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## **TPB TECHNICAL COMMITTEE MEETING SUMMARY**

December 1, 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 1 TECHNICAL COMMITTEE MEETING**

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

## **ITEMS FOR THE BOARD AGENDA**

### **3. DRAFT PBPP TARGETS FOR HIGHWAY AND TRANSIT SAFETY**

Eric Randall opened the item with an update on the draft regional targets for transit safety and highway safety performance measures. The process, requirements, and draft targets were briefed in detail to the committee and to the TPB in November. This month the board will be asked to approve the two sets of targets. Members were referred to the documents from last month for details, as well as a briefing by WMATA on their safety activities. There was considerable discussion at the board meeting, and Ms. Nahm provided a briefing to respond to some of the questions raised.

Ms. Nham briefed the Committee on the National Capital Region's safety outcomes for 2022, and its progress towards the 2018-2022 highway safety targets. She also presented TPB Staff recommendations for the 2020-2024 regional highway safety targets.

Following an overview of the federal regulation that established the annual highway safety targets requirement and the TPB's methodology for projecting safety targets, Ms. Nham reported on the National Capital Region's roadway safety performance for 2022. Compared to 2021, the percent change in the number of traffic fatalities and serious injuries moderated in 2022. Traffic fatalities in the region increased by roughly 5 percent compared to 13 in 2021. The number of serious injuries decreased by roughly 2 percent following an increase of 21 percent in 2021. Notably, the number of non-motorist fatalities and serious injuries increased by 23 percent in 2022, which is the highest annual increase since at least 2006, the earliest that TPB staff has crash data. When compared to the 2017-2021 highway safety targets which are measured as five-year averages, the 2022 safety outcomes fell short of the five safety performance targets set by the TPB last year. Finally, Ms. Nham presented TPB staff's recommendations for the 2020-2024 safety targets for the Committee's consideration. Ms. Nham explained that the targets for the number of fatalities and the fatality rate have been capped at values equal to the previous target since those targets are projected to increase without the cap.

Mr. Gary Erenrich from Montgomery County Department of Transportation (MCDOT) asked whether staff could provide a further breakdown of the crash data. He also recommended that additional context, such as a summary of safety initiatives undertaken by jurisdictions, be provided to understand the 2022 crash data.

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TPB Deputy Executive Director Kanti Srikanth replied that there typically is a lag in the availability of safety data, and as a result, staff has not yet conducted a more detailed analysis but plans to do so in the coming months. He added that TPB's roadway safety program has undertaken various safety initiatives over the years and encouraged jurisdictions to also discuss their efforts.

#### **4. ENHANCED MOBILITY BACKGROUND AND SOLICITATION**

Mohammad Khan briefed the committee on the 2023 Enhanced Mobility Grant approval status. He first stated that there were over 3,000 individuals contacted regarding this year's solicitation process. 30 applications were submitted, which was a record. From the applications received, there was \$15.6 million dollars in requests with approximately \$10.2 million dollars available. This represented \$1.53 requested by the applicants for every \$1 available. There were also 102 wheelchair accessible vehicles requested. Mr. Khan then spoke about the 2023 Enhanced Mobility project Selection Committee. There were members selected from each of the three states along with a Subject Matter national expert to serve on the Committee which was chaired by District of Columbia Councilmember and TPB's Vice Chair, Christina Henderson. The District of Columbia Representative was Anthony DeLorenzo with the DC Department of General Services. Maryland was represented by Tanya Nicholas with the Maryland Department of Transportation/Maryland Transit Administration, and Virginia was represented by Jess Maffey with the Virginia Department of Rail and Public Transportation. Eileen Schroff with US Aging was the national subject matter expert of the Selection Committee.

Mr. Khan explained that the Selection Committee had about a month to review the Enhanced Mobility applications submitted and scores were submitted by each member on November 3rd. A Selection Committee meeting was held on November 9th to review each application as well as the submitted scores and final recommendations. A package with the applications and scores is being prepared with TPB action and approval on December 20th.

Mr. Khan stated that once the approval is made, successful applicants will be given 30 days to complete the FTA required paperwork as approval by the FTA can take up to nine months. Agreements with each of the subgrantee will be prepared for review and signature in the Fall of 2024 and it is expected that projects would begin by Spring 2025. Mr. Khan explained that the earliest possible delivery of vehicles would occur by August 2025. The next Enhanced Mobility solicitation is slated to occur during summer 2025.

#### **5. VISUALIZE 2050: UPDATE ON PUBLIC ENGAGEMENT AND PROJECT INPUTS; PRESENTATION FROM WMATA ON THE ISSUES THAT CHANGED THE MASTER SCHEDULE**

Andrew Austin, Cristina Finch, Andrew Austin, Mark Phillips of WMATA, and Kari Snyder of MDOT shared information related to the development of Visualize 2050.

Ms. Finch encouraged member agencies to submit their project inputs so TPB staff could review and provide feedback to agencies for their review and resubmittal. The deadline for regionally significant for air quality project inputs is December 29. Ms. Finch reminded members that TPB staff would not be available between Christmas and New Year's since the COG offices will be closed. She reported the first comment period had ended yesterday and a summary would be provided to the Board. Ms. Finch shared the next steps for 2024. Andrew Austin presented slides with data showing the progress of project inputs from each state. Mr. Phillips made brief remarks about the status of WMATA's budget process, and Ms. Snyder shared information about the ongoing meeting regarding the Maryland American Legion Bridge and I-270 Corridor Program. A link was provided in the chat for more information: <https://americanlegionbridge270.com/join-us>

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## **INFORMATION ITEMS**

### **6. EPA CLIMATE POLLUTION REDUCTION GRANT (CPRG) UPDATE**

COG staff provided an overview and update of EPA's Climate Pollution Reduction Grant Program, otherwise known as CPRG. Staff mentioned that the committee had been briefed on the basics of the program at its October meeting and that this presentation provides an update. Staff said that since the last meeting EPA has released a Notice of Funding Opportunity seeking project proposals for implementation funding to reduce greenhouse gas emissions. In order to be eligible to compete for the implementation funding all project concepts proposed must be included as control measures in the Priority Climate Action Plan (PCAP) that COG is developing and will submit by March 1, 2024. Proposals for the implementation funding are due April 1, 2024. Staff said that if there are any transportation measures that will be important to include in the PCAP because they may be priorities for funding proposals, transportation staff should reach out to the principal sustainability climate and energy planning staff in their local jurisdictions to share ideas and provide input.

### **7. HCT LOCAL TRANSIT ACCESS STUDY**

Eric Randall opened the item with a recap of the purpose of the ongoing study of local transit and nonmotorized access to the region's High Capacity Transit (HCT) stations. The study builds on TPB and COG's previous work on the region's HCT network, which has been incorporated into the Region United policy framework. Consultants ICF and Foursquare ITP prepared a web application tool that combines multiple data layers of relevance for HCT stations. Indices of key data were developed to assist users in prioritizing HCT stations for access improvements. He concluded with a recap of the schedule, with the consultants currently working to complete a toolkit of potential access improvements. The final products will be provided to TPB members for their use in early 2024. Kyle Hearing of Foursquare ITP then presented on the development of the web application tool, covering the methodology and technical characteristics of the tool. He then moved on to demonstrate the tool, talking the audience through the layers and indices available. In response to a chat query by Dan Malouff, Kanti Srikanth agreed that a number of tools and applications have been developed by TPB and COG. There will be an upcoming effort to develop a new or improved web landing page for these tools to make them more readily accessible to members.

### **8. OTHER BUSINESS**

RRSP/TLC Application – Janie Nham informed the Committee the FY2025 application period for two TPB Technical Assistance Programs the Transportation Land connections program or TLC program and the regional roadway safety program will open on January 5th. The two programs provide short term consultant services for small planning projects in preliminary engineering projects up to 30% design. Any local jurisdiction that is a member of TPB is eligible to apply. If you have any ideas for improving roadway safety in our region or for promoting mixed-use walkable communities, please consider applying.

Carbon Reduction Strategy Plans Update – In October, the states came to present their draft Carbon Reduction Strategies both to TPB Technical Committee and the TPB Board. The strategies were due to FHWA on November 15<sup>th</sup>. Currently, we have copies of the documents that DDOT and MDOT submitted. We are still waiting for VDOT. The COG website will track these federal funding programs.

Eric Randall mentioned that Performance Planning and Programming has a late addition. Wednesday of last week, the Federal Highway Administration published a pending Federal Register

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notice. This adds back into a performance measure on Greenhouse Gas Emissions Reductions. The rule requires state DDOT MPO's to set declining targets for Greenhouse Gas Emissions from the transportation network. Under this rule the states will have to set targets by February 1st. In two months, the MPO will have up to 180 days to set targets. We have a choice as to what method we'll use to calculate and set targets.

It's Federal Grant season. On Wednesday, the feds announced a new grant opportunity is opening, including the Raise grant opportunities. If you are interested, and you need letter TPB support, please let us know.

Survey Monkey to update Committee Membership – Staff is looking to updated contact information through. Please keep an eye out for more information.

Draft 2024 TPB/Tech/Steering Calendar –The draft 2024 meeting calendar is posted. There are two meetings that will not be on the usual days of the week. Due to the Juneteenth holiday, TPB will meet on June 20. Due to the July 4 holiday, Tech will meet on July 3<sup>rd</sup>. Since we currently do not have a new TPB Chair, the calendar is not final.

Technical Committee Chair announcement – Staff thanked Mark Rawlings for his dedication and time as Chair on our TPB Technical Committee. The new Chair will be Amy Garbarni of VDRPT.

Staff Update – Lyn Erickson mentioned she is looking to replace Marcella's position with a CAC and AFA lead and will also lead all the other public activities. Andrew Meese announced that Janie Nham has been promoted to the manager of Safety and Systems Performance Analysis

**ATTENDANCE – Hybrid/ In-person**

<b>MEMBERS AND ALTERNATES</b>	
Mark Rawlings – DDOT, in person Sam Brooks – DDOT Rebecca Schwartzman - DC Office of Planning Gary Erenrich – Montgomery County David Edmondson – City of Frederick Brian Fields – City of Gaithersburg Silas Sullivan - Alexandria Dan Malouff - Arlington County Malcolm Watson – Fairfax County Bob Brown – Loudoun County, in person Kari Snyder - MDOT	Brian Leckie– City of Manassas Amir Shahpar - VDOT Regina Moore – VDOT Maria Sinner- VDOT Hannah Pajewski – NVTA Nick Ruiz – VRE Mark Phillips – WMATA Deb Harris – ICF Walker Freer - ICF Kyle Hearing – ICF Amy Garbarini - VDRPT
<b>OTHERS / MWCOG STAFF PRESENT</b>	
Kanti Srikanth Lyn Erickson Kim Sutton Sergio Ritacco Eric Randall Andrew Austin Andrew Meese Cristina Finch Jeff King Jinchul Park	Janie Nham Leo Pineda Tim Canan Mark Moran Rachel Beyerle John Swanson Katherine Rainone Andrew Messe Dusan Vuksan Alissa Boggs Anant Choudhary Charlene Howard Erin Morrow Wanda Owens