
TPB TECHNICAL COMMITTEE MEETING SUMMARY

December 6, 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 NOVEMBER 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. PBPP: DRAFT TARGETS FOR TRANSIT AND HIGHWAY SAFETY

Mr. Gaunaud introduced the item and reviewed TPB's timeline for drafting regional safety targets. With respect to transit safety targets, he presented the most recently updated draft regional table. Mr. Gaunaud explained that the targets for the original seven performance measures were largely completed, however, data was still pending from two agencies. In the meantime, prior year's data was substituted for those agencies and used in combination with 2023 NTD vehicle revenue miles to calculate the supporting data, consistent with how other agencies' data was converted into inputs for regional target calculations. Regarding the seven new performance measures, Mr. Gaunaud explained that TPB still does not have all the necessary information to calculate more accurate regional targets incorporating all 14 measures. As a result, the commuter bus (CB) draft targets presented only reflect the full 14 targets of one agency and the urban/local bus (MB) and demand response (DR) targets presented for the seven new measures (collision rates, assault on transit workers measures, and transit worker rates of fatalities and injuries) only reflect those set by WMATA. The reason staff used WMATA's numbers is because it makes up an overwhelmingly large percentage of service for these modes so their targets will be significantly representative for the region. TPB is still trying to collect the data necessary to calculate more accurate rates for the new performance measures, particularly agencies' supporting data. Overall, 2024 regional transit safety targets trend higher than those in 2023, which is likely due to increased ridership and service. Draft demand response safety targets are lower than those adopted in 2023, potentially reflecting a drop in incidents between 2022 and 2023.

Ms. Nham briefed the Committee on TPB staff's recommendations for the 2021-2025 safety targets for the Committee's consideration. She noted that staff presented draft highway safety targets to the TPB at its November 20 meeting based on preliminary information and no comments were received. Subsequent to the meeting, staff received finalized data, which was then used to adjust the targets. The draft final highway safety targets were presented to the Technical Committee for review and comment. For the period 2021-2025, staff recommended that the targets for the number of fatalities and the fatality rate be kept at the same level as last year, while the target for serious injuries be set at a more aggressive level. Because the target projections showed the serious injury rate and the number of nonmotorist fatalities and serious injuries as being higher than the targets adopted for last year, staff also recommend capping those targets.

After the presentations, Mr. Srikanth followed up with a question for Eric Randall, staff lead for the TPB's PBPP program, about what the TPB will ultimately consider at its December meeting for adoption due to the challenges collecting transit safety data. Mr. Randall explained that if requested agency information is not shared in time for regional incorporation, TPB staff will need to work with the data it does have for its target setting calculations. Mr. Randall noted that any agencies that approved their annual safety plans before the new transit performance measures became effective in May will not have data for those new measures at this time. Therefore, TPB's 2025 regional transit safety targets will be the first to reflect data from all applicable agencies for the complete set of 14 performance measures. Mr. Srikanth acknowledged that using WMATA data as a surrogate makes sense for modes that may otherwise be difficult to calculate targets for due to missing data from other agencies. Regardless, transit safety targets will be presented for adoption at the December TPB meeting.

4. DMVMOVES COMMUNITY SURVEY

Dr. Joh presented this item to the TPB Technical Committee. This presentation focused on the results of a community survey conducted to support the DMVMoves regional transit initiative, which surveyed residents throughout the Washington Metropolitan area to understand what the region desires for acceptable and successful future public transportation.

Mr. Ruiz asked for clarification on the percentage of respondents who "never commute to work/school" on Slide 7 because he was not able to see it on his screen. Dr. Joh responded that it is 10 percent.

5. UPDATE ON THE CONGESTION MANAGEMENT PROCESS

Mr. Meese presented, referring to a PowerPoint. The proposed December 18, 2024 TPB meeting agenda was slated to include a general update on the Congestion Management Process (CMP) component of the TPB's long-range planning process, not limited to the recently completed 2024 CMP Technical Report (a link to which was in the mailout memorandum for the committee's reference).

This Technical Committee presentation provided a preview of the topics planned for the TPB update. The objectives for the TPB presentation were to serve as a reminder to the TPB of the existence of the federal Congestion Management Process requirements, to describe the variety of TPB and member agency activities that contribute to the region's compliance with this federal requirement, and note compiled information available for the reference of member agencies as they develop projects proposed for inclusion in Visualize 2050 and the Transportation Improvement Program.

Mr. Meese provided the federal definition of the CMP, how TPB has described the CMP in Visualize 2045, and the components of TPB's CMP (technical documents, online resources, and Visualize 2045 itself). Visualize 2045 states that, due to population and economic growth, congestion is forecasted to increase; the TPB must continuously plan to move more people and goods through multimodal strategies and efficient management of the system, providing connectivity for people and goods to destinations across the region.

CMP strategies are divided into demand management and operational management, with additional strategies being integrative or having aspects of both. Mr. Meese described key examples of these, including the Commuter Connections program and the Metropolitan Area Transportation Operations Coordination (MATOC) program, describing aspects of the two programs. A key slide noted that the

Commuter Connections program is estimated to remove 119,500 vehicle trips off the region's roadways every day, estimated to be over 2 million vehicle miles of travel daily. MATOC's information sharing helps reduce the duration of incidents, and prevents other (secondary) incidents), with an estimated 10:1 benefit-cost ratio for the support funding provided by the region's departments of transportation.

Additional modal and integrative strategies included transit systems (critical to car-free or car-light living and equity); pedestrian and bicycle transportation (every trip is a trip not taken in a motor vehicle); micromobility (shown to help underserved communities); Integrated Corridor Management; and land use strategies (avoiding car-dependent land uses). Both Commuter Connections and MATOC are crucial for the region to satisfy CMP requirements.

Another angle was the TPB's own Priority Strategies adopted a few years ago. Many of these Priority Strategies have an affinity to the CMP law and regulations, such as to bring jobs and housing closer together, expand bus rapid transit and transitways, and complete the National Capital Trail Network. Mr. Meese briefly described congestion trends, with congestion increasing in most major corridors in the region in the last ten years, and potentially a post-pandemic shift of commuter behavior, with congestion increases in the midday and evenings.

Overall, the CMP remains a federally-required component of metropolitan transportation planning. CMP guidance and findings are consistent with and supportive of TPB's travel demand reduction and operations management goals. TPB has information resources for member agencies at www.mwcog.org/congestion.

There were no comments or questions from the committee.

INFORMATION ITEMS

6. VISUALIZE 2050 AND FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM: UPDATE

Mr. Andrew Austin briefed the Committee on the status of the non-regionally significant (NRS) for air quality projects review and demonstrated the process for conducting administrative modifications and amendments for projects in the updated Project InfoTrak (PIT) database. Mr. Leonardo Pineda then provided a demonstration to agencies on how to use the NRS project review spreadsheet that are being sent to agencies for their priority fields. Following the demonstration, Mr. Austin noted that PIT users can submit tickets for reporting bugs and suggesting features for the new PIT database through the PIT Crew in Microsoft Teams.

7. SAFETY RECOMMENDATIONS

Mr. Andrew Meese briefed the Committee on the outcome of the November 20, 2024 TPB discussion about safety actions to undertake as a result of the Regional Roadway Safety Summit. Following a brief introduction, he discussed each of the recommendations as summarized by staff. Highlights included the TPB joining the U.S. Department of Transportation's Allies in Action pledge; the TPB partnering with and assisting COG to develop a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account, including reciprocity of automated enforcement; the TPB providing input on federal rulemaking; and several data gathering and reporting activities to support Vision Zero implementation by jurisdictions.

Mr. Meese noted that at its November 20 meeting, the board affirmed its support of all the recommendations and added an additional action – to explore driving training and education opportunities as part of license recertifications. The board did not ask or identify any follow-on policy actions, and since staff felt the recommendations were pursuable within the current allocation of TPB resources and staffing, it was asked to proceed with the actions.

Mr. Kanti Srikanth noted that some actions would be undertaken in the current fiscal year, while others would begin in the next work program beginning in July 2025. He noted that exploring reciprocity for automatic enforcement citations is a key recommendation, which will be led by COG. He anticipated that the TPB would assist COG by compiling data and perhaps developing a white paper with consultant assistance to inform legislation. He reported that staff is still developing its timeline for implementing the recommendations. He additionally alerted local and state agency staff that they may receive a questionnaire from TPB staff to help with inventorying safety strategies that have been implemented in the region, as part of pursuing one of the recommendations.

Mr. Corey Pitts asked whether it is possible to receive information about which recommendations will be pursued in Fiscal Year 2025 and in Fiscal Year 2026. Mr. Srikanth confirmed that staff would keep the Technical Committee apprised of its progress, with more detailed discussions occurring at the Subcommittee level. He noted that staff's ability to advance some recommendations will depend on coordination and receiving data from member agencies.

8. CLIMATE CHANGE MITIGATION ACTIVITIES AT COG/TPB: CLIMATE POLLUTION REDUCTION GRANT PROGRAM (CPRG) COMPREHENSIVE CLIMATE ACTION PLAN (CCAP) AND CHARGING FUELING INFRASTRUCTURE (CFI) GRANT AWARD

Maia Davis, COG staff, provided a presentation highlighting the Climate Change Mitigation activities COG/TPB. She shared information about the CPRG program which provides grants to States, regions, and local governments to develop and implement plans for reducing GHG emissions and other air pollution across all sectors. Information was also shared on the Priority Climate Action Plan (PCAP) and the Comprehensive Climate Action Plan (CCAP).

Technical committee members were asked to review the PCAP transportation section and provide any suggested edits or feedback for incorporation to the CCAP to Erin Morrow (emorrow@mwkog.org) by December 20. The PCAP is available online at <https://www.mwcog.org/documents/2024/03/01/priority-climate-action-plan/> and the transportation section is Section 4.2, pages 33 to 41.

Technical committee members are invited to the next transportation sector engagement for the CCAP, which will take place January 30, 2025. This will be an Electric Vehicle Forum in concert with policy day of DC Auto Show and will target local governments, industry and other stakeholders to advance EV deployment across the region.

COG and the Maryland Clean Energy Center (MCEC) were awarded in Round 1 to deploy EV chargers at a combined total of 86 sites in the COG region (51 in MD, 35 in VA). The development of the Regional Electric vehicle Infrastructure Implementation (REVII) Strategy was supportive of COG's Round 1 awarded proposal and was core to COG's Round 2 proposal (awards not yet announced for Round 2). REVII satisfies requirements in the FHWA-COG CFI Round 1 Agreement related to climate change, GHGs, equity, and environmental justice. For both rounds, REVII is serving as the required equity impact analysis.

9. TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP) PROJECT LIST UPDATE

TPB Transportation Resilience Planner Katherine Rainone provided a brief update on the FHWA PROTECT Discretionary Grant Program FY24-26 NOFO release and TPB's call for transportation resilience project submissions for inclusion in the updated prioritized project list for the Transportation Resilience Improvement Plan (TRIP). FHWA is accepting applications for the remainder of the authorized PROTECT Discretionary Grant funds in two rounds, with applications due in February 2025 and February 2026 respectively. TPB is currently undergoing its annual collection of submissions of transportation resilience projects for inclusion in the TRIP from now through January 8, 2025, following the same process as the first round of submissions for the current, FHWA approved version of the prioritized project list. Projects can be submitted through the form located at this link: https://forms.office.com/Pages/ResponsePage.aspx?id=e7mQz0a-AEqXAIHOT_G39pgDgwyN5qVMjgASneuRR51URUFUIldFOlgyT1pVNEMzQzBNUDZUOExJNC4u

10. OTHER BUSINESS

2025 TPB/Tech Committee/Steering Committee Meeting Dates:

Ms. Lyn Erickson noted that the meeting dates for calendar year 2025 are available and have been posted to the meeting page. She noted that in-person and virtual meetings will be determined once the TPB chair is elected and it has been discussed and approved by the Board

2025 Technical Committee Chair:

Ms. Erickson announced that Victor Weissberg of Prince George's County will be the 2025 Technical Committee Chair.

2025-2026 Community Advisory Committee Recruitment Update:

Ms. Laura Bachle noted that there are 67 applications from 13 jurisdictions that have been received. Those applications are currently being reviewed and the nominations will be brought to the Board for approval. The first CAC meeting is currently being scheduled for February 13, 2025.

TLC/RRSP Solicitation January 6:

Mr. John Swanson noted that the solicitation will open on January 6 and close on March 7. Abstracts are due by January 22 for preliminary review. Please reach out to John or Janie Nham for any questions. Project approvals will be determined by April or May and those projects will get started in the Fall.

Staff Update:

Mr. Andrew Meese shared that his retirement from MWCOC will be on January 10. Mr. Mark Moran announced that Glen Laing has started working for the TPB on the model development group. He also noted the retirement of Jane Posey in January as well.

Chair Amy Garbarini ended the item noting her gratitude for being able to serve the Technical Committee as the chair and sharing her thanks to TPB staff during her time.

ATTENDANCE – Hybrid/ In-person

MEMBERS AND ALTERNATES PRESENT	
Rebecca Schwartzman – DCOP - V Mark Rawlings – DDOT – I Emilie Wolfson – Alexandria - V Dan Malouf – Arlington County – V Rob Donaldson – Loudoun County – V Robert Brown – Loudoun County – I Gladys Hurwitz – Loudoun County - V Malcolm Watson – Fairfax County – V Mark Phillips – WMATA – V Maria Sinner- VDOT - V Regina Moore – VDOT - I Sree Nampoothiri – NVTA – I	Corey Pitts – MCDOT - V Anne McGrane – NVTC – V Amy Garbarini – VDRPT – I Markus Tarjamo – Charles County – V Chloe Delhomme – City of Manassas- V Megan Landis – Prince William Co. – V David Edmondson – City of Frederick - V Douglas Smith - Gaithersburg – V Victor Weissberg – Prince George’s County - V Kari Snyder – MDOT – V David Rogers – MDOT - V
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth - I Lyn Erickson - I Tim Canan - V Sergio Ritacco - I Andrew Austin – I Cristina Finch - I Laura Bachle -I Charlene Howard – V Eric Randall – I Michael Farrell - I Rob d’Abadie – I Will Montgomery – VRE – V MWAA – Glen Warren - V	Janie Nham - I Leo Pineda - I Rachel Beyerle - I John Swanson - I Jamie Bufkin– V Jane Posey – I Katherine Rainone - I Andrew Messe - I Dusan Vuksan - I Pierre Gaunard – I Nitesh Shah – ICF - I Thomas Montenegro - FTA