virtual	Janie Nham - Virtual Leo Pineda Tim Canan Mark Moran - Virtual Rachel Beyerle John Swanson - Virtual Katherine Rainone Andrew Messe Charlene Howard - Virtual Andrew Austin