TPB TECHNICAL COMMITTEE
MEETING SUMMARY

January 5, 2024

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 5 TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2025 UNIFIED PLANNING WORK PROGRAM (UPWP)

Ms. Lyn Erikson briefed the committee on an outline and preliminary budget for the Unified Planning Work Program (UPWP) for FY 2025. Ms. Erickson summarized the first and second tasks, Long-Range Transportation Planning and Transportation Improvement Program, which involve work related to implementing Visualize 2045, developing Visualize 2050, tracking Federal compliance, expanding work related to resiliency, programming the FY 2026-2029 TIP, and improving the TIP database.

Mr. Andrew Meese walked the committee through task 3 of the UPWP, Planning Elements, which will include the development of the Performance-Based Planning and Programming (PBPP), the Congestion Management Process (CMP), Bicycle and Pedestrian Planning, and more.

Ms. Erickson briefly touched on Task 4, Public Participation, and mentioned a new activity to conduct outreach to support an update to the Long-Range Transportation Plan.

Mr. Mark Moran summarized Task 5, Travel Forecasting, which will involve network development in the model and finalizing the Gen3 Model. Mr. Moran then summarized Task 6, Mobile Emissions and Climate Change Planning, which will involve the Air Quality Conformity analysis and electrical vehicle planning.

Ms. Erickson then summarized Tasks 7, 8, and 11 on behalf of Mr. Tim Cannan. Task 7, Transportation Research and Data Programs will involve commencing the Regional Travel Survey (RTS) and applying Big Data in specific analyses. Task 8, Regional Land Use and Transportation Planning Coordination will prepare updates to the Round 10.0 Cooperative Forecast and identify hindrances to implementing equitable Transit-Oriented Development (TOD) in the region. Task 11, Technical Assistance Program, will provide funding resources to support projects and/or studies in the region, and conduct travel monitoring studies.

Ms. Erickson and Mr. Meese summarized Task 9, Complete Streets Mobility and Enhancement Programs, which will focus on supporting work for the various TPB programs.

Lastly, Mr. Kanti Srikanth summarized Task 10, TPB Management and Support, which focuses on

supporting the TPB and its committees and setting aside funding for activities that the Board may decide on. Mr. Srikanth then gave additional details on Task 7 and emphasized the importance of acquiring high quality transit data from the local agencies to inform the new activity-based model. Mr. Srikanth elaborated on Task 8 to say that the work has already begun this fiscal year but could extend into next fiscal year and that the COG Department of Community Planning and Services is the task lead, not the TPB. For Task 11, Mr. Srikanth provided background to the Transit within Reach program and how the TPB identifies funding assistance for the 23 members.

The following questions were asked:
- Mr. Bob Brown stated that there is so much being run by the Technical Committee regarding the UPWP and that some new members on the TPB Board might have a difficult time digesting all the information. Mr. Brown stated that it may be good to inform the TPB Board members where and how they can participate in the activities.
- Mr. Srikanth responded that TPB staff try to keep briefings to the TPB brief and focused. Mr. Srikanth also stated that the Board will be informed in two parts; one in January that acts as an MPO 101 and one in February that will boil the detailed UPWP into a short presentation.
- Mr. Brown inquired if the TBP and its staff could determine if the DMV region has been receiving its fair share of Federal funds, what the money is for, and whether we are receiving equitable treatment. Mr. Brown stated that he feels that Loudoun County and Northern Virginia has received very little funding compared to other localities.
- Mr. Srikanth responded that he is unsure if the Feds or others would agree that there is a fair share to be determined for each of the 50 states and territories. Mr. Srikanth stated that the TPB issues 8 to 10 grant applications and asked that members follow up on whether they received the grant or not.
- Mr. Brown inquired if a calendar could be made for the technical assistance programs to inform members when grants will be available.
- Mr. Srikanth responded that staff have previously provided a TPB grant calendar and that it is a good idea for a grant calendar to be shared.

4. NATIONAL CAPITAL TRAIL NETWORK UPDATE

Mr. Meese introduced today's presentation as being in two parts: first, an update of activities since the TPB Technical Committee was briefed on this topic at its November 3, 2023 meeting, and a preview of what was proposed to be presented to the TPB at its upcoming January 17, 2024 meeting, toward hopeful approval in February.

Since November 3, staff had made additional changes and technical corrections to the National Capital Trail Network Geographic Information System definitions based on additions and corrections from TPB member jurisdictions, which was a complex task. Staff also created a new interactive web page for the draft updated network.

At the upcoming TPB meeting, staff planned to show the updated network map indicating existing and planned facilities. Progress toward completion was to be highlighted, reported as 83 miles of trail completed since 2020. Additional mileage was also being proposed for the network, bringing the total to over 1,500 miles regionally. As of this update, the designated network was just under 50% complete/existing and just over 50% planned/not yet existing.

Metrics of the updated network were analyzed through COG/TPB's Geographic Information System, specifically COG/TPB policy-related features measured to be within a one-half-mile buffer of the National Capital Trail Network, including Equity Emphasis Areas (92% within the half-mile buffer), Regional Activity Centers (97%), High-Capacity Transit Station Areas (93%), and Transit Access Focus Areas (98%). The analysis estimated that by 2030, about 64% of the region's population and 72% of the jobs would be within a half-mile buffer of the network. Mr. Meese also noted that the Regional

Bicycle and Pedestrian Plan has additional projects over and above those on the National Capital Trail Network, which provide further access.

Mr. Meese noted that a new update of the network would begin shortly after this update was complete, in tandem with an update of the Bicycle and Pedestrian Plan database and with Visualize.

Ms. Howard demonstrated the interactive National Capital Trail Network web page, designed to include all the information being presented in conjunction with this network update. The page featured a map, including a slider to view either the 2020 or 2023 version. Also on the page were visualizations of the network analysis metrics, along with example success stories. She noted the recently completed College Park Woods Connector Trail as a good example of how a relatively short connection can greatly increase access for a community to the regional network of trails. Other recent completions included the I-66 Parallel Trail and the Frederick Douglass Memorial Bridge.

Ms. Howard highlighted a section of the web page that showed links to COG and TPB policy documents that the National Capital Trail Network supports, including the TPB Vision, Visualize 2045 and its Aspirational Initiatives, and COG's Region Forward.

Mr. Shahpar asked whether there was information available regarding the cost of completed and planned bicycle/pedestrian facilities, since VDOT was currently looking into this, and recommended that cost information be included in the network. Also, Mr. Shahpar stated that he thought the use of populations from the travel demand model traffic analysis zones was misleading; a recent survey found that a majority of trail users were actually driving to access the trails, so should being within half a mile be considered "serving" the population?

Regarding the populations, Ms. Howard noted that there was a geographic adjustment of traffic analysis zone populations to avoid overcounting. She also acknowledged that the zone-based methodology used was limited; a network-based analysis (which would require additional resources) could provide more precise results, and that this could be explored in the future. Mr. Shahpar strongly supported pursuing the more complex and precise methodology to estimate access. Regarding the second question, Ms. Howard stated that the priority for this update was improving the spatial information; jurisdictional staff who provided spatial information did not necessarily have the cost information to include.

Mr. Srikanth raised a clarification of what it meant to be "served" by the trail, which was zonally based regardless of the mode of access and was considered to be a conservative estimate; but perhaps this definition could be clarified or fine-tuned in future documentation. Mr. Srikanth also noted that TPB's PIT database effort asked agencies, for projects for which the "this is a bicycle or pedestrian project" box was checked, to include a cost breakdown for that element, which TPB is glad to include if the information is provided by the entering agencies.

5. **PERFORMANCE-BASED PLANNING AND PROGRAMMING: RULEMAKING REGARDING GREENHOUSE GAS EMISSIONS ON THE NATIONAL HIGHWAY SYSTEM**

Eric Randall briefed the committee on the new federal rulemaking for state DOTs and MPOs to establish performance targets for declining greenhouse gas (GHG) emissions on the National Highway System. State DOTs are required to establish initial four-year targets by February 1, 2024, with MPOs have up to 180 days after. Due to our regional geography, the TPB is required to adopt three geographic targets for the GHG performance measure: one target for the TPB's metropolitan planning area, one target for the Washington DC-MD-VA urban area, and one target for the Baltimore MD urban area. These latter two targets must be established jointly with our adjacent MPOs. The TPB is scheduled to be briefed on the GHG rule at its January 2024 meeting. In succeeding months TPB staff will test several options for calculating GHG emissions performance and forecasting future performance for the required targets. TPB staff anticipate bringing a recommended methodology and

draft targets to the TPB for a briefing in May 2024 followed by approval in June 2024.

Kanti Srikanth added that in June 2022 the TPB adopted regional, voluntary, on-road transportation-sector-specific GHG reduction goals of 50% below 2005 levels by 2030 and 80% below 2005 levels by 2050. Those goals are very different from the location and time parameters of this rulemaking. So, members should not be expecting twenty or thirty percent reduction targets and please keep this in mind when briefing board members.

INFORMATION ITEMS

6.   PLANNING AREA BOUNDARY ADJUSTMENT AND RESULTING TPB MEMBERSHIP CHANGE

Ms. Lyn Erickson briefed the committee on an update to the planning area boundary. Ms. Erickson presented the map boundary change, which removes Fauquier County from the National Capital Region urban area. Ms. Erickson stated that Fauquier County has decided to opt out of being part of the MPO. From this, the Board will be asked to take a couple of actions, including a resolution that will remove Fauquier County as a member and update the bylaws. Ms. Erickson stated that following the resolution, all documents and maps will be updated.

7.   VISUALIZE 2050: UPDATE ON PUBLIC ENGAGEMENT AND PROJECT INPUTS

Cristina Finch provided an update on public engagement and project inputs. The summary of the first Visualize 2050 comment period covering most of 2023 was shared with the TPB in December and staff will be following up with states on general responses. The staff is currently reviewing hundreds of records submitted for consideration in the plan and coordinating with agencies on clarifications in preparation for the March comment period. In their review, staff noted several submissions do not include adequate funding information.

Ms. Finch explained the use of Primary Project Type Study/Planning/Research and the differences when used for a T or CE record as follows: T record – Study/Planning/Research are funded and programmed for planning or preliminary engineering as they evaluate how to address issue(s) and multiple possible options. These records are in the financial plan but not the conformity analysis. CE record – Study/Planning/Research is not programmed, and future funding ability is not reasonably anticipated. A preferred alternative and engineering may be underway but a total cost estimate and how the full project will be funded is unknown. These records are not in the financial plan or conformity analysis.

Ms. Finch stated all CE projects that are not studies must have general funding sources (federal, state local, bonds, private) assigned that add to the total cost estimate. To summarize, Ms. Finch explained for projects to be in the V2050 air quality analysis, financial and conformity information must be provided, and studies or projects with only planning and engineering money will not be in the air quality analysis or the March comment period. Future cycles of the plan or out-of-cycle amendments is an option for projects that will not have financial information ready. There were no questions from members.

8.   REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE IMPLEMENTATION (REVII) STRATEGY PROJECT

The Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy Project is being developed to support state and local governments as they prioritize locations for publicly accessible electric vehicle (EV) infrastructure deployment to support the shift of the private light-duty vehicle fleet to EVs. The committee received a briefing from Ms. Haley Erickson on draft results of the project.

There are two components to the project. The first component is three scenarios (low, medium, and high) of light-duty EV projections by county for years 2030, 2035, and 2045, and the second component is draft GIS mapped results for the Light-Duty Electric Vehicle Charger Deployment Planning Analysis.

Ms. Haley Erickson noted that the analysis is being conducted at the regional level, and jurisdictions should use this study in conjunction with local knowledge to determine the best path forward for deploying EV charging stations. The results will also be presented to COG's Regional Electric Vehicle Deployment (REVD) Working Group on January 18. Both groups are asked to submit any feedback by February 1, 2024. The final product is expected in Spring 2024.

Mr. Srikanth added additional context. He reminded the committee of the TPB's aspirational goals for reducing on-road greenhouse gas (GHG) emissions (50% below 2005 levels by 2030 and 80% below 2005 levels by 2050) and noted that one of the reasons the TPB is undertaking this study is because the results of the Climate Change Mitigation Study of 2021 found that the highest potential for reducing GHGs from the on-road transportation sector is shifting to clean fuels, which includes EVs. Additionally, through the Bipartisan Infrastructure Law, the federal government has made $7.5 billion in funding, $5 billion of which is formula funding that is allocated to states, available for EV charging infrastructure. Staff hope that the REVII Strategy will provide members with information as they are making investment decisions. If the region is going to move towards achieving the on-road GHG reduction goals, there needs to be an expedited, urgent attempt to make this investment. He noted that the results of this study will be able to be used by both state and local jurisdictions as they make planning and investment decisions, as well as multiple jurisdictions collaborating on a regional discretionary grant application. He asked that if committee members are not working on this topic, to please ask the staff that are to review the draft REVII Strategy project results.

Mr. Erenrich said that it would be helpful to have two more layers – a public property map layer and a layer with environmentally sensitive areas. He noted that advancing something on private property could take years. He also said that definition of "parcel" needs to be changed or redefined. He said that the word parcel implies private property, and if you have a region, state, or local agency that is referring to parcels, we want to make sure that people don't think that the REVII Strategy is implying that private property should be taken for a public purpose.

Mr. Srikanth responded to Mr. Erenrich's comment on parcels. He said that he believes that it is good to have the information at the smaller geography. Mr. Erenrich disagreed and felt that Census Block Groups are small enough. Mr. Srikanth said that the idea is to provide very specific, useful information. He said that as Ms. Haley Erickson noted in her last slide, the identified locations will be for local jurisdictions to consider and that the locations are not being recommended or mandated in any way. The REVII Strategy will be a planning resource, not a binding document or a mandate of any kind and the project team will make that clearer going forward. Mr. Srikanth also said that the project team will investigate the layers that he requested to see if they can be added to the mapping. He also wanted to follow up on Mr. Erenrich's comment about it being difficult to make investments on private property. Mr. Srikanth wanted to acknowledge that that is not the only way that funds can be used to get the private sector to participate. There are incentive programs that can be created using the federal funds, which doesn't necessarily mean that the local agency has built and maintain charging stations. Mr. Erenrich noted that there are property acquisition processes that must be followed. Mr. Srikanth responded that the project is not implying that local governments will necessarily be the ones to build charging stations. He added that they could continue the conversation offline.

9.   OTHER BUSINESS

- John Swanson spoke to the Committee about the current RRSP / TLC solicitation. John mentioned that the application window is now open to applicants, and it is only open for 2 months. The application will close on March 8. Up to $100,000 for preliminary engineering and design projects is available, which is a change from last year.

- Lyn Erickson reminded the Committee there will be a questionnaire coming soon to verify contact and committee member information.

- Lyn Erickson updated the Committee on the 2024 meeting dates. As of today, the following Technical Committee / Steering Committee meetings will be virtual: Feb 2, June 7, and October 4. Also, note that the TPB Board meeting will be held March 21 (this is on a Thursday), June 20 (this also on a Thursday), and October 16.

- Andrew Meese updated the committee on the roadway safety issues. In December at the TPB Board meeting, the board considered and approved the PBPP Highway and the Transit Safety targets. Mr. Meese mention there was a memo that was presented to the board talked about the Transportation Safey Planning activities for the 2024 calendar year. He highlighted a few activities that will be starting soon.

- Lyn Erickson recapped the 2024 TPB leaders. Christine Henderson is (Chair), James Walkinshaw is First Vie Chair, and Neil Harris is Second Vice Chair. AFA has a new chair as well - James Walkinshaw. The AFA will start their meetings in March. TPB is on a 2-year cohort with CAC. Richard Wallace will be giving his last annual report at the board meeting. Chair Henderson will be announcing the new CAC chair at the next TPB Board meeting.

- Kanti Srikanth announced the retirement of Nick Ramfos. Nick has been with COG for 27 years and he will be missed.

- Lyn placed a link in the chat for open positions at COG. Lyn is also looking to fill the public participation/CAC/AFA position on her team.
    - Mark Moran also has a position open on his team. He looking to fill a Transportation Engineer. This position will focus on Air Quality and Climate Change.
    - Andrew Meese mentioned there will be couple of positions opening soon on his team.
    - Charlene Howard mentioned there is a GIS Specialist position available on her team. Charlene also introduced Suraj Vujjini a new team member working under Ken Joh.
    - Amir Shahar from VDOT announced he has an opportunity at his agency. There are two positions: Bike Ped Coordinator and a Travel Demand Modeling Manger.

- Eric Randall reminded everyone that the Raise grants are due by February 28th. The federal government needs the MPO letters, and if support letter is needed, please let us know.

ATTENDANCE – Hybrid/ In-person

(I)= in person (V)= virtual

MEMBERS AND ALTERNATES	
Mark Rawlings – DDOT (I) Christina Henderson – (V) Gary Erenrich – Montgomery County (V) David Edmondson – City of Frederick (I) Brian Fields – City of Gaithersburg (V) Malcolm Watson – Fairfax County (V) Bob Brown – Loudoun County (I) Kari Snyder – MDOT (V) Victor Weissberg – Prince George's Co. (V)	Brian Leckie– City of Manassas (I) Amir Shahpar – VDOT (I) Maria Sinner- VDOT (V) Hannah Pajewski – NVTA (V) Sophie Spiliotopoulos – NVTC (V) Sree Nampoothiri – NVTA (V) Christine Hoeffner – VRE (V) Nick Ruiz – VRE (V) Mark Phillips – WMATA (V) Haley Erickson – ICF (V) Amy Garbarini – VDRPT (I)

OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Kim Sutton Sergio Ritacco Eric Randall Andrew Austin Andrew Meese Cristina Finch Jinchul Park Leo Pineda Paul DesJardin Michael Farrell	Janie Nham Suraj Vujjini Tim Canan Mark Moran Rachel Beyerle John Swanson Katherine Rainone Andrew Messe Dusan Vuksan Charlene Howard Erin Morrow Wanda Owens