
TPB TECHNICAL COMMITTEE MEETING SUMMARY

January 6, 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 DECEMBER 2 TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2024 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Lyn Erickson briefed the committee on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2024. Ms. Erickson first introduced a graphic that summarized the Transportation Planning Board's planning areas and activities. Ms. Erickson stated that the TPB performs three main tasks: (1) Prepares plans and programs that the federal government must approve for federal aid transportation funds; (2) Provides technical resources for consensus building and decision making, such as through technical input solicitation; and (3) Serves as a forum for regional coordination.

Ms. Erickson then introduced the memo regarding the 2024 UPWP outline. This UPWP will be approved in March and will basically have no major changes compared to last years' UPWP. She described how the UPWP is organized into 11 different task items, including their expected daily tasks, meetings, and coordination needs. Ms. Erickson gave an overview of the first two tasks (long-range transportation planning and transportation improvement program). Mr. Eric Randall then provided an overview of task 3, the planning elements, of the FY 2024 UPWP. Ms. Erickson continued the UPWP overview by describing item 4, public participation. She noted that additional outreach will be conducted for the long-range plan. Mr. Mark Moran then provided an overview of Task 5, travel forecasting. Mr. Moran stated that this task is composed of model development and network development. The network development group develops the transportation networks that are used by the regional travel demand forecasting model while the model development group develops, maintains, supports, and improves the regional travel demand forecasting models. Mr. Moran noted that the team is shifting to a new travel demand model, called Generation 3, which will be an activity-based model. The Gen3 model is expected to be nearly complete by September of 2023. Mr. Moran also noted the possibility of purchasing big data to further improve the model. Lastly, COG is working to move data and models into cloud storage. Mr. Moran then went over Task 6, mobile emissions planning.

Mr. Tim Canan provided an overview of Task 7, transportation research and data processing. Mr. Canan pointed out that the research team will be developing new methods and techniques that will allow for more frequent data collection for the regional travel survey. He then stated that a data management plan will be needed to best leverage new data. Ms. Erickson picked up with Task 9, the mobility and enhancement programs. She mentioned that to date, 103 projects at

\$35,000,000 have been selected and that with the IJA funding, more funding is expected to be available for FY 2024. Ms. Erickson then moved on to Task 10, TPB management and support, which has no new changes for FY 2024. Lastly, Ms. Erickson went over Task 11, the technical assistance program. The final budget for this task will be known in March of 2023.

Ms. Erickson then turned the conversation over to Mr. Kanti Srikanth for additional input. Mr. Srikanth summarized the value of the presentation and the roles of the TPB.

The briefing was then followed by a period of open discussion on the FY2024 UPWP, including the following:

Mr. Brown inquired if there may be an opportunity for the TPB to reach out to member agencies and ask if they would be interested in becoming financial partners in the acquisition of big data. This could then allow the partners to have access to the data.

Mr. Srikanth agreed that it will be critical to partner with the member agencies in order to use the resources in the most cost-effective manner.

Mr. Canan replied stating that his team is considering an RFI where they would identify what they would like to get from the big data. One of these criteria could be our ability to share the data with our member organizations.

Mr. Brown inquired if the TPB could ask member agencies what they would focus on or what they are interested in regarding surveys and data collection. Mr. Brown brought up the example of exploring the question of 'what is the new normal?'

Mr. Srikanth agreed that making efforts to understand what the 'new normal' will be is of high interest and that collecting data on a real-time basis will be essential for answering this question. Mr. Srikanth also mentioned that the 'new normal' is always evolving and the desire to bring back transit ridership may improve numbers over the next years.

Mr. Canan mentioned that the Round 10 forecast will be reflective of the best we can possibly know at the time that recent data was collected. The new forecast will inform us on macro trends as we continue to grasp the process of the changing 'new normal. There were no questions from the audience.

4. ENVIRONMENTAL JUSTICE ANALYSIS

Mr. Sergio Ritacco briefed the committee on results of the federally required environmental justice analysis of the 2022 update of Visualize 2045. Mr. Ritacco opened by giving an overview of the federal requirement, which is to determine if the long-range plan has a disparate impact on "minority" populations and "low income" populations, referred to as EJ populations. He further defined 'disparate impact' to be an adverse impact that EJ populations predominantly suffer from that non-EJ populations do not suffer from. He explained that through a model-based analysis of Visualize 2045, 35 measures were assessed to determine if Equity Emphasis Areas (EEAs) face a disparate impact compared to non-EEAs. It was found that the plan update does not have an adverse disparate impact on EJ populations, thus complying with federal requirements. When assessing transit-based travel from Visualize 2045, the region sees an improvement in accessibility and mobility. However, when accounting for auto-based travel, both EEAs and non-EEAs see an increase in congestion and delay, with EEAs being burdened slightly more as jobs increase in the western portion of the region. Mr. Ritacco concluded by stating that this analysis is a snapshot of the region today and that the interrelationship between land use and transportation present ongoing equity challenges.

The briefing was then followed by a period of open discussion on the implications of the EJ analysis results, including these three questions and statements:

Mr. Brown inquired if the region has a goal that the differences between EEA and non-EEAs impacts should be net-zero, neutral, or comparable. Mr. Srikanth noted the federal requirement associated with the TPB's EJ analysis on disparate and adverse impact on EEAs vs. non-EEAs parts of the region. Mr. Srikanth also noted that this analysis also seeks to inform future planning efforts and project submissions, particularly for Visualize 2050, that may lead to greater consideration of impacts on EEA portions of the region.

Mr. Erenrich requested staff to consider looking at UPWP elements to the transportation priorities including climate planning, EV adoption, RESJ, as well as relating the transit ridership survey element to include the FY24 low-income fare program. Mr. Srikanth responded by noting the various factors that are related to and used to conduct this analysis to help inform TPB's work activities as well as long-term regional planning discussion.

Mr. Erenrich inquired how the plan addresses the historic east-west divide concern over mobility to jobs. Mr. Srikanth responded by noting that Visualize 2045 provides information on some aspects of the issue with the EJ analysis providing additional insight. Mr. Srikanth added to say that addressing the east-west divide issue is ultimately dependent on state and local leaders' decisions on housing and job location, housing affordability, location of health services, food, education, and other vital services.

INFORMATION ITEMS

5. 2024 LONG-RANGE PLAN UPDATE: DRAFT TECHNICAL INPUTS SOLICITATION

Lyn Erickson briefed the committee on the draft Technical Inputs Solicitation for Visualize 2050 and the FY 2025 – 2028 TIP. Ms. Erickson first gave a summary of presentation's content. She then explained five major tasks for the development of Visualize 2050. The technical inputs solicitation (TIS) document is an eight-page document that reflects the TPB resolution and feedback received. Ms. Erickson then asked the committee members to read through this document and give feedback before it gets approved by the board next month. The plan update has a target completion date of 2024. When the board approves this document, it means that the schedule is approved as well. Ms. Erickson ultimately describes the TIS document as the start to the process of Visualize 2050. The document will use "zero based budgeting" which requires all projects in the currently approved plan to be re-examined and re-submitted, as well of the inclusion of projects that are already funded or under construction. Ms. Erickson then gave an overview of the responsibilities of the member agencies and of the TPB. She then briefed the member agencies on what documents they should utilize to inform their decisions. Ms. Erickson concluded by summarizing the tech committee's role in completing the TIS document. These roles include identifying any missing components in the document, entering project data for the Call for Projects document, engage in ongoing meetings, submit preliminary inputs by July 1st for the LRTP and Air Quality Conformity (AQC) analysis, and reviewing the frequently asked questions.

Mr. Srikanth added to the presentation's conclusion by emphasizing that the tech committee review the revised TIS document. Kanti also reiterated the many informational documents that are available for the member agencies to refer to. He then further emphasized the importance of sticking to the approved schedule.

The briefing was then followed by a period of open discussion on TIS document, including these questions and statement answers:

Mr. Brown inquired what is meant by the word 'should' ('should be considered') in the document regarding the resubmission of projects. Ms. Erickson responded that the COG is asking member agencies to re-enter everything, including all responses to the 37 questions.

Mr. Brown inquired if member agencies must indicate that they have considered all of the questions asked for each project. Ms. Erickson responded by referring to question number five in the FAQ of the TIS. Ms. Erickson added that the TIS process is going to be up to interpretation for each agency and that it will be the responsibility of each agency to defend their decisions. Ms. Erickson concluded that what will be different for this TIS process compared to previous efforts will be the continuous back-and-forth discussion over meetings with each state.

6. 2024 LONG-RANGE PLAN UPDATE: FINANCIAL PLAN STATUS UPDATE

Eric Randall briefed the committee on the scope of work for the financial plan for the Visualize 2050 long-range transportation plan. Federal planning regulations require the long-range 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 long-range 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 year of expenditure dollars so that costs in the 2030s and 2040s are considerably greater due to inflation.

Eric reviewed the methodology for developing future revenue and cost estimates. He then showed the Visualize 2045 (2022 Update) graphs of the revenues for the region and for each state by source, followed by the expenditures for the region by highway or transit mode and by purpose. About 33 percent of funding is going to highways and 67 percent to transit, of which the majority will go towards WMATA.

For the new analysis, in comparison to the previous analysis, there will be five more "out" years, which could lead to new projections in the plan. Project sponsors will also have to consider the continuing impacts of pandemic on travel demand, especially in the commute peak period, the increased federal funds through the BIL/IIJA and the IRA, increased inflation and construction costs, and even climate adaptation and changes in vehicle power (electrification).

Eric then moved to a request for revenue and expenditure forecasts for the analysis period 2025 to 2050 from jurisdictions and local agencies. Inputs are requested by March 31. Near-term financial projections are taken from Capital Improvement Programs or other budget planning documents' and longer-term forecasts are then extrapolated through to 2050.

Bob Brown asked if Virginia jurisdictional inputs should be sent to TPB or to VDOT staff and if there was a template for the inputs. In response, Eric stated that he would be reaching out individually in the next week to each agency with details on the request, a template, and any available information from the previous analysis. Regarding Virginia's internal coordination, each jurisdiction should communicate with VDOT staff.

Gary Erenrich asked about the Ops Lanes project and the transit revenues that are expected to come from that project through various agreements, which are already in the County's plan. But there is still some uncertainty and the figures are likely to change in the course of the schedule. Eric responded that the financial analysis is an iterative process; the first step is a preliminary analysis to inform agencies about the revenues they have as they prepare projects for the Technical Inputs Solicitation. It is fully expected there will be changes and refinements over the course of the analysis.

Lyn Erickson added that the requirement is for reasonably available revenues; there will be changes and everyone knows that.

Kanti Srikanth added that the record of action versus reasonably available funding is the key determinant for whether projects can be included in the plan. Official actions need to correspond with assumptions however. But this is all one reason why this long-range plan's schedule has more time built into it to allow for review and determination. Gary noted that each agency has its own determination of reasonability, and he does not want TPB staff to end up having to arbitrate over reasonability. But he will move forward nonetheless.

7. STREAMLINING ACCESS TO TPB ONLINE PLANNING TOOLS AND RESOURCES

Charlene Howard discussed progress on the webpage being developed that catalogs TPB's online planning tools and related resources. The TRIP page—TPB's Resource Inventory Page—is a collection of resources developed by TPB and COG staff, products developed for TPB, as well as some relevant resources developed by our member jurisdictions. She explained that this product was developed because of discussions at the December TPB Technical Committee meeting when a member asked whether it was possible to have all of TPB's resources references in a single location. This product, built as an ArcGIS Online Hub page, begins to satisfy this requirement. She navigated through the page to show the category-based approach and then selected a few datasets as examples of what the page has and how it works. She mentioned that staff would like to know whether this page is useful as is or if there are recommendations from Committee members on how the structure, content, and general organization could be improved. She noted that the page has a link to TPB's Regional Transportation Data Clearinghouse (RTDC) as well as links to TPB's policy framework documents. She concluded her presentation by reminding Committee members this is a work in progress and that future development on the project will be informed by comments received. She encouraged Committee members to explore the website and provide feedback to staff.

8. 2017-2018 REGIONAL TRAVEL SURVEY 7-DAY PANEL EVALUATION

This item was deferring until February due to staff illness.

9. TPB AND THE NEW TRANSPORTATION RESILIENCY PLANNING PROGRAM

Ms. Rainone reviewed a set of slides outlining the TPB's new transportation resiliency planning program. During this meeting, the slides introduced Katherine Rainone, the new transportation resiliency planner at TPB, an overview of past transportation resiliency planning activities by both COG and TPB in the past 10-15 years, and an outline of new resilience planning activities expected to kick off in Spring of 2023.

10. OTHER BUSINESS

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

First, Mrs. Marcela Morena provided an update on the Community Advisory Committee approval and board agenda item. Mrs. Morena stated that the community advisory committee recently finished their recruitment for the next year and staff has reviewed the applications and have provided recommendations the TPB officers. In the next meeting in January, there will be a finalized list for the board to approve.

Mr. Eric Randall briefed the committee on federal grant opportunities. On December 15th, the feds announced the FY 2023 RAISE grants, for which applications are due by February 28th. Mr. Randall followed by stating that if member agencies are interested in a TPB endorsement letter for a federal grant, or other competitive grant, contact should be made with Eric as soon as possible.

Mrs. Jane Posey briefed the committee on the new heavy duty truck emissions rule. In December, the EPA finalized a rule about truck emissions. The EPA predicts that 90% of Nitrous Oxide emissions will come from heavy duty trucks by 2045. The new emission rule is expected to reduce that by 50%. Unfortunately, this new rule and its benefits will not be included in the MOVES model for the upcoming conformity analysis.

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 application kickoff, which launched on January 6th. Mr. Swanson stated that interested parties can go online to access the application. The deadline for abstracts is on January 24th and the deadline for the program is March 3rd. Projects will be approved in April at a TPB meeting and projects will begin in September. It is a joint application and applicants may choose to submit for one program or both. John concluded by mentioning that funding for the programs increased to \$80,000 and any questions should be directed to himself or Ms. Nham.

Mr. Mark Moran briefed the committee on the Transportation Research Board annual meeting, which took place January 8th – 12th at the Washington DC Convention Center. This year, twelve COG staff will be attending the conference and six staffers will be serving on standing committees.

Mr. Paul DesJardin briefed the committee on Housing Affordability Planning Program grants. Mr. DesJardin stated that last year, Amazon awarded the organization a grant for affordable housing projects near high-capacity transit stations. Amazon has funded a second grant for affordable housing. More formal materials on the matter can be expected in the spring. Mr. DesJardin asked that the information about the transportation and land use connections notice be spread to the housing directors in order to better coordinate with Mr. Swanson's team. There are ongoing conversations with partners at Urban Land Institute Washington to reconstitute the technical assistance programming panels, with a focus on equity emphasis areas. Lastly, Mr. DesJardin briefly described the work his team has been working on regarding Round 10, which involves converting office space into residential space.

Ms. Erickson provided staff updates. Lyn is seeking a project manager to fill Mrs. Stacey Cook's position. There is a new executive director, Mr. Clark Mercer, who will come on board in the next few weeks. Lastly, Ms. Erickson introduced Ms. Jamie Bufkin, who is a newly hired transportation planner.

Mr. Tim Canan added to say that him and his team are recruiting for a regional airport system planner

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings - DDOT Rebecca Schwartzman- DC Office of Planning Mark Mishler - Fredrick County David Edmondson - City of Fredrick Eric Graye - M-NCPPC Kari Snyder - MDOT David Rogers - MDOT Gary Erenrich - Montgomery County Malcolm Watson - Fairfax County Bob Brown - Loudoun County Matthew Arcieri - City of Manassas	Brian Leckie - Manassas Sree Nampoothiri - NVTA Sophie Spilitopoulos - NVTC Megan Landis - Prince William County Amir Shahpar and Maria Sinner - VDOT Amy Garbarini - VA DRPT Christine Hoeffner - VRE Nick Ruiz - VRE Regina Moore - VDOT Mark Phillis - MWATA
OTHERS / MWCOCG 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