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**TPB TECHNICAL COMMITTEE  
MEETING SUMMARY**

January 7, 2022

Materials for the January 2022 Technical Committee meeting are available here:

[mwcog.org/events/2022/1/7/tpb-technical-committee/](http://mwcog.org/events/2022/1/7/tpb-technical-committee/)

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

Chair Arcieri 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 THE DECEMBER 3, 2021 TECHNICAL COMMITTEE MEETING SUMMARY**

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

**ITEMS FOR THE BOARD AGENDA**

**3. PERFORMANCE BASED PLANNING AND PROGRAMMING – HIGHWAY SAFETY TARGETS**

Mr. Schermann briefed the committee on the staff recommended 2018-2022 safety targets. These targets are scheduled to be adopted by the board in mid-January. He reviewed the federal requirements for MPOs to establish roadway safety targets and the methodology used to develop them. He also reviewed the recommended targets and key language to be included in the resolution itself. He noted that the Nonmotorist Fatalities and Serious Injuries target reflects a correction since his last presentation to the committee. Details on the specific targets can be found in the memo for this item. He also highlighted certain text within the “whereas” clauses in the resolution that acknowledge the region’s aspirational goals and re-affirms roadway safety as a priority. They also reference the work the board has done in the past few years to address roadway safety, such as the establishment and funding of the Regional Roadway Safety Program.

Mr. Ruiz asked if the safety targets include rail safety targets.

Mr. Schermann confirmed that they do not, unless a roadway fatality involved a train.

Mr. Ruiz asked if grade crossing incidents are a target measure.

Mr. Schermann said they are included in the overall fatality and serious injury numbers.

Mr. Erenrich asked if the new Infrastructure Investment and Jobs Act (IIJA) includes any new funding or programs for highway safety.

Mr. Schermann noted that TPB Staff is still reviewing the bill.

Mr. Erenrich commented that it would be helpful information to share with the board, so it can proactively identify and approve roadway safety projects going forward.

Mr. Srikanth commented that based on his review of the IIJA, there is an across-the-board increase in federal funding to all existing programs, including the Highway Safety Improvement Program. Considering this, he acknowledged that it would be possible for TPB Staff to report that States will receive additional funding through the Act. He noted however that the Act includes changes to funding eligibility and requirements, which are still being worked out. It may be premature for TPB Staff to estimate the magnitude of the funding increases, but the fact of an increase can be acknowledged to the Board.

Mr. Srikanth noted that the pre-cap values for the fatalities and fatality rate targets should be mentioned in the presentation to the board.

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#### **4. CONNECTED AND AUTOMATED VEHICLES DRAFT REGIONAL PRINCIPLES MITIGATION STUDY**

Mr. Meese presented, referring to a memorandum, attachment, and presentation included in the meeting materials. This was the fourth recent briefing of the TPB Technical Committee on the topic of draft Connected and Automated Vehicles (CAVs), including most recently in November on CAV draft regional principles. He said the TPB received its first review briefing on these draft CAV principles at its November 17, 2021 meeting. During that presentation, TPB members raised clarifying questions but no issues that resulted in edits. The principles were now scheduled to return to the TPB for approval at their January 19, 2022 meeting.

Mr. Meese briefly reviewed the structure and content of the 18 draft principles, which were unchanged from the last time the Technical Committee saw them in November. Presuming TPB approval on January 19, the principles are to be incorporated into the Visualize 2045 plan during the ongoing update.

Mr. Meese also noted that on January 6, VDOT and MDOT representatives had briefed the Systems Performance, Operations, and Technology Subcommittee on those agencies' recent CAV-related activities.

#### **5. THE UNIFIED PLANNING WORK PROGRAM, SIMPLIFIED**

Ms. Erickson provided information on the basic MPO requirements and provided suggestions on how to navigate the TPB. The annual activities that are always underway were presented, including information about the committees and various annual programs. Every effort is made to try to synchronize board interests with the federally required products. The Board will be asked to approve the Unified Planning Work Program (UPWP) in March.

Ms. Erickson said the mission of an MPO is to implement the Federal Metropolitan Transportation Planning Process, 23 CFR Part 450 Subpart C (section 450.300 to 450.340). TPB serves as a representative group of local stakeholders. TPB carries out the 3"C" process. It is a CONTINUING process, it basically never stops, it's a COOPERATIVE process – it is consensus based, and it is COMPREHENSIVE – it's multimodal and multidisciplinary. TPB is required to develop a long-range plan and a short-range transportation improvement program. TPB is required to apply a specific air quality conformity analysis on the projects in both. TPB is also required to engage in Performance-based planning and programming (PBPP) which is the application of performance management principles to achieve desired performance outcomes for the multimodal transportation system. These requirements also specify how to develop these and what needs to be in them. TPB's plans and programs consider all transportation modes and support metropolitan community and economic development. TPB works in conjunction with state air and transportation agencies to meet federal clean air act standards, in accordance with 40 CFR Part 93. As part of the 3C process, the TPB does three main things: TPB prepares plans and programs that the federal government must approve in order for federal aid transportation funding to flow to our region; TPB provides technical resources for consensus building/decision making; and TPB provides a forum for regional coordination. The UPWP defines "HOW" the MPO activities are carried out and what they are. There is only one way to spend metropolitan transportation funding. It automatically comes to MPOs like TPB. TPB only gets the bare minimum amount of funding, and that funding is wholly directed to conducting the metropolitan transportation planning process. The presentation contains the list of on-going activities. In February,

Ms. Erickson will provide a breakdown of the revenues and expenditures, and a more clearly defined list of activities.

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## INFORMATION ITEMS

### 6. VISUALIZE 2045 – PERFORMANCE ANALYSIS MEASURES

Mr. Ritacco briefed the committee on measures previously used to analyze regional system performance of the long-range transportation plan which will continue to be used for the 2022 update analysis, discuss findings of the performance measure update study, and reviewed the new performance measures to be used in the plan. He said staff, aided by consultant support, examined the various analyses evaluating aspect(s) of system performance on the long-range transportation plan and the region’s transportation system. This examination assessed if these various analyses were collectively describing the multi-modal, multi-disciplinary performance of the transportation system the planned investments is anticipated to provide. The work recommended a collection of ten measures, and methods of developing them, which addresses these planning policy focus areas. A high-level of focus was on being responsive to and guided by the TPB policy framework and touch-on transportation issues of importance to our region.

Mr. Ritacco said that after an internal process of evaluating and testing the recommended additional performance measures, including engaging key staff in COG’s DEP and DCPS departments, nine measures are either being considered for inclusion into the Visualize 2045 update, in other TPB study or long-range transportation plan analysis, or long-term development for future use as staff addresses technical limitations and timing.

Inclusion in Visualize 2045 documentation	Inclusion in other TPB study or analysis	Development for future use
<ul style="list-style-type: none"> <li>• Accessibility: Access to Travel Options</li> <li>• Multimodal Accessibility Index</li> <li>• Exposure to Localized Transportation Pollution</li> <li>• Density and Open Space: Population-Weighted Density</li> </ul>	<ul style="list-style-type: none"> <li>• Infrastructure Exposed to Flooding</li> <li>• Number of Projects that Improve Resiliency*</li> </ul>	<ul style="list-style-type: none"> <li>• Accessibility: 15-Minute Neighborhoods</li> <li>• Cost of Travel</li> <li>• Green Infrastructure: Percent Green Land Cover</li> </ul>

Mr. Srikanth noted that some additional measures may include figures for both base and forecast year while others just for the base year, particularly emphasizing the methodology for identifying Equity Emphasis Areas using current condition data.

Mr. Erenrich, Montgomery County, commented on requesting a “tie-in” to the long-range transportation plan project submission process, as an effort to better align findings on system deficiencies with policy priorities along with jurisdictions-led improvements submitted through the quadrennial plan update process.

Mr. Srikanth agreed and added how the TPB’s analysis is focused on regional findings to inform localities project planning process. He agreed that a better tie into the solicitation document is useful.

Mr. Shahpar, VDOT, noted, given regional interest, a consideration for the TPB to updated and improve bicycle and pedestrian network data within the travel demand model to better demonstrate improvements being made across the region with those types of projects.

Mr. Srikanth requested that further discussion on this topic would be better handled and responded to in the TPB’s Travel Demand and Forecast subcommittee.

Mr. Phillips commented on the zero-based approach for the next long-range transportation plan update

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and use the results of the climate change mitigation study to inform greenhouse gas reduction targets and, potentially, vehicle miles travelled reductions targets and goals.

Mr. Srikanth added that the zero-based approach includes a grandfather clause for some projects and a commitment from board members that the studies and scenarios recently conducted on this topic would be taken back to local jurisdictions to inform their planning and programming updates across all policy priorities.

## **7. RTS IN-DEPTH ANALYSIS**

Ms. McCall shared background about the development of the Regional Travel Survey (RTS) In-Depth Analysis. While delivering presentations on the initial findings of the RTS, Dr. Ken Joh, TPB's Senior Statistical Survey Analyst, requested committee members send questions to evaluate using the results of the RTS. Staff set the questions to the side until post-survey processing, survey expansion, and the release of the public file was complete. Last year, staff reviewed and selected eleven questions to examine for this project. This is the first time that staff performed in-depth analysis on the results of the household travel survey.

Ms. McCall noted that this is the third of four presentations planned for the TPB Technical Committee on this project.

Mr. Yu Gao and Dr. Joh described the questions they examined and corresponding findings.

Mr. Gao reported on the socio-demographic characteristics of commute versus all-purpose transit riders.

Dr. Joh reported on transit use, free parking, and transit subsidies.

Ms. McCall noted that responses to the eleven questions have been posted to the RTS website. Additional resources on the RTS website include the RTS technical documentation, the Regional Transportation Data Clearinghouse (RTDC) RTS tabulations, and the RTS public files. There were no questions for this item.

## **8. VTRANS UPDATE**

Mr. Ramchandani informed the Technical Committee about one of the components of VTrans, the long-range transportation plan for the Commonwealth of Virginia, the long-term risk and opportunity register. A YouTube video was shared that provided an overview of their long-term trends analysis ([youtube.com/watch?v=bVdDnHHI1kk](https://www.youtube.com/watch?v=bVdDnHHI1kk)). Following the video, he provided a presentation focusing on the VTrans policy for developing and monitoring of the long-term risk and opportunity register.

## **9. TPB CLIMATE CHANGE MITIGATION STUDY FINAL REPORT UPDATE**

Mr. Srikanth discussed his observations and takeaways from the December 13, 2021 work session on the TPB's Climate Change Mitigation Study of 2021 (CCMS) and the December 15, 2021 TPB meeting.

First, Mr. Srikanth said that TPB members found the results of the analysis very sobering. His suspicion was that members found that the analysis showed how challenging it will be for the region to reduce on-road transportation greenhouse gas (GHG) emissions by the same proportion as the region's multi-sector GHG reduction goals, particularly by 2030, which is only eight years away.

Second, Mr. Srikanth said that the TPB remains interested and focused on integrating climate change mitigation actions into its long-range transportation plan. He noted that climate change mitigation planning is being undertaken at the state level.

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Mr. Srikanth said that his sense is that members of the TPB see the CCMS similar to the Long-Range Plan Task Force Study – where the findings help inform the projects that are prioritized and help inform local decision-making. The long-range transportation plan document will have a chapter dedicated to climate change mitigation and the results of the CCMS.

Mr. Srikanth said that he has spoken with the incoming TPB Chair, Ms. Sebesky, and she plans to continue to engage the TPB on climate change mitigation. He said that she knows that there is no federal requirement for MPOs to act on climate change mitigation, but she noted that the aspirational initiatives that the TPB added to the plan in 2018 were outside the federal fiscal constraints and conformity analysis of the plan. He noted that Ms. Sebesky is particular that whatever it is that is included in the Plan document be based on TPB consensus on the goals and strategies. He said that the Chair has asked staff to think about the process that the TPB can use to secure input from each member jurisdiction. There is an agenda item at the TPB meeting this month where Ms. Sebesky will discuss her proposed process for adding climate change mitigation strategies to the plan, which would need to be completed by May 2022 to be included in the plan document, although work on the topic will continue past that time.

## **OTHER ITEMS**

### **10. OTHER BUSINESS**

#### **COG hybrid/in person meeting status report**

Staff updated the Technical committee to look out for hybrid meeting updates through e-mail and on the meeting pages. An RSVP system will be in place when in-person meetings resume. Full-time telework for COG staff was extended to February 2022.

#### **2022 TPB Meeting formats - both in person/hybrid and all virtual**

Staff informed the Technical committee that the TPB Chair has asked staff to continue hosting some of the Technical Committee and TPB meetings fully virtual. Information on meetings will be posted on the meeting pages.

#### **Visualize2045 Outline on TPB agenda**

Staff informed the Technical committee that a Visualize2045 outline was shared with the Board through a memo in December. Staff will update the Board on the contents of the plan and share highlights from it.

#### **TLC Solicitation through February 21; Optional abstract deadline January 10**

Staff updated the Technical committee that the solicitation is underway. The deadline for the optional abstracts is January 10 and the application deadline are February 21. TLC is a technical assistance program that provides consultant support to localities for small planning projects that promote mixed-use, walkable communities and supports a variety of transportation alternatives.

Mr. Malouf (Arlington County) noted there are a number of ongoing solicitations and asked if TPB staff could create a schedule for them. Mr. Swanson (TPB) noted that staff will create one.

#### **Regional Roadway Safety Program – FY 2023 Application Period Announcement**

Staff informed the Technical committee that the third round of the program is kicking off on January 17 and the application period will run for eight weeks. Funding for this round is \$250,000 for FY 2023.

#### **2022 Community Leadership Institute**

Staff informed the Technical committee that the Community Leadership Institute (CLI) is being brought back in 2022. It is an educational program that the TPB created for leaders in the Washington region

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that are interested in learning about transportation planning. For more information, please use the following link: [mwcog.org/transportation/programs/community-leadership-institute/](http://mwcog.org/transportation/programs/community-leadership-institute/)

**January 20 Auto Show Event on Public Policy Day – focus on Electric Vehicles**

Staff informed the Technical committee about the Auto Show in DC on January 20. One of the big themes at the Auto Show this year will be electric vehicles. The Climate Energy and Environment Policy meeting may occur on this day or January 26.

**Staff announcements – new team members, departures, and vacancies**

Staff shared with the Technical committee that Dr. Zhou Yang is the newest member of DTP’s Planning Data and Research team. Staff also noted that interviews for a GIS position will be beginning soon and that a position for a transportation planner will soon open up.

Staff also expressed appreciation for Antonio Castañeda who will be leaving TPB staff but will remain working in the region.

**Final Revised 2023 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions Standards**

Staff informed the Technical committee that the TPB sent a joint letter with CEEPC and MWAQC in support of EPA’s proposed rule last fall. Staff are currently reviewing the rule and plan to draft a memo that will be included in the director’s reports at the January TPB meeting. Staff are also looking out for the final fuel economy standards from the NHTA.

**11. ADJOURN**

No other business was brought before the committee.

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## ATTENDANCE

<b>MEMBERS AND ALTERNATES PRESENT</b>	
Mark Rawlings – DC DOT Kristin Calkins – DCOP Mark Mishler – Frederick County David Edmondson - City of Frederick Kari Snyder - MDOT Gary Erenrich – Montgomery County Jennifer Slesinger - Alexandria Dan Malouff – Arlington County Malcolm Watson – Fairfax County Robert Brown – Loudoun County Matthew Arcieri - City of Manassas Chloe Delhomme – City of Manassas	Sophie Spiliotoulos - NVTC Patricia Happ - NVTC Meagan Landis - Prince William County Dan Goldfarb – NVTC Meagan Landis – Prince William County Amir Shahpar - VDOT Maria Sinner – VDOT Regina Moore – VDOT Ciara Williams – VDRPT Amy Garbarini - VDRPT Nick Ruiz - VRE Mark Phillips – WMATA Laurel Hammig - NPS
<b>OTHERS / MWCOG STAFF PRESENT</b>	
Andrew Austin Andrew Meese Antonio Castañeda Bryan Hayes Charlene Howard Dusan Vuksan Erin Morrow Feng Xie Greg Goodwin Jane Posey Jon Schermann Kanti Srikanth Ken Joh	Leo Pineda Lyn Erickson Mark Moran Martha Kile Nazneen Ferdous Nicole McCall Paul Desjardin Sarah Bond Sergio Ritacco Stacy Cook Tim Canan Yu Gao Zhou Yang