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## **TPB TECHNICAL COMMITTEE MEETING SUMMARY**

June 3, 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 MAY 6 TECHNICAL COMMITTEE MEETING**

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

## **ITEMS FOR THE BOARD AGENDA**

### **3. FOR BOARD APPROVAL: 2022 UPDATE TO VISUALIZE 2045, THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), THE AIR QUALITY CONFORMITY ANALYSIS DETERMINATION, AND MPO SELF CERTIFICATION**

Ms. Cook reviewed a set of slides that were to be presented at the TPB's June 2022 meeting. The slides provided an overview of three resolutions and proposed actions for the TPB, including:

The TPB will be asked to take the following actions at its June meeting:

- Adopt Resolution R15-2022 to approve the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP
- Adopt Resolution R16-2022 finding that the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990
- Adopt Resolution R17-2022 to self-certify that the TPB is following the metropolitan transportation planning process

### **Comments and Discussion**

TPB Technical Committee Member Gary Erenrich of Montgomery County Raised questions about TPN Resolution R2-2022 and whether the condition from MDOT has been met (on updating the board relating to transit in the TRP) and how that will be addressed. He asked how the commitment to the transit funding made in letters from the Secretary to County Council was going to be achieved prior to the June vote.

Kanti Srikanth, TPB Staff Director, responded to Mr. Erenrich, reviewing the content of R2-2022 and the commitment that MDOT made. He noted that TPB staff have been talking with MDOT and that MDOT has informed TPB staff that MDOT remains committed as indicated in the memorandum, they are working on those commitments: there have been meetings and discussions on the topics, there have been multiple parties and boards involved in it. MDOT, in summary said to TPB that it doesn't have any substantive updates other than "we are actively working on it", and that as soon as they have something substantive they will brief the TPB and its Technical Committee. Mr. Srikanth noted that Kari Snyder was working with MDOT leadership to draft a document to reaffirm the commitments and to provide an overview of work ongoing.

TPB Technical Committee Member Kari Snyder, representing MDOT, acknowledged the various commitments, many of which are financial commitments that are tied to the financial close of the project, which MDOT will not see until after the Maryland Board Of Public works officially approves those. She noted that MDOT will have more information on that in the future. As to the language in the resolution, she noted, that MDOT would be briefing the TPB on the development of the transit investments and that those are ongoing. This includes the work that has been underway in the last year

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(continuing work that occurred in previous years) that MDOT will document and will provide a recommitment and status update. It will note the future approvals that the project will need. She noted that MDOT would be coming back to TPB as the project is further developed. The letter was intended to be provided with the mailout materials for the June board meeting.

Gary Erenrich responded to Ms. Snyder, thanking her, and noting that there had been high level conversations with Heather Murphy (Director, Planning & Capital Planning at State of Maryland) and Chris Conklin (Director of MCDOT). He noted, more work is being done, and that the County's interest is to get as much commitment in writing as relates to the commitments in the resolution R-2 2022, and to have it be part of the EIS approval and the record of decision. The Montgomery County Council programmed in its budget those committed funds to its BRT projects, so for those projects to move forward, a lot of it is based on the commitments that the MDOT Secretary had made, and that is important to lock that in, so the county can reprogram the funding sources on the projects in the plan and TIP. He noted that the County and DOT would be talking over the next two weeks and that a backup and emphasis would be on the need for an MOU. And that if when doing a call for projects for the next update, the county would recommend not including the TRP projects if a signed MOU between the jurisdictions was not in place. So, the intent would be to push the discussion to the next call for projects.

Ms. Snyder agreed that the next update coming soon is convenient and that there is a need for coordination. Both acknowledged that projects and MOUs take a long time, and discussed conducting a call the following week.

#### **4. TRANSPORTATION-SECTOR-SPECIFIC GREENHOUSE GAS REDUCTION GOALS AND STRATEGIES UNDER CONSIDERATION BY THE TPB**

Mr. Srikanth informed the Technical committee on the events and discussions that occurred at the May TPB Work Session and Board meetings. A copy of the slide deck can currently be seen online. The overview of maybe though 2020 almost two years ago now was 20 adopted sector bailouts Gas Reduction Goal for 2030 that work and then immediately after that indicated that they were going to be very serious in this regard that they were not simply endorsing 2030 goals, but they were going to actively see how best transportation can do its part in helping the region.

The study analyzed about 14 different strategies; only seven of the members have indicated they believe we are ready to adopt them as transportation planning priorities at this time.

Earlier divisional goals of 50% below 2005. Levels by 2013 and 80% below 2005. Levels by 2050, and these reductions come from all sectors combined.

TPB studies have identified departments where we can attain the 32% reduction. We have not identified 32% as a specified path; however, it's also important to note some of the strategies that would be needed to achieve the 32% reduction by 2030. can make changes" related to the next plan if he meant it was the chance for Montgomery County to update its inputs or for the TPB to change any project to be in or out of the plan. Gary indicated he meant the latter. He noted in Maryland, new legislation is in place that indicates no highway widening can be proposed as a method of reducing greenhouse gases. Bob indicated his question was answered and that each locality must follow the laws of its state, to which Gary agreed.

Committee member Mark Phillips asked about how the number of comments received compared to comments on past plans. Staff provided a general estimated response and indicated they'd follow up: the follow-up information includes the following:

2018 Visualize 2045 quadrennial plan received approximately 110 comments, compared to the 2022 update to Visualize 2045 which received just over 500 comments. Staff indicated during the meeting

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that the TPB staff did an intentional push to get information out about the plan and comment period and that staff are pleased to have this level of interest. And staff hopes that TPB members and technical members read all comments and consider them as they revise inputs to the next. Plan.

Mr. Phillips followed up noting that there is a lot of interest and in particular for the plan to reflect policy goals. Mr. Phillips noted an interest in getting more information about the process for the next plan update. How will the update use the targets when adopted, intentionally, to have the plan reflect those goals. Mr. Srikanth answered the question that the process will not be different in that the TPB provides to the jurisdictions the policy priorities and asks the technical agencies to consider those when submitting projects. The technical inputs solicitation has been updated and been more emphatic with more documentation each year. This time, the TPB is building on past policy and climate goals, providing specificity as to ways to accomplish goals through strategies if the TPB adopts those. Mr. Srikanth noted that there is not one goal, there are multiple goals, and some projects can support one goal while working against another, that's the nature of mobility. Whatever action that the TPB takes on climate will be added to the other policy goals and we'll be emphasizing that for the 2024 update.

Mr. Phillips asked for confirmation of the 'tabula rasa' approach. Mr. Srikanth noted that is already part of the board's resolution, projects that are funded /underway will be grandfathered. Everything else that has been in the plan but is not funded, is not underway (as detailed in the June 2021 Resolution R-19), every agency will be asked to examine TPB goals and priorities and resubmit those.

## **5. PBPP: CMAQ PROGRAM DRAFT 2022-2025 TARGETS**

Mr. Randall briefed the committee on requirements under the federal performance-based planning and programming (PBPP) rulemaking for MPOs to set targets for CMAQ Program performance measures for traffic congestion and emissions reduction. A draft set of targets developed by staff in coordination with the state DOTs was presented. In June, the board will be asked to adopt traffic congestion and emissions reduction targets for the region for the period 2022-2025.

Mr. Randall spoke to a presentation that reviewed the three measures, performance vs. the 2018-2021 targets, how forecasts are being developed, and the proposed draft 2022-2025 targets. He emphasized that this data is still being reviewed and revised by the DOTs, and so the figures may change before approval in June.

Mr. Shahpar asked for how the effects of more rapid electrification of vehicles or other technological improvements would be reflected in these targets. The answer is that they would not. The emissions targets only apply to calculated benefit emissions reductions from CMAQ funded projects, not to general emissions across all projects or other transportation activities. In addition, these targets are only being set for four years, and technological improvements are more likely to have a longer-term impact.

Mr. Brown also asked for confirmation that multi-year projects are included. The answer is that the practice is that State DOTs report calculated benefits for the first year of a funded project. The CMAQ Public Access System has many projects that have no calculated benefits, often including projects that are a continuation of multi-year projects. Mr. Srikanth emphasized that the PBPP is about a process, not exactly capturing which year benefits are achieved. The CMAQ database is used to capture the data being reported by the DOTs and what the federal dollars are helping achieve.

## **6. REGIONAL ROADWAY SAFETY PROGRAM APPROVAL**

Mr. Schermann briefed the Committee on the projects selected by the Regional Roadway Safety Program (RRSP)'s Technical Selection Committee to receive technical assistance in fiscal year 2023. The RRSP was established and funded by the TPB in July 2020. The program promotes TPB roadway

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safety priorities and is funded at \$250,000 per fiscal year. Ten applications requesting a total of \$640,000 were received. A selection panel consisting of staff and safety officials from the TPB, DDOT, MDOT, and VDOT, convened to recommend that the TPB approve the following four projects at its June 15 meeting:

- Prince George's County's *Roadway Safety Audits for Wheeler Road & Brooks Drive* project (\$60,000)
- Maryland-National Capital Park and Planning Commission / Prince George's County *Multimodal Upgrades to Walker Mill Road* project (\$60,000)
- The City of Rockville's *Beall Avenue Protected Intersections Feasibility Study* project (\$50,000)
- The City of Alexandria's *Duke Street at S. Patrick and S. Henry Streets Safety Improvements* project (\$80,000)

The consultant selection process for these projects is expected to begin in July 2023. The FY 2024 application period will open in January 2023.

## **7. TPB BYLAWS UPDATE**

Ms. Erickson starting by reminding the committee that the bylaws were last updated in April 2020, and the intent of the new updated is to be able to accommodate all-virtual meetings in light of the pandemic. Recognizing that at some point the public health situation will end, board members have demonstrated interest in continuing to do all virtual participation, as well as offering hybrid meeting options, so we are taking another look at the bylaws to be able to add those options in. We noticed references to old regulations, and among other things, the new master funding agreement isn't identified, so we're going to take a look at just editing them and bringing them up to the 21st century. In July, we will bring documents to present to the TPB Board, giving the Board plenty of notice and time, and then the TPB will be asked to approve them at the September meeting.

## **8. STATUS UPDATE ON THE CONTINUOUS AIRPORT SYSTEMS PLANNING (CASP) PROGRAM**

Mr. Canan provided the Committee with a status briefing on activities of the Continuous Airport Systems Planning (CASP) program undertaken by COG/TPB. The briefing included a description of the Washington-Baltimore Air Systems Planning Area, including the Aviation Analysis Zones (AAZs) that comprise the area; an overview of Regional Air Systems Planning Program that has been carried out for more than 40 years; and an overview of the TPB Aviation Technical Subcommittee, which develops, implements, and monitors CASP program activities. As part of the briefing, Canan reviewed the Regional Airport System Plan (RASP) planning cycle and described the ground access forecasts, which are prepared as an element of the RASP process. Much of the briefing was focused on enhancements to the Washington-Baltimore Regional Air Passenger Survey program that will be implemented in the next survey. In recent surveys, overall response rates had been declining along with the quality and completeness of the survey responses. To address this, and in response to an independent consultant study that was led to identify survey enhancements, the next survey will feature new enhancements designed to increase the overall response. These include conducting a survey pre-test, transitioning to electronic data collection, offering incentives to participants, and reviewing the instrument to help reduce item nonresponse. These enhancements will be implemented in the next survey, which will be conducted in 2022-2023. Mr. Canan concluded the presentation by mentioning other upcoming CASP activities, including an update of the RASP Air Cargo Element and conducting the Ground Access Travel Time Study now that travel conditions have improved since the peak of the pandemic. There were no questions or comments to discuss following the presentation for this item.

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## **9. ELECTRIC VEHICLES – POOL RESOURCES FOR EV DEVELOPMENT - JEFF**

Jeff King provided an update on efforts to form a coalition of local partners to coordinate development of a Regional Electric Vehicle Infrastructure Deployment Plan. He started by describing why electric vehicle planning matters and why it would be useful for the region. This could help us get to our GHG goal.

He then discussed elements of the new federal bipartisan Infrastructure law that pertain to EVs.

He went on to describe Regional EV planning needs, including a gap analysis, a centralized information hub and a charging station siting analysis. Want to do a full regional push on to expand charging stations, recognizing that not all will have funding to contribute. Some already do have plans, so we are looking to coordinate, learn and build on existing plans. We are also looking at how to meet residential, workplace and other charging needs. Will also keep in mind EEAs. Existing stations will be considered as well.

Gary Erenrich asked what kind of coordination has Jeff had with MDOT, have they committed funds? Mr. Srikanth said that while we are coordinating, we have not yet asked for funding. One idea for the regional study is that it could allow the region to combine efforts, or to join up and go after state grants. The states have not indicated how they plan to use the new federal funding. The first step ought to be defining our needs. Mr. Erenrich said Montgomery County just approved their budget and this is not in it, and they would clearly want to be part of a regional system.

Mr. Malouff, Arlington, asked if opportunities or barriers have been studied yet? Mr. King replied not yet, although they have thought about tapping into the streetlight electrical network. There have been lots of conversations about the grid too. Mr. Malouff would like to continue for people to consider this topic (barriers).

## **10. PENNSYLVANIA AVENUE INITIATIVE – VISION AND CONCEPTS**

Ms. Miller and Ms. Schierhold shared that Congress created the Pennsylvania Ave Development Corporation. NCPC was charged with programming and maintaining the Avenue commensurate with its symbolic and civic role, and it was one of the first types of corporations of this nature. A 1974 plan was shown that the corporation prepared; this was a general plan to guide redevelopment it is still the guiding plan which is almost a half a century old. It is way past time for an update.

The closure of streets around the White House fundamentally changed the street's function. Today the avenue's infrastructure is aging, and the physical condition is declining. It is no longer a crosstown thoroughfare. The roadway and sidewalks are often empty. It also had some land use challenges. The predominant office use in the area limits evening and weekend activity, making it challenging to sustain retail and active uses; studies have shown that it doesn't have the characteristics to become a thriving retail street. Before the pandemic, the Avenue's office space competed with other emerging neighborhoods. These are all factors that will be further complicated by the new hybrid workplace culture.

In a 2020 report examining how the city could recover from the pandemic's impacts, the importance of using public space placemaking to design civic infrastructure to revitalize downtown was noted. Some of the key takeaways from the transportation study include those closures of East St and Pennsylvania Ave at the White House, reduced east West vehicular traffic leaving motorists to use the Avenue to connect to other north South streets. The decline in use means there is about 20 feet of roadway available for other uses while maintaining an acceptable level of service. It is also a heavily used transit

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and bike corridor. This area brings in a lot of commuters from across the region with up to 80 buses an hour and nearly 2000 bicycle trips on an average weekday. The panel of experts from the land development economic disciplines reviewed the studies. We have been pushed to think about the what the Avenue could be from the vision of the Avenue as a venue and as an inclusive, welcoming, dignified corridor.

The physical conditions in the infrastructure can be improved along the Avenue and what is now a very complex governance structure and regulatory framework could be simplified. We know this will take some time and will to do. Still, there are some things that can be done in the interim to start showing some quick actions or quick investments. Pilot projects along the Avenue that would test some of those roadway reconfigurations could be initiated. Right now, the district and federal agencies are in early discussions about near-term actions. This accomplishment is one of the things they would like to do in the next two to four years.

## **11. DRAFT 2022 CONGESTION MANAGEMENT PROCESS (CMP) TECHNICAL REPORT**

Mr. Meese presented, referring to a memorandum included in the meeting materials. The draft 2022 CMP Technical Report was being made available to the Committee this day to begin a comment period through June 17, with anticipated Committee acceptance as a final report at the July 8 meeting. Mr. Meese reviewed the background of federal requirements for the CMP, and noted that this biennial report followed a similar format to previous years' reports.

Two major aspects of the report included the documentation of congested conditions in the region, which is unique to this report, as well as information on the consideration of congestion management strategies, compiled from a variety of other TPB reports and other sources. The CMP Technical Report contains a number of findings and recommendations consistent with previous years, with recent additions on impacts of the COVID-19 pandemic (with uncertain long-run implications), and emphasis on the TPB's adopted Aspirational Initiatives. A key finding and recommendation of the report, as in past years, continues to be the importance of the Commuter Connections program as a cornerstone of the region's CMP.

Mr. Meese called attention to the report's extensive summaries of congestion information based on vehicle probe data from the University of Maryland Probe Data Analytics Suite, using performance measures such as Travel Time Index and Planning Time Index. A notable issue during the pandemic was that many facilities achieved generally free-flow travel conditions at the height of the pandemic, with partial return to previous congestion levels in 2021.

The report also summarized major bottlenecks, based on a tool provided within the Probe Data Analytics Suite. Mr. Meese noted a comparison of the Washington region's congestion from three recent major national analyses, which, depending on the data and methodology used, showed the region to be the 5<sup>th</sup>, 8<sup>th</sup>, or 13<sup>th</sup> most congested region in the country.

Mr. Meese asked for comments on the report by June 17, and was to return for the July 8 meeting with a final version for committee acceptance.

In response to a question from Mr. Erenrich about whether a previous impact study of the Inter-County Connector had been repeated for this report, Mr. Meese replied that the previous such study had originally been separate from this report (a before-and-after study at the time the roadway opened), and had not been repeated. Mr. Meese added that a number of appendices included in previous reports, covering old studies or data collection efforts that have not been repeated in recent years, had been removed from this year's report in favor of simple bibliographic references to previous reports, for the sake of streamlining.

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Mr. Weissberg noted that this report's (calendar year 2021) top ten bottlenecks included locations on the Baltimore-Washington Parkway and on US 301 that had not appeared in previous reports; he suggested that comparisons to the previous report's bottleneck rankings be added. He also asked whether those locations were new or were somewhere on the previous list. Mr. Meese replied that this year, staff needed to change the methodology used in bottleneck rankings versus what was used for previous reports, making year-to-year comparisons equivocal, thus such comparisons had not been included. He agreed to look into these specific locations for any insights.

## **OTHER BUSINESS**

### **12. OTHER BUSINESS**

#### **Resiliency 4-Part Webinars Series: Webinar: June 10**

Staff updated the Technical committee on the Resiliency Webinar Series and signing up for the next event. The next webinar will focus on Illustrating the value of and process for integrating resilience into planning and programming and will be eligible for AICP credits.

#### **Equity Emphasis Areas Update**

Staff is updating the Equity Emphasis Areas with new census data. In July, the committee will get a full presentation on EEAs and the upcoming Environmental Justice Analysis of Visualize 2045.

#### **Federal grant opportunities**

Staff reminded the Technical committee that the TPB can write a letter of endorsement for agencies submitting federal grant applications. If interested, please contact Eric Randall and include detailed information about the submission including project information, the amount being applied for, and how it lines up with TPB policies and priorities.

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## ATTENDANCE

<b>MEMBERS AND ALTERNATES PRESENT</b>	
Mark Rawlings – DDOT Rebecca Schwartzman - DCOP David Edmondson – City of Frederick Mark Mishler - Fredrick County Joel Dinckley – Charles County Eric Graye – Montgomery County Kari Snyder – MDOT Gary Erenrich – Montgomery County	Matthew Arcieri – City of Manassas Chloe Delhomme – City of Manassas Sree Nampoothiri – NVTA Malcom Watson, Fairfax County Sophie Spiliotopoulos - NVTC Meagan Landis – Prince William County Amir Amir Shahpar – VDOT Regina Moore – VDOT Ciara Williams- VDRPT Nick Ruiz – VRE Dan Malouff– Arlington County Mark Phillips – WMATA
<b>OTHERS / MWCOG STAFF PRESENT</b>	
Kanti Srikanth Lyn Erickson Tim Canan Andy Austin Mark Moran Leo Pineda Kim Sutton Andrew Meese Stacy Cook	Sergio Ritacco Mike Farrell Eric Randall Bill Bacon Jane Posey Dusan Vuksan Elizabeth Miller, NCPC Karen Schierhold, NCPC