
TPB TECHNICAL COMMITTEE MEETING SUMMARY

February 3, 2023

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 JANUARY 6 TECHNICAL COMMITTEE MEETING

There were no questions or comments regarding the January 6 Technical Committee meeting. The summary was accepted as final.

ITEMS FOR THE BOARD AGENDA

3. VISUALIZE 2050: TIS APPROVAL AND PLAN DEVELOPMENT KICKOFF

Ms. Lyn Erickson briefed the committee on the Technical Inputs Solicitation (TIS) and Visualize 2050 kickoff. Ms. Erickson began by highlighting the six constrained element tasks, including re-examining the projects, revising the financial plan, submitting the projects, conduct the air conformity analysis (AQC), collect TIP inputs, and gain board approval of the AQC analysis, Visualize 2050, and FY 2025-2028 TIP. Ms. Erickson then described the TIS process that the board will focus on in February. Lyn then outlined what will be required from the member agencies following the TIS approval. Between now and June 30, member agencies will review and update revenue estimates, update operations and maintenance costs, and propose new projects to the plan. The TPB will help facilitate this process through ongoing communication.

Next, Ms. Erickson explained the zero-based budgeting approach for Visualize 2050. Where this budgeting approach differs from previous budgeting methods is that every project must be reexamined and re-entered by each member agency, with guidance from TPB policy documents. What also differs is the additional opportunity to provide project input information from the public. Under the zero-based approach, each project is looked at as a snapshot in time.

Ms. Erickson then referred to the provided memorandum wherein which the two project types (Green list Funded/Committed and Orange list Developmental) are described. Projects in the green list are intended to be retained in Visualize 2050 and are those that are active, have secured funding, or are under construction. All other projects will fall under the orange list, including those that are not under construction or do not have short-term dedicated funding. Each agency will have to make the case for including these projects into the Visualize 2050 plan. Ms. Erickson continued to explain the memorandum to explain how the lists were developed, what will happen with the lists in the next steps, and how member agencies will use the lists. Ms. Erickson noted that it is critical that member agencies send their financial forecasts so that TPB staff can ensure that each agency has enough funds for their projects.

Ms. Erickson then gave expectations for the spring months, including meetings with each state and the launch of the public comment webpage where users can leave input for individual projects.

Mr. Andrew Austin then notified the committee on a series of three identical trainings that will be on the final week of February and first week of March (Tuesday 2/28 at 2 PM, Wednesday 3/1 at 12 PM, and Thursday 3/2 at 10 AM). These trainings will provide comprehensive information for the data entry process. Ms. Erickson concluded the presentation with a re-cap of the board's next steps, the requirement of member agencies to begin publishing their project lists, the upcoming trainings,

and the end goal deadline of June 30th for the review of Visualize 2050 and the AQC.

The following questions about the TIS approval and plan development kick off were asked.

Mr. Erenrich inquired what the decision-making process is for the new projects. Is the TPB going to act on individual projects that are added to the program or is it just by exception when there is concern from the public or other agencies?

Mr. Srikanth responded to say that the degree of details in the process of updating the Visualize 2050 plan compared to the Visualize 2045 plan will be different. In the Visualize 2050 process, we will be repopulating the data of all projects which will then be given to the TPB. Thus, the TPB will be reviewing all projects in a combined list, and they will decide whether those projects will support the long-range plan and the region's goals. Mr. Srikanth followed by saying that in the past, the TPB reviewed lists of projects and has offered acceptance with the exceptions of specific projects or with the requirement that additional information on specific projects is given. This level of scrutiny will remain for Visualize 2050.

Ms. Erickson responded to say that TPB staff will not be asked to present the member agencies' projects. Rather, the agency itself will be presenting the projects. Moreover, the required questions that agencies will answer for each project will help guide the TPB's decision making for new projects. Mr. Erenrich followed these responses by asking whether it can be planned on having two or three TPB work sessions to go over the lists so that agencies are given enough time for presentations and TPB responses and questions.

Mr. Srikanth and Ms. Erickson confirmed that working sessions with the TPB will be held. Mr. Srikanth followed that in the four months of list development, there will be at least three TPB meeting opportunities where work sessions can be held before the formal meeting. Mr. Srikanth stated that Ms. Erickson will be able to reflect these working sessions in TPB documentation and memorandums.

Ms. Erickson elaborated to say that plan amendments that reflect updated information on current unknowns can be made once the motor vehicle emissions budgets are updated.

Mr. Rawlings inquired that DCs list of 11 exempt projects is greater than 11 because each of the 11 projects could include their own sub-projects. Mr. Rawlings followed to ask whether it is the expectation that DC review, revise, and resubmit information for all the projects.

Ms. Erickson responded to confirm that DC would have to review, revise, and resubmit all the project records.

Mr. Rawlings then asked what will need to be presented to the TPB in the upcoming three sessions. Ms. Erickson stated that the sessions will not be for presenting. Instead, they will be facilitated listening sessions to get their reactions to the lists.

Mr. Srikanth added to say that in the upcoming sessions, DDOT will hear the TPB DC members' views on the 11 projects, such as whether they would like to see any changes or not. The TPB DC members could also use this as an opportunity to point out that the projects may not meet the needs of the region or city. From this, DDOT may learn that there are additional projects needed to meet those goals.

Mr. Brown inquired to VDOT whether there will be meetings with each jurisdiction to talk about the projects and the procedures.

Mr. Shaphar responded to say that VDOT is waiting for the exempt and non-exempt project list. They are now working on planning meetings with the localities and project managers.

Mr. Phillips inquired whether there was any thought given to require a higher level of information of analysis of proving how goals are met within the project input forms.

Mr. Srikanth responded to say that any time an agency has studies that give additional insight into their projects, it is expected that links to the studies are added in the input process.

4. BRIEFING ON THE DRAFT FY 2024 UNIFIED PLANNING WORK PROGRAM

Lyn Erickson briefed the committee on the FY 2024 Unified Planning Work Program (UPWP). She explained that MPOs do not compete for funding, it is automatically given through the federal authorization bills. The three state DOTs must pay a 10 percent match of the funds through COG dues and state DOTs are technically federally responsible to oversee the MPO's federal process. Ms. Erickson then went over the TPB work activities revenues draft. The first table outlines the three pots of money that the MPO uses: 1. The new federal money (FY 24 & unobligated FY 23), 2. Old money that was allocated but was not spent (Prior unexpended), 3. Money that is not planned to be spent by the end of this fiscal year (Carryover funding). Together, this is about 23.3 million dollars for FY 2024.

Next, Ms. Erickson went over the work activity costs table, which outlines what each active TPB work activity will cost to complete. As of this meeting, the costs associated with each activity are still awaiting confirmation from each state. Ms. Erickson also noted that through the master of funding agreement with the funding partners, it is required that the UPWP be approved in March.

Ms. Erickson then explained the FY 2024 new and enhanced activities. This will include the new transportation resilient transportation planning activities which will incorporate a regional interactive map, the Phase II Resiliency study, a working group, and regional resiliency planning training and outreach. New activities will also include the new motor vehicle emissions budgets, data purchases and enhanced data collection programs, acting on Federal Certification Review findings, transit electrification planning, and climate change mitigation.

Lyn then briefed the committee on new studies and surveys. This includes a consultant study of GHG reduction strategies, the implementation of a new Regional Travel Survey (RTS) format, regional coordination of future transit on-board surveys (TOBS), inventory of member agency traffic technologies, a regional bicycle and active transportation count program, and an intercity bus and rail survey.

Ms. Erickson outlined additional highlights for FY 2024. For Visualize 2050, this includes the zero-based budgeting approach, the addition off Board-agency staff coordination, and enhanced public outreach. For the Performance Based Planning and Programming (PBPP), the annual highway safety and regional transit safety targets will be set. Moreover, a Congestion Management Process Technical Report will be developed, the National Capital Trail Network and Regional Activity Centers maps will be updated, activities that address curbside management and automated vehicles will be developed, the Community Leadership Institute will continue, staff will continue to analyze regional travel behavior, completion of the Gen3 Travel Model is expected by Fall 2023, and staff will continue to support partners through the Technical Assistance Program.

Ms. Erickson then highlighted that the Multimodal Board Initiatives will solicit and select FY 2024-2025 projects under the TPB Human Service Transportation Coordination Plan.

Ms. Erickson explained page 30 of the UPWP, which is a table that demonstrates the selected FY 2024 UPWP work activities and planning policy focus areas. Lastly, Ms. Erickson explained the next steps for the UPWP, which will involve finalizing “New funds” estimates, confirming “Unexpended funds” amounts, finalizing “Carry over” funding, balancing the revenues and expenditures, and ultimately finalizing the document for March 15 Board approval. No questions were asked following the presentation.

5. BRIEFING ON THE DRAFT FY 2024 COMMUTER CONNECTIONS WORK PROGRAM

Nicholas Ramfos briefed the committee on the draft FY2024 Commuter Connections Work Program (CCWP) and stated that the draft document was a part of today’s agenda packet. Mr. Ramfos then showed a PowerPoint presentation and defined Commuter Connections as shown in the mission statement of the Commuter Connections Strategic Plan. The program benefits and coverage area for the program was also reviewed. Census rankings for the percentage of carpool and transit use in the region was covered and the region is ranked at the top for both modes. Daily transportation and emission program impacts were reviewed along with the role of the program in the regional planning process, cost effectiveness of the overall program, the proposed FY 2024 budget, and highlights of new activities within the program along with a review of next steps.

Mr. Ramfos stated that every fiscal year, the Commuter Connections Strategic Plan is updated and has a definition of Commuter Connections. Local jurisdictions, employers and workers all experience benefits from the program. Reduced commuter congestion leads to better goods movements and helps with tourist travel, more commute options and an improved quality of life due to less stress and costs for commuters is also realized through the program along with higher recruitment and retention rates for employers.

A map outlining the non-attainment area along with the Guaranteed Ride Home service area, and locations of commuters registered for ridematching services was shown. The program service area is much larger than the non-attainment area for commuters participating in the programs. The region ranks as one of the top urban areas in total percentage of carpoolers and transit users according to the US Census American Community Survey. Mr. Ramfos reported that the Commuter Connections program reduces 137,000 daily trips and over 2.6 million daily vehicle miles of travel, and a half ton of NOx and about a half ton of VOC’s each day.

Commuter Connections is also a major TDM component included in the region’s federally required congestion management process (CMP). Commuter Connections supports regional air quality and climate change goals, and the program is shown in Visualize 2045, the TIP, and is also part of the TPB’s Endorsed Aspirational Initiatives. Impacts from the program also help contribute to the region’s IJJA performance measures.

The cost-effectiveness of the program was reviewed and is based on program impacts which includes eighteen cents for every vehicle trip reduced, a penny for every vehicle mile of travel reduced, \$48K for every ton of NOx reduced, and \$63K for every ton of VOC reduced. There are additional regional Commuter Connections benefits including reductions of air and noise pollution, hours of delay, fuel use, and accidents avoided. Cost savings on a regional basis were generated for societal benefits of the program. These program impacts generate almost \$685,000 in daily cost savings.

Mr. Ramfos then gave a comparison of the FY 2024 proposed CCWP budget to the FY 2023 budget along with the resulting changes for each of the program elements. The budget is about two percent higher between the two years. He explained that the FY2024 CCWP budget allocation consists of about 30% of the costs for COG/TPB staff and overhead, almost 50% for private sector services, 8% of the costs for pass-thru to local jurisdictions, and almost 15% of the budget is for direct costs.

Mr. Ramfos then reviewed new work activities in the FY2024 CCWP including moving servers to the Cloud and changing from an Oracle to a Postgres database platform. He also discussed the celebration of Commuter Connections' 50th Anniversary and the continuation of post-pandemic marketing of alternative modes in the region. The preparation of the 2022 State of the Commute Survey general public report publication along with its distribution would also be conducted. The preparation of the final 2021 - 2023 Draft TDM Analysis Report publication and its distribution will occur. The implementation of an Employer Outreach Customer Satisfaction Survey that is conducted every five years would also occur along with the preparation of the GRH Baltimore program impact analysis.

Mr. Ramfos then discussed the next steps for the review and approval of the document. The program is slated to begin on July 1, 2023.

INFORMATION ITEMS

6. 2017-2018 REGIONAL TRAVEL SURVEY 7-DAY PANEL EVALUATION

Dr. Joh presented this item to the TPB Technical Committee. The presentation focused on an evaluation to assess the effectiveness of the smartphone app-based survey methodology. The 7-Day Regional Travel Survey (RTS) Follow-On Smartphone Panel Survey (SPS) served as the primary source for this evaluation. Dr. Joh presented key findings from this project which included data editing and imputation, trip logic and consistency checks, and a review of user comments on the survey experience.

No questions were asked by the Committee.

7. CONTINUOUS AIRPORT SYSTEMS PLANNING (CASP) PROGRAM UPDATE

Mr. Canan delivered a PowerPoint presentation on the Continuous Airport System Planning (CASP). His presentation included an overview of the Washington-Baltimore Regional Airport System Planning Area and an overview of the key elements of the CASP program, including a brief history, committee oversight, and staffing responsibilities of the program. As part of the briefing, Mr. Canan reviewed the iterative 2-year CASP planning cycle, which begins with conducting the Washington-Baltimore Regional Air Passenger Survey and culminates in the update of the Regional Airport System Plan (RASP). Funding for program is provided by the Maryland Aviation Administration and the Metropolitan Washington Airports Authority to conduct the regional air passenger survey while the FAA's Airport Improvement Program (AIP) provides annual grant funding to the CASP program to perform planning studies, such as the Ground Access Travel Time Study and the Ground Access Forecast Updates, among others. The next regional air passenger survey will be conducted in 2023 and will feature enhancements to the survey such as a survey pre-test, a web-based questionnaire, and an incentive to help promote greater survey response. Future CASP activities include submitting the next AIP grant application to FAA, continuing work on the Ground Access Travel Time Study, and commencing the Air Cargo Element Update.

8. DOD OLDCC MILITARY INSTALLATION RESILIENCE PROGRAM IN THE METROPOLITAN WASHINGTON REGION

Jeff King, COG, Director of Climate, Energy, and Air presented on a new federal planning grant program focused on climate resilience. The program is called the Military Installation Resilience Review program (or MIRR). The funding agency is the Department of Defense Office of Local Defense and Community Cooperation, known as OLDCC. This office is the same group at the Pentagon that runs the Base Realignment and Closure program, also known as BRAC. And similar to BRAC, the MIRR program is focused on the community and how investments made by DoD outside the fence line in the community can enhance or bolster the resilience of the missions on the base.

The MIRR program provides funding to agencies like COG to lead a community led planning initiative. The core approach involves conducting a vulnerability and risk assessment focused on key sectors and critical infrastructure. Through the process, strategies and actions that can bolster resilience are identified and developed. Follow on projects resulting from the MIRR plan can fund additional planning and feasibility studies to advance key recommendations in the plan. The program however does not provide any funding for construction.

The MIRR program is nationwide program, and the COG project was one of the first projects initiated by OLDCC. He provided information on each of the MIRR projects being implemented now in the region. The COG project focused on the four installations along the Potomac and Anacostia River in DC – The Washington Navy Yard, Joint Base Anacostia Bolling, Fort McNair, and the Naval Research Laboratory. The Northern Virginia Regional Commission is managing a MIRR project supporting 3 installations, Joint Base Myers Henderson Hall, Fort Belvoir, and Quantico Marine Corps Base. There is also a MIRR project in Montgomery County – at NSA Bethesda, and in Prince George’s County – at Joint Base Andrews.

A core part of the MIRR projects is a vulnerability assessment to identify priority areas of focus for enhancing resilience. The effort was mainly based on a combination of desk research, installation and community site visits, and engagement with key stakeholders across the critical sectors of interest. The project engaged with multiple government agencies and key infrastructure stakeholders, including electric and gas utilities, telecom, and transit providers. This engagement was facilitated by both a Technical Advisory Committee as well as a Policy Committee. The study also looked at key priority hazards and stressors, most notably in the COG project, flooding, both riverine and over land, and extreme storms. Population growth was also noted as an area of focus. Priority sectors included energy, telecommunications, transportation and transit, and water and wastewater. The project identified the priority vulnerabilities, including electricity, critical communications technology, water supply, transportation system assets, efficient mobility, fuel supply, encroachment, workforce, housing and general communication and coordination

The project team then developed a number of project recommendations. One overarching recommendation was to explore ways to continue the engagement and coordination. The approach to meet this need is still being considered, we are aware that in Northern Virginia there is already a robust base/community engagement process, staff need to think a bit more about the role of COG in a wider regional conversation. In addition to a call for on-going engagement and coordination, the project identified 14 measures to address vulnerabilities and enhance resilience. He provided a list of the top resilience measures identified in the COG MIRR project in DC, and highlighted the transportation sector measures, including planning for EV Charging Stations, expanding connectivity to high capacity transit, and implementing congestion relief and traffic controls. This is particularly important to Joint Base Anacostia Bolling and the Naval Research Laboratory given their current dependence on the I-295 and South Capitol St corridors in Anacostia. One transportation sector recommendation also made the honorable mention list. That was to continue to work with NVRC and

others on the Potomac River fast ferry project. Note, Joint Base Anacostia Bolling remains quite interested in this, including making some changes to the marina resources on the base to facilitate possible future ferry access to the Base.

He provided next steps for the COG MIRR project. OLDCC has asked COG to work with the installations to identify possible planning projects for this next Fiscal year. We are currently engaging with the bases to identify what to propose. The top interests to date include the floodwall project around Joint Base Anacostia Bolling, in particular coordinating the wall design for areas off the base in areas that could impact the base, mainly north of the base around the Poplar Point area. Second, there is some interest in conducting energy emergency exercises, and finally to do some coordination work on telecommunications resilience which has recently been a major focus on DC office of Homeland Security. Other potential projects could involve the South Capitol St bike/ped trail and how that could better connect to trails on base. Also, I know it will remain a high priority of the installations, work to look at connectivity to transit. He provided details on all the other measures in the slides.

There were no questions from members.

9. OTHER BUSINESS

Mr. John Swanson briefed the committee on behalf of Mrs. Janie Nham as well regarding the transportation and land use connections and regional roadway safety program. Mr. Swanson stated that interested parties can go online to access the application. The deadline for the program is March 3rd. Projects will be approved in April at a TPB meeting and projects will begin sometime next year. It is a joint application and applicants may choose to submit for one program or both. Any questions should be directed to himself or Ms. Nham.

Ms. Charlene Howard spoke to the committee about the TPB Resource Inventory page. Charlene mention there was not a lot of changes to the page except there now a feedback form. She asks that you test the feedback form and give feedback on what you think about the form. <https://trip-mwcog.hub.arcgis.com/>

Mr. Tim Canan briefed the committee on the staff loss of Yue Zhang. Yue has accepted a position with WMATA as a Planner.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT Rebecca Schwartzman- DC Office of Planning Mark Mishler – Fredrick Co David Edmondson – City of Fredrick Brian Fields - Gaithersburg Eric Graye – M-NCPPC Kari Snyder – MD- DOT Gary Erenrich – Montgomery Co Bob Brown – Loudoun Co Corinna Sigsbury – Loudoun Co	Sree Nampoothiri – No. VA Trans Auth Sophie Spilitopoulos - NVTC Megan Landis – Prince William Co Amir Shahpar and Regina Moore – VDOT Nick Ruiz - VRE
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Kim Sutton Dusan Vuksan Sergio Ritacco Eric Randall Jane Posey Paul DeJardin Marcela Moreno Charlene Howard Maia Davis	Janie Nham Leo Pineda Tim Canan Mark Moran Rachel Beyerle William Bacon John Swanson Katherine Rainone Andrew Messe