



TRANSPORTATION PLANNING BOARD

Wednesday, November 17, 2021
12:00 - 2:00 P.M.

VIRTUAL MEETING ONLY

AGENDA

- 12:00 P.M.** **1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Charles Allen, TPB Chair
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity." These statements must be received by staff no later than 12 P.M. Noon on Tuesday, November 16, 2021 to be relayed to the board at the meeting.
- 12:15 P.M.** **2. APPROVAL OF THE OCTOBER 20, 2021 MEETING MINUTES**
Charles Allen, TPB Chair
- 12:20 P.M.** **3. TECHNICAL COMMITTEE REPORT**
Jason Groth, TPB Technical Committee Chair
- 12:25 P.M.** **4. COMMUNITY ADVISORY COMMITTEE AND ACCESS FOR ALL ADVISORY COMMITTEE REPORTS**
Elisa Walton, CAC Chair
Canek Aguirre, AFA Chair
- 12:35 P.M.** **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M.** **6. CHAIRMAN'S REMARKS – NOMINATING COMMITTEE ANNOUNCEMENT!**
Charles Allen, TPB Chair

ACTION ITEMS

- 12:50 P.M.** **7. ENHANCING REGIONAL ROADWAY SAFETY ENFORCEMENT**
Charles Allen, TPB Chair
- TPB Resolution R3-2021 (July 22, 2020) describes the TPB’s commitment to reduce fatalities and serious injuries on the region’s roadways in a fair and equitable manner and includes dozens of recommended traffic safety countermeasures, including appropriately designed automated traffic safety enforcement. The TPB’s Steering Committee discussed comments made by Chair Allen at the October 20, 2021 TPB meeting about the lack of reciprocal agreements among the District of Columbia, Maryland and Virginia on enforcing traffic citations issued by automated traffic enforcement (ATE) devices, recommending that TPB write to the region’s executives in this regard.
- Action: Approve a letter from the TPB to the Governors of Maryland and Virginia and the Mayor of the District of Columbia to establish Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety.**
- 1:05 P.M.** **8. 2021 ENHANCED MOBILITY GRANT PROGRAM APPROVAL**
Lynn Winchell-Mendy, TPB Transportation Planner
- The board will be briefed on the projects recommended for funding under the Federal Transit Administration’s Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. A grant solicitation was conducted from July 1 to September 1, 2021. A selection committee reviewed the grant applications and recommended projects for funding, and the TPB officers have concurred with these recommendations. The board will be briefed on the solicitation and selection process and asked to approve the recommended projects for funding and inclusion in the TIP.
- Action: Approve Resolution R5-2022 to approve funding recommendations for Enhanced Mobility and to adopt an amendment of the FY 2021-2024 Transportation Improvement Program (TIP) to include these projects.**
- 1:15 P.M.** **9. PBPP: TRANSIT SAFETY TARGET APPROVAL**
Eric Randall, TPB Transportation Engineer
- The board was briefed on the federally required regional targets for transit safety performance measures in October. The board will be asked to approve the final regional transit safety targets for 2021.
- Action: Approve Resolution R6-2022 to set Regional Transit Safety Targets.**

INFORMATION ITEMS

- 1:25 P.M.** **10. CONNECTED AND AUTOMATED VEHICLES: UPDATE ON RECENT ACTIVITIES AND REVIEW OF DRAFT REGIONAL PRINCIPLES**
Andrew Meese, TPB Systems Performance Planning Program Director
- In preparation for inclusion in the 2022 update of Visualize 2045, staff has been working with several committees to develop a draft set of regional Connected and

Automated Vehicles (CAV) principles. The draft principles were discussed at the September 10 and November 5 TPB Technical Committee meetings, as well as at recent meetings of the Access for All Advisory Committee, the Community Advisory Committee, and the Systems Performance, Operations, and Technology Subcommittee. Staff will present this draft set of CAV principles, and the TPB will be asked to take action at a future meeting to approve these principles for inclusion in Visualize 2045.

1:45 P.M. 11. VOICES OF THE REGION: FOCUS GROUPS

Sarah Bond, TPB Transportation Planner

As part of the public opinion research conducted for the update to Visualize 2045, TPB staff conducted 11 focus groups to understand more about transportation equity, safety, and climate change. Ms. Bond will give a summary of the findings from the focus groups.

2:00 P.M. 12. ADJOURN

The next meeting is scheduled for December 15, 2021.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:
www.mwcog.org/TPBmtg



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the November 2021 TPB Meeting
DATE: November 17, 2021

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between the October 2021 TPB meeting and noon on Tuesday, November 16, 2021, the TPB received 3 comments. All comments were submitted via email.

The comments are summarized below. All full comments are attached to this memo.

PUBLIC COMMENT

Arlene Montemarano – Email – November 13 and November 14, 2021

Montemarano, resident of Silver Spring, sent two emails.

The first, from November 13, includes a link and text to a Washington Post article from October 22 entitled “Five myths about highways.” Montemarano highlighted sections of the text about how expanded highways induce demand and create additional traffic. The second, from November 14, shares a quote from the West Montgomery County Citizens Association: "Our main goal and indicator of success is not growth, but is being at the top of the Happiness Ratings, having a high quality of life, and above all, respecting and enhancing the environment. Our vision is a County which is not developer-centric but rather is resident-centric and environment-centric, where the focus is on sustainable growth, not simply population, business, and job growth."

Bill Pugh, Coalition for Smarter Growth – Email – November 16, 2021

Bill Pugh submitted a letter from the Coalition for Smarter Growth to be included in the meeting materials for the November TPB meeting. The letter states that the TPB’s FY 2023 Unified Planning Work Program should include staff time to: develop actionable climate proposals, conducted detailed scenario analysis, enhance modeling and forecasting, and improve public outreach.

TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Saturday, November 13, 2021 8:54 PM
Subject: "Five myths about highways"
Categories: Blue category

From last month, for those who may have missed it. Interesting article shining a light on some long held beliefs about highways and how we use them.

As to myth #1, I have been told that there is currently a house-building boom in Haymarket. Could that be a direct response to more roadway having been recently built? And how many additional cars will that put on all that newly created road space? Problem back, worse than ever. And what have we foolishly lost in the process?

(Bolding is mine as an aid to skimmers.)

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[www.washingtonpost.comwashingtonpost.com](https://www.washingtonpost.com/perspective/2021/10/22/five-myths-about-highways/)

Perspective | Five myths about highways

Oct. 22nd, 2021

https://www.washingtonpost.com/outlook/five-myths/five-myths-about-highways/2021/10/22/d1e88c06-30f8-11ec-93e2-dba2c2c11851_story.html

Infrastructure Week may have become a Beltway joke, but suddenly highways are a truly pressing subject. President Biden has made passage of his \$550 billion infrastructure package a top legislative priority, and roughly a fifth of those funds could go toward roads. Even if you use a car to get to work — as roughly 85 percent of American commuters did before the pandemic — you might harbor some misperceptions about the pavement you drive on. Here are a few that pop up frequently.

Wider highways let traffic move faster.

From Maryland to Los Angeles, transportation agencies list their highway expansion projects under goals such as “Less Traffic.” A Washington Post headline on Oct. 9 stated that widening I-95 in Fredericksburg, Va., would bring “relief for drivers at one of the highway’s biggest bottlenecks.” The idea seems to make sense: If too many cars clog a highway during rush hour, adding lanes will give drivers room to spread out and travel faster.

But that kind of thinking doesn’t reflect how humans respond to expanded roadways. **Extra lanes may speed up traffic for a little while, but people rapidly adjust their travel decisions as they notice the faster highway — and in the process, they slow everyone down again.** Some who previously beat

traffic by driving early or late might shift toward rush hour. Others might stop using transit and choose to drive instead. **Ultimately, the highway ends up as congested as before.** That's what has happened in places including Houston, where the Texas Department of Transportation spent \$2.8 billion widening the Katy Freeway, part of Interstate 10, to as many as 26 lanes in 2011: **Gridlock grew worse than ever. This process is known as induced demand, and it's so widely accepted among economists that they call it the "iron law of congestion."**

Ninety-four percent of crashes are caused by human error.

Some myths have mysterious origins. This is not one of them. In 2015, the National Highway Traffic Safety Administration (NHTSA) published a report about vehicle crashes that stated "the critical reason, which is the last event in the crash causal chain, was assigned to the driver in 94 percent of the crashes." That figure, often stripped of its context, has had a long shelf life, particularly among transportation agencies. For instance, in 2019, the North Dakota Department of Transportation published a report claiming that "94% of motor vehicle crashes can be attributed to a preventable human behavior." Autonomous-vehicle companies frequently cite the statistic — as Waymo does on its FAQ webpage — when touting the supposed safety benefits of their technology.

But laying blame on the driver lets many other parties off the hook — such as transportation engineers who could have created a **safer road**. For instance, slip lanes at intersections are intended to allow drivers to maintain speed while making right turns. That design can work well in rural areas, but in cities it often places too much onus on a driver, who must monitor her speed, watch for traffic while merging and yield to pedestrians crossing the slip lane at a crosswalk. If a collision ensues, police will find the driver to be at fault, ignoring the engineers who placed her in a dangerous situation.

Meanwhile, transportation agencies have underinvested in **sidewalks in low-income neighborhoods** in such places as Boston and New Orleans, leaving pedestrians vulnerable to crashes. Responsibility also falls on automakers that have created distracting infotainment systems and designed SUVs and trucks so tall that children just outside the vehicle are all but invisible to its occupants. As National Transportation Safety Board Chair Jennifer Homendy recently tweeted: "Stop with the 94%! Simply put: It's not true. Crashes are more complex than that."

Congestion pricing hurts the poor.

The idea of charging a fee to drive into a dense downtown during the daytime is gaining momentum. It's already been deployed in cities including London, Singapore and Stockholm; New York is poised to become the first adopter in the United States. One of the most common critiques of congestion pricing concerns its impact on the poor. "Social equity was the conversation stopper when it came to congestion pricing," Stuart Cohen, then the head of the nonprofit TransForm, told the New York Times in 2019. New York Daily News columnist Michael Lawler wrote on Sept. 26 that "it's regressive, hitting low-income New Yorkers in transit deserts hardest."

But fewer than half of New York City households own an automobile, and, as in most cities, those who do own cars have a significantly higher average income than those who don't. **New York plans to spend congestion tax revenue on public transportation** improvements, which would disproportionately benefit lower-income residents. As UCLA urban planning professor Michael Manville wrote, "Free roads are not a good way to help poor people." With or without congestion pricing, affluent people drive more. So if you want to help low-income residents, you're better off improving infrastructure that they use more than most people do, like **bus systems and sidewalks**.

Gasoline taxes pay for highways.

Since 1919, when Oregon became the first state to tax gasoline, gas tax revenue has been a key funding source for highways. The landmark Federal-Aid Highway Act of 1956 launched the American interstate system, built with funds collected from the federal gas tax. There is an intuitive appeal to charging drivers in proportion to how much fuel they use. “The user fee works because it’s sustainable,” Ed Mortimer, the vice president of transportation and infrastructure at the U.S. Chamber of Commerce, told Politico in June. In 2015, Rep. Thomas Massie (R-Ky.) proposed ending the “diversion” of gas tax revenue to mass transit, saying he sought to ensure “that the Highway Trust Fund can fulfill its namesake duty — to fund highways, without an increase in the gas tax rate.”

Today, the gas tax doesn’t come close to keeping pace with federal spending on roads and highways. It has become so politically sensitive that Congress hasn’t raised it in 28 years. Since 2008 Congress has topped off the Highway Trust Fund with more than \$140 billion in general revenue — collected from all taxpayers, regardless of how much they drive. States, too, **supplement their gas tax revenue to pay for roads.**

The ascent of electric vehicles, whose owners pay no gas tax at all, may force change. Already, states like Texas are considering levying new fees on electric-vehicle owners, while Transportation Secretary Pete Buttigieg has mulled the feasibility of replacing the gas tax with a charge on vehicle miles traveled. **But for now, at least, all Americans pitch in to pay for highways — whether or not they drive on them.**

Americans, the story goes, have always had a special relationship with the automobile, cherishing the freedom that a car or truck can provide. University of Virginia history professor Peter Norton has traced the idea to Groucho Marx, who spoke of a “burning love affair” between Americans and automobiles while hosting a television show in 1961. The idea stuck. In 1995, TBS ran a four-hour documentary titled “Driving Passion: America’s Love Affair With the Car.” In 2006, a Honda television ad matched smiling actors with automobiles, concluding, “It must be love.”

The automobile is certainly ubiquitous in the United States. But outside of a few big cities such as San Francisco and Chicago, sprawled development, **sparse transit service and a paucity of bicycle lanes often leave automobiles as the only, not necessarily the preferred, transportation option.** Without a car, most Americans are at a severe disadvantage: Researchers have found that carless households saw their incomes fall in both relative and absolute terms over the last 50 years (but, intriguingly, not if they lived in transit-rich New York City). So there seems to be more utility than passion in Americans’ enduring relationship with the automobile.

-- Arlene Montemarano, 240-360-8691, Lawndale Drive

Please add your name to this petition indicating opposition to Hogan's private toll highway expansion plan: <https://sign.moveon.org/petitions/stop-toll-lanes-highway-widening-proposal-in-maryland>

The State's plan to add 4 private toll lanes to 495 and 270 would impact six national park sites, threaten dozens of local and regional parks, and endanger 30 miles of streams, 50 acres of wetlands, and 1,500 acres of forest canopy.

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Member of Citizens Against Beltway Expansion, cabe495.com

TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Sunday, November 14, 2021 9:03 PM
Subject: How to kill city life. Or not kill it.

Categories: Blue category

When 'The Highwaymen' have it their way, this is what you get. Do these things belong in the middle of our urban areas?

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"Our main goal and indicator of success is not growth, but is being at the top of the Happiness Ratings, having a high quality of life, and above all, respecting and enhancing the environment. Our vision is a County which is not developer-centric but rather is resident-centric and environment-centric, where the focus is on sustainable growth, not simply population, business, and job growth." -- **West Montgomery County Citizens Association.**

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November 16, 2021

Hon. Charles Allen
Chair, National Capital Region Transportation Planning Board

Re: Critical UPWP activities needed in 2022 and FY23

Chair Allen and TPB Board members:

Looking beyond the current Climate Change Mitigation Study (CCMS) to the upcoming early update of the long-range transportation plan starting in late 2022, the TPB's Unified Planning Work Program (UPWP) will be critical. This planning and budgeting document must ensure that the necessary staff and consultant resources are provided and studies are completed.

The FY23 UPWP must be crafted (and the current FY22 UPWP may require amendments) to:

1. **Develop actionable climate proposals out of the CCMS findings** - Staff will need to take the findings of the CCMS and turn them into actionable proposals that the TPB board can prioritize and adopt into the next Visualize 2045 update, which will start early next fiscal year.
2. **Conduct detailed scenario analysis** - Establish funding and scope for more detailed scenario analysis using the regional travel model and with multiple Build scenarios in the next Visualize 2045 update, per TPB June 16, 2021 resolution.
3. **Enhance modeling and forecasting** to address important gaps and regional trends.
4. **Improve public outreach** to inform Visualize 2045 and local project submissions from the earliest stages of the process.

The mixed outcome of the United Nations climate conference shows that our region cannot rely on national or even state-level policy to do the work needed for a livable climate. The National Capital Region can and must act boldly to tackle our largest source of damaging climate pollution, the transportation sector.

Thank you,

Stewart Schwartz
Executive Director

Bill Pugh, AICP CTP
Senior Policy Fellow

Addendum: Detailed UPWP Recommendations

**Recommendations for the TPB FY23 Unified Planning Work Program (UPWP)
(with potential amendments needed to the FY22 UPWP)
Coalition for Smarter Growth**

1. **Actionable Climate Proposals for Visualize 2045 Update** - Broadly, the staff needs to take the findings of the TPB Climate Change Mitigation Study (CCMS) and turn them into actionable proposals that the TPB board can prioritize and adopt into the next Visualize 2045 update by 2024.
2. **More Detailed Scenario Analysis** - Funding and scope must be established for more detailed scenario analysis using the regional travel model (not sketch modeling) for each scenario, creating different project networks to align with the Mode Shift and Travel Behavior strategies that advance out of #1. This is needed to implement the TPB Board's June 16 resolution to update Visualize with multiple Build scenarios. The scenarios could include:
 - a. No build
 - b. Business as usual -- current Visualize 2045 as approved in 2022
 - c. Business as usual -- funded projects only, zero-based budgeting network
 - d. Expanded transit, ped, bike and local complete streets projects including connections to transit, and with reduction in future road expansion projects
 - e. Expanded transit, ped, bike and local complete streets projects WITH land use, pricing (parking pricing, and possible pricing of existing lanes), and with reduction in future road expansion projects
3. **Enhanced Modeling and Forecasts** - As part of this effort, staff must analyze and incorporate into the modeling:
 - a. Impact of post-pandemic telework and resulting changes in travel patterns on regional peak period congestion and travel forecasts.
 - b. An improved TPB regional travel demand model that incorporates current best practices in modeling non-car trips, induced demand, telecommuting, TOD internal trip capture, and realistic volume-to-capacity ratios.
 - c. Enhanced transit station access and active transportation networks, especially in activity centers.
 - d. Updated cooperative forecasts that fully incorporate the COG commitment to focus 75% of regional housing and job growth in high-capacity transit centers and the goal to bring 100,000 additional households above current forecasts and plans into the region by 2040.
 - e. Because planning and financial estimates for transit expansion projects have traditionally lagged that for many road projects, staff should identify how financial estimates can be made for alternative scenarios that are different from the current baseline. Similarly, because smaller scale bike/ped and local street projects might not meet the planning threshold, these should be combined into TOD investment packages with financial estimates for each, and incorporated in the appropriate scenario.
4. **Earlier Public Engagement** - An improved public outreach process that begins with the development of the scenarios and informs local project submissions at the earliest stages.

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

October 20, 2021

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Charles Allen, TPB Chair – DC Council
Thomas Maloney – DC Council
Kristin Calkins – DC Office of Planning
Mark Rawlings – DDOT
Jason Groth – Charles County
Denise Mitchell – College Park
Patrick Wojahn – College Park
Jan Gardner – Frederick County
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Neil Harris – Gaithersburg
Emmett V. Jordan – Greenbelt
Michael R. Leszcz – Laurel
Gary Erenrich – Montgomery County Executive
Evan Glass – Montgomery County Legislative
Terry Bellamy – Prince George’s County Executive
Victor Weissberg – Prince George’s County Executive
Deni Taveras – Prince George’s County Legislative
Bridget Donnell Newton – Rockville
Kacy Kostiuk – Takoma Park
Mark Korman – Maryland House of Delegates
Carol Krimm – Maryland House of Delegates
Nancy King – Maryland Senate
R. Earl Lewis, Jr. – MDOT
Canek Aguirre – Alexandria
Christian Dorsey – Arlington County
Dan Malouff – Arlington County
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Robert Brown – Loudoun County
Kristen Umstattd – Loudoun County
Pamela Sebesky – Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
Paolo Belita – Prince William County
David Marsden – Virginia Senate
John Lynch – VDOT
Norman Whitaker – VDOT
Maria Sinner - VDOT
Shyam Kannan - WMATA

Mark Phillips – WMATA
Tammy Stidham - NPS
Sandra Jackson - FHWA

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Nick Ramfos
Paul DesJardin
Tom Gates
Lynn Winchell-Mendy
Jeff King
Eric Randall
Leo Pineda
Sergio Ritacco
Bryan Hayes
Andrew Austin
Bill Bacon
John Swanson
Dusan Vuksan
Deborah Etheridge
Jon Schermann
Elisa Walton - CAC
Shyamai Hauth – Fairfax County
Regina Moore - VDOT
Ciara Williams – DRPT

Materials referenced in the minutes can be found here:
mwcog.org/events/2021/10/20/transportation-planning-board/

1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY

Chair Allen called the meeting to order and reminded the board that the meeting was being recorded and broadcast. He said the process for asking questions and voting would be the same as at previous meetings. After each item, members would be asked for comment or to vote by jurisdiction.

Ms. Erickson conducted a roll call. Members that were present are listed on the first page of the minutes.

Ms. Erickson said that three comments were emailed from the same person. She referred to a memo that summarized the comments and said that they reflect the commenter's opinion on the Maryland HOT Lanes project.

2. APPROVAL OF THE SEPTEMBER 22, 2021 MEETING MINUTES

Chair Allen made a motion to approve the minutes from the September TPB meeting.

Ms. Sebesky seconded the motion.

The board unanimously approved the minutes for the September 22, 2021 TPB meeting.

3. TECHNICAL COMMITTEE REPORT

Mr. Groth said that the committee met on October 1. At the meeting the committee covered items on the TPB agenda. He said the committee was also briefed on other topics, including the Regional Travel Survey. Referencing the survey, he said that telework is prevalent at locations within a half-mile of high-capacity transit and that people who earn higher salaries are responsible for higher occurrences of telework. He said that more information on the October Technical Committee meeting can be found in the report for this item.

Ms. Kostiuk asked if the committee discussed higher levels of traffic even though the levels of telework are pretty high in the region..

Mr. Groth noted said that the data analyses the committee was working with was from a pre-pandemic period. He also said that the committee discussed the recent observations of higher traffic volumes with increased telework matter and that there was no definitive explanation. He said that there continues to be some reluctance in using rail transit and carpooling which contributes to increased auto travel. He noted that with transit ridership gradually increasing and more offices opening for in-person work the region is in transition at this time.

4. CAC AND AFA REPORT

Ms. Walton said that the Community Advisory Committee met on October 14. At the meeting the committee was briefed on the Climate Mitigation Study of 2021. She said that the committee shared questions and comments on the study with staff. These included questions about how the TPB can help set regional goals for shifting travel behavior, sharing results of the study, and possible impacts on increased electric vehicle use on the region's electrical grid. She said that the committee was also briefed on the Enhanced Mobility program and Connected and Automated Vehicles. She said that more detail on each of these items, including comments on the Climate Mitigation Study, can be found in the report for this item.

Mr. Aguirre said that the AFA met on September 24. At the meeting the committee was briefed on the Voices of the Region focus group public outreach activity. He identified several recurring themes. These themes include safety while riding on transit, cleanliness on buses, transportation affordability, and the connection between land-use and transportation. He said the committee was also briefed on wheelchair accessibility and connected and automated vehicles. More detail can be found on each of these items in the report for this item.

Ms. Taveras asked about challenges that automated vehicles in detecting people who have different skin colors.

Mr. Srikanth said that this is more related to technology and that this and other similar issues associated with object recognition are continuing to be examined.

Ms. Taveras encouraged the TPB to explore the assumptions that go into designing automated vehicles and work to make sure that they include equity.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth said that the Steering Committee met on October 8. At the meeting, the committee reviewed and approved a letter from TPB, MWAQC, and CEEPC jointly providing comments to the federal docket in support of proposals to improve fuel economy standards. He referenced his report and said it includes the meeting schedule for 2022. He said that pages 21 to 42 of his report include a memo that compiles roadway safety input received from MDOT, VDOT, and DDOT. The fatalities have increased despite a significant reduction in vehicle miles traveled. He said even in Virginia which reported a slight decrease in fatalities, the decrease was not proportional to the reduction in vehicle miles traveled. He said that all three states have noted aggressive driving, enabled by lower congestion and speeding, were some of the main contributing factors. He said one piece of good news was that all three states have reported a decrease in serious injury crashes. Mr. Srikanth referenced other items not in the report. These include the in-depth analysis of the Regional Travel Survey data and the planned in-person kick off of the Street Smart Bicycle and Pedestrian Safety campaign on Thursday, November 4th, in Oxon Hill, in the plaza in front of Mount Joy Baptist Church .

Mr. Snyder said it is important to maintain a focus on improving safety.

Mr. Korman asked about Maryland data listed on page 24. Specifically, he asked why MDOT reported that they are not likely to hit the targets set for 2017-2021 period.

Mr. Srikanth said that the federal government requires targets to be data driven and to be set for a five-year rolling period. Since there is a lag in certified data becoming available, the current report uses data that is a year behind and the trend in the data indicates that unless there is some enhanced level of intervention and changes, the target is not going to be achieved.

Mr. Korman asked for the 2020 data.

Mr. Srikanth said that staff will be able to collect the 2020 data and share it when it is available.

6. CHAIR'S REMARKS

Chair Allen said that he is concerned about the high and increasing number of deaths on the roadways related to aggressive driving in the region. He said that the District of Columbia has seen an increase in the number of people killed on streets and at intersections. He noted how the board has discussed enhanced enforcement of safe driving a year or so ago and that he had specifically mentioned how the lack of reciprocity among states in enforcing payment of fines for moving violations makes it a challenge to keep unsafe drivers off the road. He said that it is in the collective interest of the region to have administration officials have a regional reciprocity agreement in enforcing unsafe driving citations issued by automated traffic enforcement devices. He also addressed the current situation of WMATA rail car safety, and said that it is a very significant and serious issue. He said he sees that WMATA is taking safety seriously and is taking steps to address this even as some of the actions like the changing train schedules impacts many people in the region. He said that while a detailed review of the matter including questions such as how much of the issue was known and when takes place, the immediate actions taken are viewed as putting safety first and foremost of the riders and that there would be steps taken to rebuild the trust of the riders.

ACTION ITEM

7. OPTIMIZING LAND-USE AROUND HIGH-CAPACITY TRANSIT AND ELEVATING EQUITY EMPHASIS AREAS

Referring to his presentation, Mr. Bean said that the COG board approved regional housing targets in 2019 and climate targets in 2020. He described the importance of high-capacity transit station areas and land-use. He said that transit, land-use, housing, and climate are region-shaping planning constructs that will frame the next decade. He added that equity, as represented in the TPB's Equity Emphasis Areas and COG's current work on equity are interwoven with these four planning constructs. He said that within that context, the COG board passed resolutions and asked the TPB to do the same. He listed the members who serve on both boards: Mr. Collins, Ms. Gardner, Mr. Jordan, Ms. Mitchell, Ms. Newton, Mr. Snyder, Ms. Wheeler, and Mr. Dorsey.

Mr. Dorsey said that the COG board is very enthusiastic about pursuing a unified planning framework. He said that a unified framework ensures a consistent pursuit of goals, year after year, even as membership changes. He said that the two resolutions approved by the COG board and up for consideration by the TPB account for the differences that exist across the region, but also seek to focus on the similarities. He said there is a shared regional understanding about the value of maximizing the 10 percent of the region's land that is proximate to high-capacity transit and pursuing greater opportunities to create more affordable housing. He said the first resolution calls upon local governments to prioritize High-Capacity Transit areas at all levels of planning. He said that the second resolution commits the region to a framework of accountability for equity. He said that the Equity Emphasis Areas can be used to guide capital investments and programmatic initiatives and activities. He said that the COG board calls upon the TPB to endorse these COG resolutions.

Mr. Dorsey made a motion to approve Resolution R4-2022 to adopt HCTs and EEAs as planning constructs for the region to optimize land-use around transit and elevate equity.

Ms. Newton seconded the motion.

Chair Allen thanked the board members and staff who worked on making this happen. He said it creates a big sense of alignment between the COG board and the TPB.

Mr. Weissberg endorsed this work and encouraged the reason to dig deeper to forward equity and investment in high-capacity transit station areas.

The board approved Resolution R4-2022 unanimously.

INFORMATIONAL ITEMS

8. STATUS REPORT ON THE 2021 ENHANCED MOBILITY GRANT PROGRAM

Ms. Winchell-Mendy said that every two years the TPB runs a solicitation for Section 5310 of the Enhanced Mobility program. Referring to her presentation, she described the solicitation process and how the program seeks to accomplish the goal of improving mobility for older adults and people with disabilities in the Washington region. She said that the Coordinated Plan is a federally required plan that guides the implementation of the Enhanced Mobility program. She said this plan is required to be updated every four years and will next be updated in 2022 with input from the Access for All Advisory Committee. She shared a list of priority projects for the region. These include mobility management, door-through-door transportation, and direct transportation for clients of human service agencies. She said that the two-year process is funded at approximately \$6.6 million in federal funding and requires a 20 percent match for capital and mobility management projects. She said a 50 percent match is required for operating grants. She said that during the solicitation the TPB received 23 applications requesting \$11.1 million in funding. She said that Mr. Aguirre chaired the selection committee. She said

that the selection committee recommendations are in the process of being finalized and that the board will be asked to approve the resolution for the recommended projects at the November TPB meeting.

Mr. Aguirre thanked staff for running the process and described the challenges of reviewing and recommending projects for funding.

9. PBPP: DRAFT TRANSIT SAFETY TARGETS

Mr. Randall said that there is an annual federal requirement for providers of public transportation and MPOs to set transit safety targets. He said that today's presentation covers the draft targets and that the board will be asked to approve the targets at the November TPB meeting. He described the Performance-Based Planning and Programming requirement. He said that the four measures for which targets must be set are fatalities, serious injuries, safety events, and reliability. He said that the draft regional targets are based on those set by transit providers in the region. He referenced his presentation and highlighted the four targets.

Mr. Snyder asked if WMATA could provide a report on safety and enterprise risk management in general and the recent safety issues with the (7,000 series) railcars.

Mr. Srikanth said that due to the ongoing investigation of the recent events with WMATA's railcars that involves the NTSB and Metrorail Safety Commission he understands WMATA will not be able to report much on it. He said that regarding a general briefing on WMATA's safety program, staff will follow up with WMATA to schedule a presentation.

Mr. Kannan noted WMATA's inability at present time to report on the rail car safety matter at this time and that he would follow up with staff on a timing for general report on safety program.

10. BUS TRANSIT SERVICE AND FARE EQUITY

Mr. Randall provided an outline of a paper that assessed bus transit service for equity during the pandemic. He shared key findings and demonstrated a web map that visualizes data from the study. He said the study can aid in prioritization for recovery from the pandemic and identify where to look in the future to improve equity of the region's bus service. He said the study looked at bus routes, bus stop locations, frequency of service, when does service start, and when does it end compared to the locations of historically disadvantaged populations identified in the Equity Emphasis Areas. He said that the white paper provides more detail. He referenced the presentation and highlighted findings from the white paper.

Mr. Randall demonstrated the interactive web map and walked board members through the process of how to use it to identify bus stops, Equity Emphasis Areas, distribution of transit service, and more.

Mr. Randall turned back to his presentation about fare equity. He thanked Mr. Castañeda for authoring the memo that is included with the meeting materials. He said the memo synthesizes recent transit fare relief efforts locally and nationally. He described a number of the fare relief efforts in place at the region's bus providers. He said that when fares are reduced or eliminated, ridership increases. Fare relief can improve safety and equity for bus riders and operators by eliminating fare disputes. Fare relief can also improve quality of life and sustainability. Ridership gains can overwhelm smaller systems. He said the biggest obstacle to implementing fare relief programs is the cost.

Chair Allen said that this briefing and this type of review was very important to how decisions are made, aimed at those hardest hit by lack of transit access as has been evident during the pandemic and also how we can recover and grow the ridership on our transit system. He said that a successful transit system is important for the region as a whole. He noted that while it is important to consider the cost of transit, it is equally important to look at the routes to ensure it will take the rider where they need to go – work, school, grocery, etc. He noted some of the recent decisions WMATA had made on fares and asked if Mr. Kannan can share any WMATA plans to look at bus services.

Mr. Kannan said that the topic of transit equity is expansive. He said that in addition to demography, it includes education, economics, the environment, and understanding who rides transit. He noted that these factors are quite different between Metrobus and Metrorail. He said that 80 percent of Metrobus riders are persons of color, majority of the train riders were white; that 50 percent of bus riders live in households that make under \$30,000 per year 50 percent of rail riders made over \$100,000 per year; that about 60 percent of bus riders do not have access to a car 75 percent of rail riders have access to a car. He applauded the recent COG and TPB actions focusing on transit and equity.

Mr. Kannan noted the various changes in WMATA's fare policies as efforts to recover the ridership and address transit costs. He noted the City of Alexandria's recent decision to provide free transit along with their restricted routing; he applauded the District's proposal for transit subsidy for residents. He said that work on transit fares is being undertaken and noted that there is more work to be done.

Mr. Kannan said that regarding service and routing, Metrobus ridership outpaces Metrorail ridership since the beginning of the pandemic. He said that Metrobus riders list factors like frequency and reliability as being more important to them than the fare cost. He identified some positive fare equity proposals and actions in the region. He said that creating more dedicated bus space on the region's roads will have a big impact on both. He said that WMATA is developing a transit equity strategy that unites and expands WMATA's existing actions on frequent service.

Mr. Kannan said that in keeping with the recommendations of WMATA's Bus Transformation project recommendations, WMATA is scoping a bus network redesign for all of its bus service and that they have been working with jurisdictional staffs on this. He said the funding for the study has been approved, participation from jurisdictions secured and that it is ready to launch and waiting executive approval to proceed.

Chair. Allen thanked Mr. Kannan for the information about the bus network redesign and said that the TPB is interested in this work proceeding and that the board would look to how it can help in getting the go ahead.

Mr. Glass said that Montgomery County lets children ride free and as a result, ridership among youth increased 50 percent. He asked how WMATA is building support for its equity strategy at the jurisdiction level.

Mr. Kannan thanked Mr. Glass for his work to make it easier for kids to ride free. He listed three things jurisdictions can do to advance equity now. First, they can adopt the bus service guidelines to synchronize service profiles on different networks. Second, they can continue work to synchronize pricing. Finally, he suggested the region needs to decide on a single approach to bus priority on roadways to reduce customer confusion.

Ms. Russell asked about the process for updating the Equity Emphasis Areas with new census data.

Mr. Srikanth said that given resolutions that the COG board approved last week and the TPB approved at this meeting, the Equity Emphasis areas are a clear policy-level preference for informing planning and programming. For this reason, he said it is important that the EEAs reflect the latest population data from the 2020 Census. He said that only part of that data has been released and more is expected early next year. He said the EEAs will be updated with the new data as it becomes available.

Ms. Umstatt said she hopes the region can have a more nuanced definition of the types of riders who need more regular bus service. She observed that the Loudoun County's efforts with increased bus service in some of the areas of the county with large population of people of color had not succeeded related more to income levels. She said she feels that income is a more accurate way to assess need. She also noted that the bus service routes displayed on the map did not appear to include the County's regional (commuter) bus routes.

Mr. Srikanth said staff will look into the bus routes included and also that staff will look to update the memo to provide more clarity on income level of households. He said he agrees that income is often a significant deterrent to having access to transportation.

Mr. Wojahn asked if the analysis examined bicycle and pedestrian access to bus service.

Mr. Dorsey suggested that the region rethink its perspective on buses. He said that often times bus is looked upon a less attractive mode of transit that leads to disincentive to invest in buses. He said that the ability to adjust bus routes to meet the evolving commercial, business needs and ability to better connect destinations makes it more useful and cost effective than rail. He noted that decision making with regard low ridership bus routes should focus on why and ways to change that. He suggested that the positive environmental impact of moving from driving alone to bus use should be considered as part of the fare relief discussion.

Mr. Snyder said that he is interested to know how bus-rapid transit fits into the bus equity discussion. He said that many bus stops in the region do not have shelters. He said that shelters should be a priority to promote more bus use. He also reminded the board that Virginia funds WMATA differently than D.C. and Maryland.

Chair Allen asked about incorporating comments from board members about bus service, the equity aspects of fare and service design and communicating it to WMATA to get their network redesign work initiated.

Mr. Srikanth said that it is clear that this is a priority for the region and that staff can draft a letter for WMATA.

11. MOVING TOWARDS IMPLEMENTATION OF CLIMATE PLAN STRATEGIES: VEHICLE ELECTRIFICATION

This item was postponed to a future TPB meeting.

12. ADJOURN

No other business was brought to the board.

Chair Allen adjourned the meeting.

Meeting Highlights TPB Technical Committee – November 5, 2021

The Technical Committee met on Friday, November 5, 2021. Meeting materials can be found here: mwcog.org/events/2021/11/5/tpb-technical-committee/

The following items were reviewed for inclusion on the TPB's November agenda.

TPB AGENDA ITEM 8 – 2021 ENHANCED MOBILITY GRANT SOLICITATION

The committee was briefed on the applications received during the 2021 solicitation for the Federal Transit Administration's Section 6310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. The solicitation was conducted from July to September and a selection committee reviewed applications. The board will be asked to approve project selections at the November meeting.

TPB AGENDA ITEM 9 – PERFORMANCE-BASED PLANNING AND PROGRAMMING: TRANSIT SAFETY TARGET APPROVAL

The committee was briefed on the draft regional targets for transit safety performance measures in October. The board will be asked to approve final regional targets at the November meeting.

TPB AGENDA ITEM 10 – UPDATED DRAFT REGIONAL CONNECTED AND AUTOMATED VEHICLE PRINCIPLES

The committee was briefed on an updated draft set of Connected and Automated Vehicle (CAV) principles. An earlier draft of these principles was shared previously with the Technical Committee, TPB advisory committees, and the Systems Performance, Operations, and Technology Subcommittee. The principles will be included in the 2022 update to Visualize 2045.

The following items were presented for information and discussion:

RTS IN-DEPTH ANALYSIS

The committee was briefed on in-depth research performed on the Regional Travel Survey. This research responded to questions submitted by member jurisdictions and transit agencies. TPB staff analyzed geographic, temporal, and sociodemographic dimensions of travel in the region.

BLUE ORANGE SILVER LINE STUDY

WMATA briefed the committee on the progress of the Blue/Orange/Silver Corridor Capacity & Reliability (BOS) Study that launched in 2019 to address longstanding challenges in the transit corridor. These challenges include capacity constraints, passenger overcrowding, reliability, and sustainability. The study process, stakeholder and public engagement, and six alternatives were described.

STREET SMART PEDESTRIAN AND BICYCLE SAFETY CAMPAIGN: FY 2021 RESULTS AND PLANNING ACTIONS FOR FALL 2021

The committee was briefed on the annual report for the Street Smart Pedestrian and Bicycle Safety Campaign. The committee also learned about the plan for the fall 2021 campaign wave.

REGIONAL TDM RECOVERY MARKETING CAMPAIGN

The committee was briefed on the recent regional Commuter Connections marketing outreach campaign to nudge commuters back into using alternative modes of travel to and from work.

OTHER BUSINESS

- COG hybrid / in-person meeting status report
- Voices of the Region Focus Group Report
- Aspiration to Implementation status update
- FY 2023 TLC Solicitation announcement
- Transit equity letter
- AMPO conference presentations

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

November 17, 2021

Elisa Walton, CAC Chair

The Community Advisory Committee (CAC) to the TPB met on Wednesday, November 10 for an online-only meeting. At the meeting the committee learned about the Street Smart campaign and the Voices of the Region Focus Groups. The committee also discussed climate change and brainstormed ideas for strengthening the relationship between the board and the CAC.

Materials for the meeting can be found here: mwcog.org/events/2021/11/10/community-advisory-committee-cac-public-comment/

CAC DISCUSSION – PUBLIC OUTREACH & CLIMATE CHANGE

Bryan Hayes, TPB Transportation Planner, shared a brief presentation sharing climate change findings from two Voices of the Region public outreach activities conducted between 2020 and 2021. He shared data from the 2020 public opinion survey showing that people in the region agree that human actions contribute to climate change and that elected officials need to consider impacts of climate change when planning for transportation in the future. He also shared selected quotes from the focus groups that reveal a more mixed perspective; that while people want to make a climate change a priority when making decisions about where to live and how to get around, other factors like make it difficult to do so.

The committee divided into small groups and answered two questions. A summary of CAC responses to these questions can be found below. These responses will inform future CAC discussions on climate change and how TPB staff prepare and share public outreach information with the committee in the future.

Question 1 – Why is there a disconnect between people recognizing that it is important to take action to curb climate change, while struggling to make climate change a priority when making decisions for themselves?

- There are a lot of reasons why people struggle to make climate change a priority when making decisions. Cost or affordability is a major reason.
- There is a feeling that elected officials have more responsibility to steer society in a direction that reduce human impacts on climate. It is easy to feel that decisions individuals make in their daily lives won't have an impact.
- Educating the public is important. It can be difficult for people to make decisions when they lack basic knowledge about the impacts of their decisions. "If you know better, you can do better."
- There is a skepticism that corporations who make money while harming the environment, but may also make money on efforts to limit greenhouse gas emissions. This can make it hard for people to want to try.
- Many people are still getting their lives back in order following the COVID-19 pandemic. This disconnect may reflect that people's priority during the outreach was surviving through the pandemic and restoring some normalcy. It may take time before people are back in a place where they can prioritize mitigating their impacts on the climate when making decisions.

Question 2 – How can input from public outreach activities inform elected local officials, members of the TPB, and you as a CAC member?

- When sharing results from public outreach activities, make sure that information is packaged in a way that is easy to read and understand – to include overall takeaways, and specific ideas and comments.
- Include anticipated outcomes and concrete recommendations when sharing results of public outreach activities.
- When collecting input from the community and sharing that input with the community, it can help to have a trusted person or group involved in the process. This can help build trust as they serve as intermediaries with organizations, like the TPB, that are not well known.

The CAC will continue its discussion about climate change at future meetings. The committee is eager to be briefed on the results of the TPB Climate Change Mitigation Study of 2021.

VOICES OF THE REGION – FOCUS GROUP REPORT

Sarah Bond, TPB Transportation Planner, briefed the committee on Voices of the Region Focus Groups that were conducted early in 2021. The presentation covered summary findings from the three topics explored in the focus groups – transportation equity, safety, and climate change. She also shared key takeaways for jurisdictions and agencies.

The committee asked about how the selection process for the focus groups and about whether the moderators defined terms like equity or whether participants were encouraged to provide their own description. There was also a question about how the findings from the focus groups can be used by the TPB.

STREET SMART BICYCLE AND PEDESTRIAN SAFETY CAMPAIGN

Michael Farrell, TPB Transportation Planner, briefed the committee on the Street Smart Bicycle and Pedestrian Safety Campaign.

The committee asked how the campaign determines which messages are appropriate for which audiences. They agreed that testimonials can motivate people to care. The committee also observed that structures exist – like car insurance being cheaper for big cars than small cars – that encourage people to drive vehicles that are more dangerous for cyclists and pedestrians. The committee expressed frustration with the increase in reckless driving following the COVID-19 pandemic.

CAC DISCUSSION – STRENGTHENING THE RELATIONSHIP BETWEEN THE CAC AND THE TPB

Elisa Walton, CAC Chair, led a discussion with the committee brainstorming ideas for strengthening the relationship between the CAC and members of the board.

There were two main themes from this discussion.

First, the CAC wanted more training and information so that they feel prepared and empowered to interact with elected officials. They felt that information about the purpose of the CAC and the role that the TPB plays in the region is important. They also felt developing CAC talking points or generally agreed-upon positions would be useful.

Second, the committee felt that it was important to have an opportunity to meet with their elected officials on the board and others who have decision-making responsibility for transportation. This would provide an opportunity for the CAC members to explain the committee's role while learning about the board member's approach in coordinating local plans with regional priorities.

OTHER BUSINESS

- Bryan Hayes, TPB Transportation Planner, shared a document prepared by TPB staff responding to questions and comments brainstormed by the CAC during its October 2021 briefing on the TPB Climate Change Mitigation Study of 2021.
- Lyn Erickson, TPB Program Director, walked the committee through the November TPB agenda.

ATTENDEES

Members	
Elisa Walton, CAC chair	Jeff Jamawat
Ashley Hutson	Jeff Parnes
Audrey Nwaze	Michael Artson
Delia Houseal	Ra Amin
Emmet Tydings	Robert Jackson
Eyal Li	Tracy Duvall
J. Kia James	
Guests	
Bill Orleans	
<i>Unnamed participants may have phoned into the meeting.</i>	
Staff	
Bryan Hayes	Sarah Bond
John Swanson	Lyn Erickson
Michael Farrell	Stacy Cook

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

November 12, 2021

Canek Aguirre, Chair

The Access for All Advisory Committee (AFA) met virtually on November 12 and the highlights from the meeting are provided below. A list of participants is on the last page. The AFA advises the TPB on transportation issues and services important to low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults.

RIDES TO HEALTH (RTH)

Mr. Matthew Mohebbi briefed the committee on the RTH pilot project, a partnership between ITCurves and TPB/COG, funded under the Federal Transit Administration's Innovative Coordinated Access and Mobility (ICAM) Pilot Program. RTH is developing and testing technology to improve transportation for End State Renal Disease dialysis patients through a platform which helps to coordinate stakeholders (Patient, Healthcare Facilities, Funding Agencies, Transportation Providers) and improve the transportation experience.

Discussion and questions following the presentation included:

- Return on investment – Mr. Mohebbi shared that every \$1 spent on transportation returns \$11 on healthcare cost and members asked for the data behind it.
- Implications/use for other health issues like cancer treatment, Multiple Sclerosis infusion, other disabilities.
- The digital divide since it is a technology-based program – Mr. Mohebbi confirmed that a person could still connect using a land line.
- The penalty for healthcare providers who do not perform to standards under the Affordable Care Act could be a selling point to help them achieve those standards by keeping patients healthy with reliable transportation to/from treatment.
- Connection to Metro Access and Medicaid transportation – Mr. Mohebbi advised that both were providers on the platform.

TPB staff will follow up to provide links to the two videos explaining the project, the white paper addressing the return on investment, and will coordinate contact for two members interested in participating in the pilot.

TRANSPORTATION-LAND USE CONNECTIONS PROGRAM (TLC) – DESIGNING STREETS FOR PEOPLE WITH VISION DISABILITIES

Mr. Matthew Johnson, Montgomery County Department of Transportation (MCDOT), briefed the committee on MCDOT's Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities toolkit. The toolkit helps better engage people with vision disabilities in the planning and design process, identifies issues with current roadway and sidewalk designs, and recommends ways to make roads and sidewalks easier and safer to navigate.

Discussion following the presentation addressed technology for sight-challenged pedestrians, such as audio cues and beacons.

TPB staff shared basic information on the TLC technical assistance grant program that funded the project and will email the toolkit to AFA membership.

TPB CLIMATE CHANGE MITIGATION STUDY OF 2021

Ms. Erin Morrow, TPB Transportation Engineer, presented on the history and progress for the TPB Climate Change Mitigation Study of 2021, a 12-month scenario study with the goal of identifying potential pathways for the region to reduce on-road, transportation-sector greenhouse gas emissions to meet regional greenhouse gas reduction goals. Ms. Morrow will return to AFA in early 2022 to share the results of the technical analysis currently underway, and the final report.

Discussion following the presentation addressed what the possibilities of meeting such goals really are when considering the constraints of TPB as a long-range planning agency. Ms. Morrow confirmed that the TPB is a planning agency, not an implementing agency, and that TPB members do have the ability to make policy and program recommendations that could then be carried out by TPB member agencies and jurisdictions.

OTHER BUSINESS

- Chair Aguirre shared information about TRB's new blog series on equity with a focus on resources on transportation accessibility for people with disabilities:
 - Making Travel More Equitable for People with Disabilities - <https://www.nationalacademies.org/trb/blog/making-travel-more-equitable-disabilities>
- Chair Aguirre referenced the AFA's past work on scooters and ebikes and an article on DC scooter policy, which now requires them to be locked and not left on sidewalks: <https://dcist.com/story/21/09/29/starting-friday-rentable-scooters-in-dc-have-to-be-locked-to-bike-racks-signs/>. AFA members briefly discussed continued safety concerns as scooters are being locked to bus stops, reporting and compliance issues, and the possibility of policy creating new precedents.
- TPB staff advised the committee that COG/TPB is collecting Screening Questionnaire's from those interested in developing an application for COG's consideration for FTA's competitive funding opportunity for the [Innovative Coordinated Access and Mobility \(ICAM\) Pilot Program](#) provides \$3.5 million in federal funds for regional and statewide mobility management capital projects that support coordination and enable comprehensive community access, including access to Non-Emergency Medical Transportation (NEMT), for underserved groups.
- Chair Aguirre reminded the committee that projects recommended for funding under the 2021 Enhanced Mobility Solicitation will go before the TPB for approval on November 17. TPB staff shared that AFA will receive a presentation on the projects selected in the coming calendar year.

2022 MEETING DATES

- To Be Determined

District of Columbia	Virginia	TPB Staff
Faye Dastgheib, District Department of Transportation	Andrew Wexler, Arlington County	Dan Sheehan
Heather Foote, Age Friendly DC Transportation Committee	Brittany Voll, DRPT	Erin Morrow
Nechama Maslianksy, S.O.M.E.	Clemmon Hammie, VDOT	John Swanson
Tomeka Lee, Capitol Hill Village	Cynthia Alarico, Fairfax County Neighborhood & Community Services	Lyn Erikson
	Karen Smith, Arc of Prince William/INSIGHT, Inc.	Lynn Winchell-Mendy
Maryland	MaryJo Hensler, Fairfax County Neighborhood & Community Services	Mark Moran
Bill Orleans, member of the public	Peter Leisen, The Arc of Northern Virginia	Sergio Ritacco
Bong Delrosario, Maryland Department of Disabilities	Roger Hoskin, representing older adults	
Deborah Fisher, representing people with developmental disabilities		Unknown
Gloria Swieringa, Prince George's Commission for Individuals with Disabilities	Regional	(202) 3XX-XX82
Marci LeFevre, City of Hyattsville	Angela White, National MS Society of Greater DC	161003587
Matthew Johnson, Montgomery County DOT	Brenda Richardson, Women Like Us	
Matthew Mohebbi, ITCurves	Christiaan Blake, WMATA	Chair
Rob Malone, Arc of Prince William County	Glenn Millis, WMATA	Canek Aguirre, City of Alexandria Councilmember
Sara Fought, JCA Connect-A-Ride		
Shawn Brennan, Montgomery County Aging & Disability Services	Other	
Sherri Mohebbi, IT Curves	Richard Ezike, CHPlanning, Ltd.	
Yolanda Hipski, Tri-County Council for Southern Maryland		



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: November 10, 2021

The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: November 10, 2021

At its meeting November 5, the TPB Steering Committee reviewed and approved resolution TPB SR7-2022 to amend the FY 2021-2024 Transportation Improvement Program (TIP) to include TIP Action 21-35, which adds two new projects: the I-495 Express Lanes Northern Extension (NEXT) project with \$300 million in concession funds programmed for construction, and the I-495 NEXT – VDOT Oversight & Transportation Management Plan with \$54.2 million in state funding programmed. Funding for these projects was included in the financial analysis of Visualize 2045. The I-495 NEXT project was included in the Air Quality Conformity Analysis of Visualize 2045 and the FY 2021-2024 TIP, and the Oversight and Transportation Management Plan is exempt from the conformity requirement, as defined in the EPA’s Transportation Conformity Regulations.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

Attachments

- Approved resolution TPB SR7-2022 to amend the FY 2021-2024 TIP to include TIP Action 21-35, adding two new projects, as requested by VDOT.

TPB Steering Committee Attendance – November 5, 2021 (only voting members listed)

TPB Vice Chair/VA rep.:	Pamela Sebesky
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
WMATA:	Mark Phillips
Technical Committee Chair:	Jason Groth
Previous TPB Chair:	Kelly Russell
DC rep.:	Chris Laskowski

NATIONAL CAPITAL REGION
TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AN AMENDMENT TO THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 21-35 WHICH ADDS TWO NEW PROJECTS ASSOCIATED WITH THE I-495 EXPRESS LANES NORTHERN EXTENSION (NEXT) PROJECT IN FAIRFAX COUNTY, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 TIP; and

WHEREAS, VDOT has requested an amendment to the FY 2021-2024 TIP to include TIP Action 21-35 which adds two new projects in Fairfax County: the **I-495 Express Lanes Northern Extension (TIP ID 11577)** project with \$300 million programmed in the TIP, and the **I-495 NEXT - VDOT Oversight & Transportation Management Plan (TIP ID 11576)** with \$52.4 million programmed, as described in the attached materials; and

WHEREAS, the attached materials include a letter from VDOT dated October 27, 2021 requesting the amendment; a TIP Project Overview report showing how the projects will appear in the TIP; an Amendment Summary report showing the project costs, reason(s) for the amendment, and a Change Summary detailing changes to every programmed amount by fund source, fiscal year, and project phase; and a Fund Detail report that presents the Change Summary in table format; and

WHEREAS, the updates to this project have been entered in the TPB's Project InfoTrak database application under TIP Action 21-35, creating the 35th version of the FY 2021-2024 TIP, which supersedes all previous versions of the TIP and can be viewed online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, full funding for these projects was included in the Visualize 2045 Financial Plan; and

WHEREAS, the I-495 NEXT project was included in the Air Quality Conformity Analysis of the 2020 Amendment to Visualize 2045 and the FY 2021-2024 TIP; and

WHEREAS, this resolution and amendment to the FY 2021-2024 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting;

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2021-2024 TIP to include TIP Action 21-35 which adds two new projects in Fairfax County: the **I-495 Express Lanes Northern Extension (TIP ID 11577)** project with \$300 million programmed in the TIP and the **I-495 NEXT - VDOT Oversight & Transportation Management Plan (TIP ID 11576)** with \$52.4 million programmed, as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on November 5, 2021.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

October 27, 2021

The Honorable Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, DC 20002-4201

RE: FY 2019-2024 Transportation Improvement Program Amendments for I-495 NEXT, Fairfax County, Virginia. TIP ID #s 11576 and 11577.

Dear Chairman Allen:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2021-2024 Transportation Improvement Program (TIP) to add funding I-495 NEXT. I-495 NEXT extends VDOT's I-495 Express: Lanes from their current northern terminus, near the Dulles Toll Road at Tysons, approximately 3 miles north to the American Legion Bridge. There will be two new dynamically tolled HOT/HOV3 express lanes in each direction. Completion is scheduled for 2025.

VDOT is adding approximately \$52.4 million to the TIP for project oversight and a construction phase traffic management plan. VDOT is adding an additional \$300 million to the TIP for the construction of the project. Total estimated construction cost is \$500 million. Additional funding will later be added to the TIP beyond FY 2024. The funding is being provided through a Public-Private-Partnership.

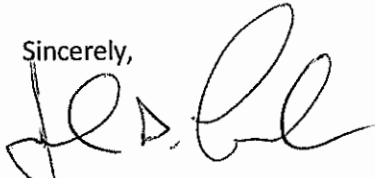
An Environmental Assessment has been completed. Additionally, VDOT and the Virginia Department of Rail and Public Transportation (DRPT) have completed the I-495 American Legion Bridge Transit and Transportation Demand Management (TDM) study. The project is included in Visualize 2045, the related Air Quality Conformity Analysis, and the Financial Plan. I-495 NEXT implements the Visualize 2045 regional initiative titled *Expand the Express Highway Network*. This project, coupled with Maryland's planned I-495/I-270 express lane system, would provide the infrastructure needed for a system by bi-state express commuter busses connecting activity centers in Virginia and Maryland. The project will increase travel choices, improve reliability, mitigate congestion and incentivize ride sharing and transit usage. Other project elements include interchange improvements and bicycle/pedestrian facilities.

VDOT requests approval of these amendments by the Transportation Planning Board's Steering Committee at its meeting on November 5, 2021. VDOT's representative will be available to answer any questions about the amendment.

Thank you for your consideration of this request.

The Honorable Charles Allen
October 27, 2021
Page 2

Sincerely,

A handwritten signature in black ink, appearing to read 'John Lynch, P.E.', written in a cursive style.

John Lynch, P.E.
District Administrator,
Northern Virginia District, VDOT

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA,
Mr. Norman Whitaker, AICP, VDOT-NoVA



TIP ID 11576
Project Name: I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan *Project Limits*

<i>Lead Agency</i>	VDOT	<i>Project Type</i>	Transportation Operations
<i>County</i>	Fairfax	<i>Total Cost</i>	\$52,400,000
<i>Municipality</i>			
<i>Completion Date</i>			
<i>Agency Project ID</i>	116754		

Description FROM: S. of Old Dominion Drive TO: American Legion Bridge

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON	STATE	-	-	\$52,400,000	-	-	-	\$52,400,000
<i>Total CON</i>		-	-	\$52,400,000	-	-	-	\$52,400,000
Total Programmed		-	-	\$52,400,000	-	-	-	\$52,400,000

*Map Has Not Been Marked

Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-35 Amendment 2021-2024	11/5/2021	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



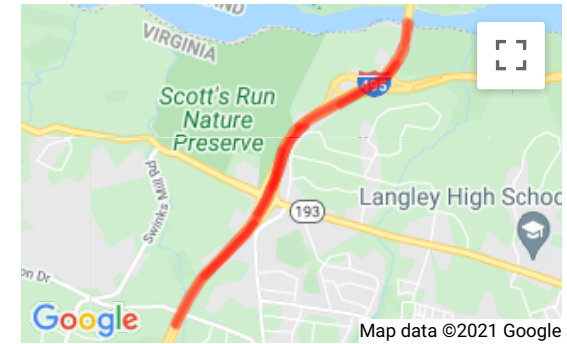
TIP ID 11577
Project Name: I-495 EXPRESS LANES NORTHERN EXTENSION *Project Limits*

Lead Agency VDOT
County Fairfax
Municipality
Completion Date
Agency Project ID 115401

Project Type Road - HOV/Managed Lanes
Total Cost \$500,000,000

Description The northern extension of VDOT's I-495 High Occupancy/Toll (HOT) lanes has been in the long range transportation plan since 2005, as part of the larger project that resulted in creation of HOT lanes from the Springfield Interchange to Old Dominion Drive near Tysons. The plan is being amended to better coordinate with the I-495 HOT lanes project in Maryland. VDOT will extend the I-495 HOT Lanes from Old Dominion Drive north to the American Legion Bridge. The project will include two HOT lanes in each direction. VDOT anticipates this will be funded primarily by toll revenues, possibly through a public private partnership

Phase Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
CON CONCESSION	-	-	\$100,000,000	\$100,000,000	\$100,000,000	-	\$300,000,000
CON P3	-	-	-	-	-	\$200,000,000	\$200,000,000
<i>Total CON</i>	-	-	\$100,000,000	\$100,000,000	\$100,000,000	\$200,000,000	\$500,000,000
<i>Total Programmed</i>	-	-	\$100,000,000	\$100,000,000	\$100,000,000	\$200,000,000	\$500,000,000



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-35 Amendment 2021-2024	11/5/2021	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

FY 2021-2024 Transportation Improvement Program
TIP Action: 21-35 Formal Amendment Summary Report
Requested by the Virginia Department of Transportation
Approved by the TPB Steering Committee November 5, 2021

TIP ID	LEAD AGENCY	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
11577	VDOT	I-495 EXPRESS LANES NORTHERN EXTENSION	\$0	\$500,000,000	\$500,000,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): Concession Funds ▶ Add funds in FFY 22 in CON for \$100,000,000 ▶ Add funds in FFY 24 in CON for \$100,000,000 ▶ Add funds in FFY 23 in CON for \$100,000,000 Public-Private Partnership ▶ Add funds in FFY 25 in CON for \$200,000,000 <i>Total project cost \$500,000,000</i>
11576	VDOT	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan	\$0	\$52,400,000	\$52,400,000	--	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): State Funding ▶ Add funds in FFY 22 in CON for \$52,400,000 <i>Total project cost \$52,400,000</i>

FY 2021-2024 Transportation Improvement Program
 TIP Action 21-35: Formal Amendment - Fund Detail Report
 Virginia Department of Transportation
 Approved by the TPB Steering Committee November 5, 2021

SOURCE	TIP ACTION	PRIOR FUNDS	2021				2022				2023				2024				FUTURE FUNDS	TOTAL YEAR
			PE	ROW	CON	TOTAL	PE	ROW	CON	TOTAL	PE	ROW	CON	TTOAL	PE	ROW	CON	TOTAL		
TIP ID 11576: I-495 NEXT PH 1- VDOT OVERSIGHT & TMP (New Project)																				
State Funding	21-35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,400,000	\$52,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,400,000
<i>Total</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,400,000	\$52,400,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$52,400,000

TIP ID 11577: I-495 EXPRESS LANES NORTHERN EXTENSION - PHASE 1 (New Project)																				
Concession Funds	21-35	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$300,000,000
<i>Total</i>		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$0	\$100,000,000	\$100,000,000	\$0	\$300,000,000



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: November 10, 2021

The attached letters were sent/received since the last TPB meeting.



National Capital Region
Transportation Planning Board

October 21, 2021

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2021 Bus Grant Application by Montgomery County, Maryland

Dear Ms. Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a Federal Transit Administration FY 2021 Bus and Bus Facilities Grant Program grant to rehabilitate and upgrade their Brookville Transit Operations and Maintenance Facility.

The TPB requests your favorable consideration of this request by Montgomery County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. Continued investment in keeping transit assets in a state of good repair is a critical need across our region. Renovating and upgrading Montgomery County's Brookville facility will allow for improved transit service, improve safety in both operations and maintenance activities, and meet future growth needs for operating and maintaining articulated buses and electric buses.

I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation
Mr. Gary Erenrich, Special Assistant to the Director, Montgomery County Department of Transportation



National Capital Region
Transportation Planning Board

November 2, 2021

Paul J. Wiedefeld
General Manager
Washington Metropolitan Area Transit Authority
600 Fifth Street, NW
Washington, D.C. 20001-2693

Re: Support for Restructuring of Bus Service for Equity and Accessibility in the Region

Dear Mr. Wiedefeld:

On behalf of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, I am writing to express our support for a redoubled effort by the Washington Metropolitan Area Transit Authority (WMATA) in restructuring Metrobus service in the region to improve equity and mobility for our region's residents.

As the region's largest transit operator, improvements to WMATA's Metrobus are critical in meeting the needs of our residents for bus transit service, providing mobility for them to access jobs, food, and medical services, as well as quality of life amenities. WMATA's leadership of the Bus Transformation Project, completed in 2019, demonstrated the potential of a restructured bus service and specifically called for action with Recommendation C: *Collectively restructure the region's bus network to create the most efficient and customer-focused bus service.*

Since 2019, equity issues have moved to the forefront of transportation, intensified by the coronavirus pandemic and other social events. During the height of the pandemic, bus service proved critical in providing mobility for essential workers and traditionally disadvantaged groups. Events in 2020 also highlighted past inequities in transportation and mobility decisions. On July 22, 2020, the TPB passed Resolution R1-2021 to establish equity as a fundamental value and integral part of all TPB's work activities. More recently, on October 20, 2021, the TPB passed Resolution R4-2022 endorsing the Metropolitan Washington Council of Governments' commitment to prioritize high-capacity transit station areas and equity emphasis areas in planning decisions. Accordingly, we see improved transit service, particularly bus service, as absolutely critical in meeting our region's needs for safe, affordable, and efficient bus service with a particular focus on the needs of traditionally disadvantaged groups and with the benefit of growing our region in a sustainable way.

We commend the recent changes in fare policy as of September 2021 to provide for free rail-bus transfers and a reduced price 7-day regional bus pass as a significant step towards equity, as well as the implementation of a 12-minute network and other restructuring of downtown bus routes to provide more frequent and reliable bus service. While these actions will help, we believe that only a comprehensive restructuring of the Metrobus service network and operational parameters can provide the full spectrum of beneficial outcomes articulated by the Bus Transformation Project particularly for the needs of traditionally disadvantaged and underserved populations.

We encourage WMATA to move expeditiously to advance a restructuring of the Metrobus network, an activity already approved by your Board of Directors in Resolution 2020-01 (January 16, 2020) and for which we understand there is funding in your current fiscal year budget. In alignment with the TPB

Mr. Wiedefeld
November 2, 2021

and COG's focus on equity, equity principles as adopted by your Board and being applied throughout your organization should lead the planning process. Close coordination with and involvement of the other transit bus providers in the region, local jurisdictions, and other transportation planning organizations will be critical to success in the process, as will sustained public involvement. We recognize this will be a time and resource intensive task that places a heavy burden on your organization even as we all seek to recover from the coronavirus pandemic. Yet I believe that the mission and authority of WMATA, as the major provider of public transportation in the region, makes your leadership and commitment fundamental to this necessary undertaking.

The TPB stands ready to support your activities in our mandated role in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact any member of our board or staff for assistance in advancing this critical goal for the region's transit system.

Sincerely,

A handwritten signature in blue ink, appearing to read "Charles Allen".

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Members of the Transportation Planning Board



National Capital Region
Transportation Planning Board

November 5, 2021

Nuria Fernandez
Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2021 Bus Grant Application by Prince George's County, Maryland

Dear Ms. Fernandez:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County, Maryland for a Federal Transit Administration FY 2021 Bus and Bus Facilities Grant Program grant to invest in the county's TheBus public transit system. The grant will provide much needed funding to enable the purchase of battery electric buses and related charging infrastructure which will support local and regional equity and climate initiatives.

The TPB requests your favorable consideration of this request by Prince George's County, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and the region's bus system. Investment in the county's bus system will allow for improved transit service in underserved parts of the county and expand access for residents to jobs, healthcare and other vital services while improving air quality and promoting environmental justice. The grant funds will advance the upgrade of electrical charging infrastructure at the existing D'Arcy Road transit campus to support the safe and reliable transition from diesel to zero emission vehicles.

I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Charles Allen
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Terry Bellamy, Director, Prince George's County Dept of Public Works & Transportation



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, Deputy Executive Director, COG
SUBJECT: Preliminary Summary of the Infrastructure Investment and Jobs Act (IIJA)
DATE: November 17, 2021

On Monday, November 15, the President signed H.R. 3684, the Infrastructure Investment and Jobs Act (IIJA) into law. The IIJA is a sweeping \$1.2 trillion infrastructure bill that reauthorizes the nation's surface transportation, drinking water, and wastewater legislation with significant additional funding for new programs in transportation, energy transmission, resilience, broadband, and many other sectors. The Bill was previously passed by the U.S. Senate on August 10, 2021 and Friday, November 5 by the U.S. House of Representatives.

The detailed [H.R. 3684 Bill](#) is about 2,700 pages long and affects a number of federal agencies. Detailed breakdown of the \$1.2 trillion funding at the agency and program level is yet to become fully available. The summary provided in this memo is both preliminary and focuses on the new funding. The information in the memo relies on a staff review of the Bill, White House Fact sheets, publications of national organizations, including the American Association of State Highway and Transportation Officials (AASHTO), National Association of Regional Councils (NARC), National Association of Counties (NACo) and other articles. It is important to note that details of the IIJA continue to emerge and evolve. As such, the information below represents a "point in time" summary.

OVERVIEW

The \$1.2 trillion figure includes funding normally allocated each year for several federal agencies plus new funding for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resilience. About \$650B is for the normal allocation (baseline spending levels) and includes supplemental appropriations for many federal agencies, including Agriculture, Commerce, Energy, Homeland Security, Interior, Environmental Protection Agency, Health and Human Services, and Transportation. Another \$550B is new investments (above baseline spending levels) for all modes of transportation, water, power and energy, environmental remediation, public lands, broadband and resilience.

HOW IS THE PLAN TO BE FUNDED?

Funding for the total package of \$1.2 trillion is derived from existing sources, such as the Highway Trust Fund (HTF) and a set of new sources. Funding for the \$550B in new investments is derived from a variety of sources including: Repurposed 2020 COVID-19 relief funds, delaying the Medicare Part D rebate, unused federal supplemental unemployment benefits to states, profits from a Wi-Fi spectrum auction, enacting cryptocurrency reporting requirements, sale of Strategic Petroleum Reserves, and extended fees on government-sponsored enterprises (e.g., Fannie Mae) and dynamic

scoring (estimating future impacts of proposed policy changes). The Bill is estimated to add about \$256B to the deficit, over a ten-year period, according to the Congressional Budget Office excluding another \$90B in new “contract authority” that does not have any appropriations at this time.

The transportation sector constitutes the largest element of the Bill with \$661.1B in total funds for all modes of transportation administered by the U.S. Department of Transportation (DOT). Of this DOT funding, \$284B is new funding, with the rest, \$377.1B, being baseline funding (reauthorizing the FAST Act) with a 23.6 percent increase over FY 2022 levels. An analysis by the National Association of Regional Councils (NARC) identifies the modal allocation of total funds as listed in the table below and groups the transportation related funding in the IJA into the following three types:

- Highway Trust Fund – These are funds taken from either the Highway Account or the Transit Account of the Highway Trust Fund. These funds are “real money” provided as Contract Authority over the five years of the Bill (FY 2022 - FY 2026) and is available to spend.
- Guaranteed Appropriations – These are funds added by the bipartisan agreement and used to either increase funding for existing programs or create and fund new programs. Most of these funds will also be provided over five years and are also “real funds” that do not need any additional action in the future to be made available.
- General Fund – These are funds that have been “authorized” to be spent but require future action by the Appropriations Committee to be made available. It is likely that most of these funds will be part of future budget appropriations (NARC notes that there are examples of programs that were authorized but never appropriated).

US DOT Agency	Highway Trust Fund (Highway & Transit)	Guaranteed Appropriations	General Fund (Sub. To Appropriations)
F H W A	\$304.0B	\$47.3B	\$14.6B
F T A	\$69.9B	\$21.3B	\$15.8B
F R A	-	\$66.0B	\$36.2B
F M C S A	\$4.5B	\$0.67B	-
N H T S A	\$5.0B	\$1.61B	\$2.8B
O S T	-	\$19.0B	\$1.3B
F A A	-	\$25.0B	-
M A R A D	-	\$2.3B	-
P H M S A	-	\$1.0B	-
Multimodal	-	-	\$21.9B
Research/Innovation	-	-	\$0.60B
Hazmat	-	-	\$0.60B
TOTAL	\$383.4B	\$184.2B	\$93.5B

Of the total \$661.1B for all modes of transportation, \$567.6B may be treated as guaranteed funding with another \$93.5B is anticipated funding. The FHWA (\$365.9B) and FTA (\$107B) programs will receive \$472.9B of the \$661.1B with about \$442.5B (\$351.3B FHWA, \$91.2B FTA) in guaranteed funds and another \$30.4B (\$14.6B FHWA, \$15.8B FTA) in anticipated funds.

It is worth noting that the IIJA, which includes the reauthorization of the national Highway Trust Fund (HTF) for another 4 years (FY 2023-2026) and includes funding for the five year period of FY 2022-2026, did not, however, address the structural deficit in the HTF (revenues of the HTF are inadequate to fully fund the HTF programs). The IIJA, instead, transfers \$118B (\$90B to the Highway Account and \$28B to the Transit Account) from the General Funds to the HTF.

DURATION OF FUNDING AVAILABILITY

The IIJA is not onetime stimulus funding; rather it combines annual spending on well-established programs in several sectors with up to a 10-year window for new funds. Both the enhanced funding to existing programs and new investments will flow through various federal agencies, like the USDOT, USDOE, USEPA, which will oversee the surge in funding, including administering new grants and designing new programs. Federal processes to develop and implement new programs and releasing funds under existing programs will vary depending on several factors including type of project and program. Due to their established nature, federal funds in existing federal programs, including those distributed by formula, typically become available sooner than funding in new programs, particularly new competitive grant programs, which could involve new rulemaking.

INCREASED FEDERAL FUNDING FOR STATES AND REGIONS

Individual state-level fact sheets developed by The White House provide the following estimates of anticipated increased federal funds for the District of Columbia, Maryland, and Virginia. It must be noted that these estimates are likely to change as the programs are finalized and when 2020 Census population data is used in apportionments. The IIJA also extends the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) through 2030 which provides \$150M annually towards WMATA's Capital Program which is equally matched by the District of Columbia, Maryland and Virginia.

Infrastructure Sector	Formula Funds (5 years)			Compete For National Grants (Total Amount):
	D.C.	Maryland	Virginia	
Roads	\$1.100B	\$4.100B	\$7.000B	Major Projects (\$16B) Bridge Investment Program (\$12.5B)
Bridges	\$0.225B	\$0.409B	\$0.537B	
Public Transportation	\$1.200B	\$1.700B	\$1.200B	
EV Charging Infrastructure	\$0.170B	\$0.063B	\$0.106B	EV Charging (\$2.5B)
Broadband	\$0.010B	\$0.100B	\$0.100B	
Cybersecurity	\$0.010B	\$0.159B	\$0.021B	
Water Infrastructure	\$0.355B	\$0.844B	\$0.738B	
Extreme Weather ¹ (Wildfires)	-	\$0.079B	\$0.015B	
Airports	-	\$0.158B		

Note 1. The District of Columbia, Maryland and Virginia will also benefit from a proposed national level investment of \$3.5B in weatherization.

PRELIMINARY REPORTS OF NEW TRANSPORTATION FUNDING

Preliminary analysis identifies the \$284B in new funding above the baseline level investment to be distributed among the following programs and amounts. While a considerable portion of these funds are proposed to be disbursed under formula programs, existing and new competitive grant programs have also been proposed to be used to award this new funding.

1. Roads & Bridges: \$110 billion
2. Railroads: \$66 billion
3. Public Transit: \$39 billion
4. Airports: \$25 billion
5. Ports & Waterways: \$17 billion
6. Safety: \$11 billion
7. Electric vehicle chargers: \$7.5 billion
8. Electric buses: \$7.5 billion
9. Reconnecting Communities: \$1 billion

An examination of the various components of the IJJA, by AASHTO and NACo, indicates several new funding programs together with changes to existing programs. The following are selected highlights.

1. Increases the set-aside for **off-system bridges** (non NHS) by 5 percent resulting in an increase of \$258 million annually.
2. Creates a new population band of 50K to 200K communities that would be eligible to receive Surface Transportation Block Grant (STBG) Program funds.
3. Increases **TAP** program funds to represent 10 percent of entire STBG program before other set-asides; increases the sub-allocation of STBG funds to local governments (from 50 percent to 59 percent).
4. Expands projects eligible to receive STBG funds to include, installation of EV infrastructure; installation of measures to protect transportation facility from cyber threats, and resiliency improvements.
5. Creates a new **National Infrastructure Project Assistance** grant (for megaprojects) at \$15B over 5 years for highway, bridge, public transit, intercity passenger rail and at-grade rail crossing projects expected to exceed \$500M.
6. Increases funding for **INFRA** grants for nationally significant freight and highway projects by \$3.2B, for a total of \$8B over 5 years and increases federal share for projects in rural areas from 60 percent to 80 percent.
7. Creates a new **Bridge Investment Program** with \$40B over 5 years (\$27.5B in formula and \$12.5B in competitive grants) to carry out small and large bridge projects that reduce the number of bridges in poor condition and also those that reduce vehicle miles travelled on bridges in poor condition or those that are sub-standard. Fifteen percent of the \$27.5B in formula funds will be set aside for off-system bridges.
8. Creates a new **Reconnecting Communities** pilot program with \$1B over 5 years. \$150M of this would be available for studies on the impact of removing or mitigating physical barriers within communities to improve accessibility and another \$350M for capital construction grants to eliminate physical barriers for accessibility.
9. Creates a new competitive grant program to address **threats to pedestrians** in the amount of \$25M over 5 years.

10. Creates a new \$2.5B **Charging and Refueling** grant program for projects that promote the deployment of infrastructure for EVs and hydrogen, propane, and natural gas in designated areas. Fifty percent of the funds will be distributed annually through Community grants for the installation of EV and alternative fueling infrastructure on public roads, schools and in other publicly accessible locations.
11. Creates a new **Carbon Reduction Formula Program** with \$6.42B over 5 years with the state required to sub-allocate 65 percent of funds on a per-capita basis to counties and other local governments. Eligible projects include public transit projects, trails and other projects to facilitate non-motorized users of the road, the replacement of streetlights with energy-efficient alternatives, purchase or lease of zero-emissions construction equipment, etc.
12. Creates a new program called: Promoting Resilient Operations for Transformative, Efficient and Cost Saving Transportation (**PROTECT**) with \$7.30B over a 5 year period (\$7.3B formula and \$1.4B competitive grants) to enhance resiliency of infrastructure assets with funds for Planning grants (\$140M), Resiliency Improvement grants (\$980M), Community Resilience and Evacuation Route grants (\$140M) and at-risk coastal Infrastructure grants (\$140M).
13. Creates a **Healthy Streets** program with \$500M over 5 years for localities with a disproportionate number of communities of color. Eligible projects include the installation of cool and/or porous pavements and the expansion of tree cover with the goal of reducing urban heat centers and improving air quality.
14. Establishes a national competitive grant program for **Rail Infrastructure** with \$10B over 5 years for projects that generate national or regional economic mobility or safety benefits. Eligible projects include: Highway or bridge projects, Freight intermodal or freight rail projects with a public benefit, including ports, Rail-highway grade separation or elimination projects and Intercity passenger rail projects and public transportation projects. Fifty percent of the funding would be for projects between \$100M and \$500M.
15. Establishes the **RAISE** grant program as an authorized HTF program thus guaranteeing funding for the program annually.
16. Establishes a new **Safe Streets and Roads for All** grant program at \$5B over 5 years for competitive awards to support and implement local safety initiatives to prevent death and serious injury on roads and streets, known as Vision Zero and Toward Zero Deaths national strategies. It must be noted that only \$200M is authorized with \$1B in annual appropriations anticipated.
17. Establishes a new Strengthening Mobility and Revolutionizing Transportation (**SMART**) grant program with \$500M over 5 years for competitive awards to carry out demonstration projects focused on smart city or community technologies and systems, including those focused on: Coordinated automation, Connected vehicles, Intelligent, sensor-based infrastructure Systems integration, Commerce delivery and logistics, Drones and Smart grid technologies.
18. Raises the cap on **Private Activity Bonds** from \$15B to \$30B, which will allow counties to enter into additional public-private partnerships to supplement future surface transportation projects with private investments.
19. Creates a new \$5B **EV Charging Infrastructure formula** program. This funding provided to states to “strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability”; eligible uses include EV charging infrastructure acquisition, installation, operation, maintenance, and data sharing; funds distributed based on existing apportioned program state share.
20. Creates a new **Electric Buses program** with \$5B over 5 years with \$2.5B for new “zero-emissions” or electric school bus purchases and \$2.5B for “low-emissions” school buses, including CNG, propane and biofuel buses. An additional \$2.5B will be made available for ferries.
21. Creates a new \$27.5B formula-based FHWA bridge program.

ITEM 7 – Action
November 17, 2021

Enhancing Regional Roadway Safety Enforcement

Action: Approve a letter from the TPB to the Governors of Maryland and Virginia and the Mayor of the District of Columbia to establish Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety.

Background: TPB Resolution R3-2021 (July 22, 2020) describes the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner and includes dozens of recommended traffic safety countermeasures, including appropriately designed automated traffic safety enforcement. The TPB's Steering Committee discussed comments made by Chair Allen at the October 20, 2021 TPB meeting about the lack of reciprocal agreements among the District of Columbia, Maryland and Virginia on enforcing traffic citations issued by automated traffic enforcement (ATE) devices, recommending that TPB write to the region's executives in this regard.



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Director
SUBJECT: Letter from the Board Seeking Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety
DATE: November 10, 2021

The TPB's Steering Committee, during its meeting on November 5, 2021, discussed the matter of improving the roadway safety outcomes in the region. The Committee specifically discussed comments made by Chair Allen at the October 20, 2021 meeting about how the effectiveness of the region's efforts to improve roadway safety was being hindered by the lack of an agreement between the District of Columbia, Maryland and Virginia on enforcing traffic citations issued by automated traffic enforcement (ATE) devices. The Committee learned that the three jurisdictions are members of a Driver License Compact which allows for reciprocity across state lines for traffic moving violations as traditionally issued by law enforcement personnel in the field, but such legal reciprocity may not currently include citations issued by automated traffic enforcement devices.

The Steering Committee noted the sobering discussions by the TPB regarding the unacceptably high numbers of fatalities and serious injuries on the region's roadways which is contrary to the TPB's vision and the region's aspirations; and how the increased focus by the TPB on roadway safety is spelled out in TPB Resolution R3-2021 (attached) concluding with the Roadway Safety Policy Statement describing the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner.

The Committee agreed that the board should write to the executives of the three jurisdictions urging them to collaboratively take the actions needed to establish interjurisdictional automated traffic enforcement reciprocity across the District of Columbia, Maryland, and Virginia, as a critical step toward reducing roadway fatalities and serious injuries throughout our region.

A draft of the letter for the board's consideration is attached.



National Capital Region
Transportation Planning Board

November 17, 2021 – **DRAFT**

The Honorable Muriel Bowser, Mayor, District of Columbia
The Honorable Larry Hogan, Governor, State of Maryland
The Honorable Ralph Northam, Governor, Commonwealth of Virginia

Re: Establishing Interjurisdictional Reciprocity of Automated Enforcement Citations to Improve Regional Traffic Safety

Dear Mayor Bowser, Governor Hogan, and Governor Northam:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG), to urge your proactive involvement to establish interjurisdictional reciprocity of automated traffic safety enforcement across the District of Columbia, Maryland, and Virginia.

As the federally-designated metropolitan planning organization (MPO) for Washington, D.C., Suburban Maryland, and Northern Virginia, the TPB has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing cooperative, and comprehensive transportation planning process for the metropolitan area, with roadway safety being a key responsibility.

The FAST Act mandates MPOs like the TPB to gather and analyze transportation safety data within a Performance-Based Planning and Programming (PBPP) process, and, working with the state transportation safety offices of the District, Maryland, and Virginia, annually adopt regional targets for roadway fatalities and serious injuries. Your state safety officials have been cooperating with and supporting the TPB in its efforts to reduce roadway fatalities and serious injuries through the development and implementation of proven effective safety countermeasures at the state, regional, and local levels, and the TPB thanks you and them for their assistance and support.

However, these PBPP responsibilities have led to sobering discussions by the TPB regarding the unacceptably high numbers of fatalities and serious injuries on the region's roadways which is contrary to the TPB's vision and the region's aspirations. These discussions have led to an increased focus by the TPB on roadway safety, notably spelled out in TPB Resolution [R3-2021](#) (July 22, 2020). This resolution establishes a Regional Roadway Safety Policy and includes associated Roadway Safety and Equity Policy Statements describing the TPB's commitment to reduce fatalities and serious injuries on the region's roadways in a fair and equitable manner. The resolution also established a Regional Roadway Safety Program to assist TPB member jurisdictions and agencies to identify and implement evidence-based roadway safety countermeasures. We appreciate the involvement and support your agencies have provided to this new program. TPB Resolution R3-2021 includes a list of dozens of recommended engineering, education, and enforcement strategies and countermeasures that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region. The use of appropriately designed automated traffic safety enforcement is one of the evidence-based countermeasures listed in the resolution.

Enforcement is a critical strategy, especially as a means to communicate that there will be consequences for dangerous driving behaviors. The TPB understands that the existing Driver License Compact, of which all three jurisdictions are members, allows for reciprocity across state lines for

traffic moving violations as traditionally issued by law enforcement personnel in the field, but such legal reciprocity does not currently include citations issued by automated traffic enforcement devices.

Appropriately designed, data-driven automated enforcement systems have had success in many parts of the nation in improving safety outcomes for speeding, red light running, and other infractions. But the high levels of cross-boundary driving in the National Capital Region, combined with the lack of interjurisdictional reciprocity for automated traffic enforcement penalties, has resulted in fewer drivers being held accountable for their dangerous driving behaviors, thereby diminishing this strategy's effectiveness.

Given the evidence supporting the effectiveness of appropriately designed automated enforcement systems in improving safety outcomes, plus the unacceptably high levels of fatalities and serious injuries on the region's streets and roads, the TPB urges you to work collaboratively to take the actions needed to establish interjurisdictional automated traffic enforcement reciprocity across the District of Columbia, Maryland, and Virginia, as a critical step toward reducing roadway fatalities and serious injuries in each of your states, and our region.

I express the sense of the entire board when I say that the TPB stands ready to support your activities in this regard and in advancing a continuing, cooperative, and comprehensive metropolitan transportation planning process. Please feel free to contact TPB Director Kanathur (Kanti) Srikanth or any member of our board for assistance in advancing this critical goal for the region's transportation system.

Sincerely,

Charles Allen
TPB Chairman

cc: Everett Lott, Acting Director, District Department of Transportation
Gregory Slater, Secretary, Maryland Department of Transportation
Shannon Valentine, Secretary, Virginia Department of Transportation
Kanathur N Srikanth, Director, Transportation Planning Board

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ESTABLISH A REGIONAL ROADWAY SAFETY POLICY, AND ASSOCIATED
ROADWAY SAFETY AND EQUITY POLICY STATEMENTS, TO REDUCE FATALITIES AND
SERIOUS INJURIES ON THE NATIONAL CAPITAL REGION'S ROADWAYS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the provisions of the FAST Act continued the implementation of performance-based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Highway Administration issued a rulemaking for state departments of transportation (DOTs) and MPOs to annually establish data-driven highway safety targets and report progress on achieving the targets for the following performance measures: number of fatalities, rate of fatalities per hundred million vehicle miles traveled, number of serious injuries, rate of serious injuries per VMT, and number of combined non-motorized fatalities and non-motorized serious injuries; and

WHEREAS, the TPB has reviewed the safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that the number of fatalities and serious injuries on the region's roadways are unacceptably high, which is contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB remains focused on acting on its priorities and achieving the region's aspirational goals and is using the federally required annual regional highway safety targets and the process to evaluate the region's progress toward zero roadway deaths; and

WHEREAS, the TPB commissioned a regional roadway safety study to identify the factors contributing to and the predominant types of fatal and serious injury crashes in the region and recommend projects, programs and policies the region should prioritize to improve safety outcomes on the region's roadways; and

WHEREAS, the recommended regional roadway safety strategies, based upon the regional safety study as well as other relevant safety improvement ideas developed through ongoing Transportation Safety Subcommittee activities and continuing collaboration with state DOTs and member jurisdictions, have been reviewed by the TPB; and

WHEREAS, the TPB has established Equity Emphasis Areas that identify small geographic areas with high concentrations of low-income and / or minority populations for the analysis of disproportionately high and adverse impacts on these populations; and

WHEREAS, the TPB urges that safety measures, including those addressing roadway design and operations, be applied with particular attention to Equity Emphasis Areas; and

WHEREAS, the TPB condemns enforcement of roadway traffic operational and safety-related laws, both nationally and regionally, in ways that are discriminatory, exclusionary, or have disparate impacts on people of color and marginalized communities and calls for unconditional commitment to equity and anti-racism; and

WHEREAS, the TPB believes that road-user safety and the equitable, non-racist implementation of safety strategies are both equally important and should not be mutually exclusive; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the following Regional Roadway Safety and Associated Equity Policy Statements for the National Capital Region:

POLICY STATEMENT ON EQUITY

The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region's MPO; and The TPB affirms that equity, as a foundational principle, will be woven throughout TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and We recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.

POLICY STATEMENT ON ROADWAY SAFETY

The National Capital Region Transportation Planning Board urges its members to reaffirm road user safety as a top priority and prioritize the implementation of projects, programs, and policies, in an equitable and non-racist manner, consistent with the TPB's Equity Policy statement, that strive to reduce the number of fatal and serious injury crashes on the Region's roadways by taking the actions, working individually and/or collectively, described in the Sections 1 through 4 below.

Section 1:

- Increase seat belt use among all occupants in a motor vehicle;
- Reduce unsafe vehicle speeds on all roadways in the region;
- Reduce impaired and distracted driving.

Section 2:

Identify and implement applicable countermeasures, especially those outlined in the table shown below, as appropriate and on a case by case basis, in an equitable and non-racist manner, consistent with the TPB's Policy Statement on Equity.

Section 3:

Establish and fund a Regional Safety Program at the TPB, beginning in fiscal year 2021, to assist its member jurisdictions and the region to develop and/or implement projects, programs or policies to equitably improve safety outcomes for all roadway users. Funding for the first year of the Regional Safety Program will total \$250,000 which will be provided through the TPB's Unified Planning Work Program.

Section 4:

- Calls upon all its member jurisdictions and agencies to adopt safety goals consistent with Vision Zero or Towards Zero Death policies and develop local roadway safety plans and ensure their equitable impacts on all road users.
- Calls upon its member states to adopt procedures that increase the use of ignition interlock devices for impaired driving offenders.

Adopted by the National Capital Region Transportation Planning Board on July 22, 2020



National Capital Region
Transportation Planning Board



ROADWAY SAFETY IMPROVEMENT STRATEGIES

INTRODUCTION

During 2019 and 2020, the National Capital Region Transportation Planning Board (TPB) Technical Committee conducted a Regional Safety Study in collaboration with the state Safety Engineers from the District of Columbia, Maryland and Virginia Departments of transportation to:

















- Understand the factors contributing to the high number of fatal and serious injury crashes in the National Capital Region (NCR);
- Determine where and what types of crashes on the roadway transportation network are over-represented;
- Identify and recommend proven effective project, program and policy solutions to significantly reduce fatalities and serious injury crashes; and
- Inform future Transportation Safety Subcommittee and Street Smart efforts.

Following are recommended actions that can, if implemented, significantly reduce the number of people killed or seriously injured throughout the region in four areas that were identified through data analysis as the area’s serious traffic safety problems including pedestrian, intersection, major arterial, and young driver crashes. The appropriateness of any of the strategies listed in this document need to be determined on a case-by-case basis. This list of strategies is not comprehensive and does not preclude the use of other proven effective strategies to improve roadway safety.




































The TPB condemns enforcement of roadway traffic operational and safety-related laws, both nationally and regionally in ways that are discriminatory, exclusionary, or have disparate impacts on people of color and marginalized communities and calls for unconditional commitment to equity and anti-racism. As such, the TPB strongly urges all safety strategies implemented in the region be consistent with its Equity Policy statement, below:

The TPB and its staff commit that our work together will be anti-racist and will advance equity including every debate we have, and every decision we make as the region’s MPO; and The TPB affirms that equity, as a foundational principle, will be woven throughout TPB’s analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents; and We recognize past actions that have been exclusionary or had disparate negative impacts on people of color and marginalized communities, including institutionalized policies and practices that continue to have inequitable impacts today, and we commit to act to correct such inequities in all our programs and policies.





























LEGEND

 Intersections	 Major Arterials	 Roadway Departure	 Rear-end Collisions
 Speeding	 Alcohol Impaired Driving	 Distracted Driving	 Occupant Protection
 Pedestrians	 Young Drivers	 Older Drivers	 Enforcement
 Education	 Emergency Medical Services	 Communications	 Legislation









































DESIGN AND OPERATE SAFER INFRASTRUCTURE

		Install pedestrian hybrid beacon and advanced yield signs, stop markings and signs, high visibility crosswalk markings.
		Implement leading pedestrian interval (LPI) at intersections with high turning vehicle volumes.
		Conduct pedestrian road safety audits in areas with a higher than average crashes.
		 Reduce motor vehicle speeds by using data driven, effective, and equitable enforcement methods that utilize available technology, such as automated speed cameras, and other traffic calming strategies such as narrower lanes, adding roundabouts, and implementing road diets.
		 Evaluate mid-block crossings with higher rates of fatalities and serious injuries (especially those over 10,000 Annual Average Daily Traffic (AADT)) to determine the need for more improvements such as medians, refuge islands, pedestrian hybrid beacon, and rectangular rapid flashing beacons.
		Install pedestrian countdown signals.
		Improve geometry of pedestrian and bicycle facilities at signalized intersections with high frequencies of pedestrian and/or bicycle crashes and on routes serving schools or other generators of pedestrian and bicycle traffic.
		 Provide walkways where appropriate, including paved shoulders, shared-use paths, trails, bicycle lanes and/or separated bike lanes.
		 Install lighting at intersection and mid-block crossings to ensure motorists can see pedestrians crossing the road at locations with high pedestrian crashes.
		Evaluate double-right turns at intersections to determine if removal of one right-turn lane is warranted.
		Implement audible pedestrian crossing signals where appropriate.
		Create pedestrian safety zone programs in areas with high occurrences of pedestrian crashes.
		Replace intersections that have high numbers of fatalities and serious injuries with roundabouts, a circular intersection configuration with channelized approaches and a center island that results in lower speeds and fewer conflict points, wherever feasible.
		Utilize multiphase signal operation at signalized intersections with a high frequency of angle crashes involving left turning and opposing through vehicles as well as rear-end and sideswipe crashes.
		Increase change intervals (when the traffic lights change) at signalized intersections at locations where too-short signal change intervals cause rear-end crashes and crashes between vehicles continuing and entering the intersection between phases.
		Improve left-turn channelization (providing definite paths for vehicles to follow) at signalized intersections where left-turn crashes, including those associated with left turning vehicles from through lanes, are an issue.
		Improve right-turn channelization at signalized intersections with a high number of rear-end collisions.

DESIGN AND OPERATE SAFER INFRASTRUCTURE

		Install LED heads and reflective backplates (reflective borders around traffic lights that make them more visible) in locations with high numbers of signalized intersection fatal and serious injury crashes.
		Restrict access to properties using driveway closures or turn restrictions that are near signalized intersections with high crash frequencies related to driveways.
		Restrict or eliminate turning maneuvers (including right turns on red) or employ signal coordination at signalized intersections with a high frequency of crashes related to turning maneuvers.
		Improve signage at unsignalized intersections by ensuring foliage does not block the sign, the lettering is still reflective, and the sign is located where it can be seen by motorists.
		Add reflective material to sign posts at unsignalized intersections.
		Install LED-enhanced stop signs at unsignalized intersections where there are a higher than average number of fatal and serious injury crashes.
		Implement high friction treatment at intersections that have a high number of rear-end crashes.
	 	Implement left-turn traffic calming (left turn hardening) to reduce left turn speeds and provide for safe turning behavior at intersections that show a pattern of pedestrian-related left turn crashes and intersection geometry that facilitates high speeds.
		Implement roadside design improvements such as clear zones, slope flattening, and adding or widening shoulders to improve ability for drivers to safely recover if they leave the travel lane.
		Implement enhanced delineation treatments to alert drivers in advance of the curve including pavement markings; post-mounted delineation; larger signs and signs with enhanced retro-reflectivity; and dynamic advance curve warning signs and sequential curve signs.
		Implement improvements including installation of cable barriers, guardrails, and concrete barriers to reduce the severity of roadway departure crashes.
		Identify areas in the region that could benefit from traffic calming including road diets that reduce the number of traffic lanes and planting trees that encourage reduced speeds.
	 	Install high friction surface treatment (HFST) in locations where the available pavement friction is not adequate to support operating speeds at a sharp curve, inadequate cross-slope design, wet conditions, polished roadway surfaces, or driving speeds in excess of the curve advisory speed.
		Install longitudinal rumble strips and stripes in locations where run-off-the-road crashes are high.
		Install the Safety Edge to eliminate the vertical drop-off at the pavement edge, allowing drifting vehicles to return to the pavement safely.
		Develop a regional Safety Checklist or template as a tool for local jurisdictions to use during planning and project identification efforts

ENCOURAGE SAFER BEHAVIOR

			Include pedestrian safety and the risks of impairment for pedestrians and drivers in alcohol related media campaigns.
			Develop and implement pedestrian safety programs for elementary school students.
			Continue the regional Street Smart Campaign and strengthen by aiding member jurisdictions to engage street teams and other elements of the campaign at more locations throughout the year.
			Develop and implement school focused pedestrian strategies building on the work done in the Safe Routes to Schools program.
			Conduct education and fair, equitable, data-driven compliance campaigns focused on distracted driving (D.R.I.V.E, Texting and Driving Initiative).
			Support legislative classification of distracted driving as a "moving violation" and decide if changes are needed.
			Provide public information, education, and training for older drivers on risks associated with signalized intersections such as red-light running, speeding, not yielding to pedestrians, and difficulty judging speed and distance of approaching vehicles when making left turns.
			Conduct a study to determine the safety needs of older adults in the region and coordinate internally and externally to provide information on transportation alternatives other than driving.
			Increase automated enforcement at intersections including speed on green lights, stop-light camera, blocking the box, etc.
			Implement safety awareness campaigns specifically for low seat belt use groups.
			Support state primary seat belt legislation.
			Evaluate incident response times to determine if additional Traffic Incident Management (TIMS) training and/or other resources are needed. Develop incident response plans for interstates and arterials throughout the region.
			Implement strategic and well-publicized compliance programs aimed at young drivers.
			Conduct well publicized, multi-component compliance campaigns throughout the region to address underage drinking, including licensing actions for underage alcohol violations, and vendor compliance checks to reduce underage drinking.
			Implement and enhance server training programs to enable servers to identify underage customers and prevent overserving.
			Increase use of ignition interlocks for impaired driving offenders.
			Encourage uniform support for open-container laws, an effective countermeasure that prevents impaired driving by prohibiting the possession of any open alcoholic beverage container and the consumption of any alcoholic beverage by motor vehicle drivers or passengers.
			Provide and encourage use of ride sharing programs (like SoberRide) to reduce impaired driving; encourage more late-night transit service to provide options other than driving while impaired.
			Conduct well-publicized compliance programs aimed at impaired drivers.

ITEM 8 – Action
November 17, 2021

2021 Enhanced Mobility Grant Program Approval

Action: Approve Resolution R5-2022 to approve funding recommendations for Enhanced Mobility and to adopt an amendment of the FY 2021-2024 Transportation Improvement Program (TIP) to include these projects.

Background: The board will be briefed on the projects recommended for funding under the Federal Transit Administration’s Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. A grant solicitation was conducted from July 1 to September 1, 2021. A selection committee reviewed the grant applications and recommended projects for funding, and the TPB officers have concurred with these recommendations. The board will be briefed on the solicitation and selection process and asked to approve the recommended projects for funding and inclusion in the TIP.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION TO APPROVE PROJECTS FOR FUNDING UNDER THE FEDERAL TRANSIT ADMINISTRATION SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM AND TO AMEND THE FY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE TIP ACTION 21-37 ADDING THESE PROJECTS

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, FAST authorizes the Federal Transit Administration's Section 5310 Enhanced Mobility program to provide capital and operating grants to eligible subrecipients to "improve mobility for seniors and individuals with disabilities...by removing barriers to transportation services and expanding the transportation mobility options available"; and

WHEREAS, under FAST, projects funded by the Enhanced Mobility program must respond to strategies in a "locally developed, coordinated public transit-human services transportation plan"; and

WHEREAS, in June 2013, the Governor of Maryland, the Governor of Virginia and the Mayor of the District of Columbia designated the Metropolitan Washington Council of Governments (COG), as the administrative agent for the TPB, the recipient of the Enhanced Mobility program for the Washington, DC-VA-MD Urbanized Area; and

WHEREAS, the TPB adopted an Update to the Coordinated Human Service Transportation Plan at its regular meeting on December 19, 2018 (TPB Resolution R9-2019), which includes the comments and input of the TPB's Access for All Advisory Committee received on June 7, 2018; and

WHEREAS, the Coordinated Plan includes the priority projects and selection criteria to be used in the solicitation and selection of Enhanced Mobility grants; and

WHEREAS, a solicitation for Enhanced Mobility grant applications was conducted from July 1 through September 1, 2021, during which more than 3,000 individuals received an announcement of the grant opportunity; and

WHEREAS, more than 70 individuals attended one of seven pre-application conferences conducted during the solicitation period for interested organizations and agencies to receive technical assistance on the application process and FTA requirements; and

WHEREAS, a selection committee comprised of local and national experts in transportation and human services met on September 29, 2021 to review the applications and evaluate them against the selection criteria; and

WHEREAS, the selection committee recommended funding 21 projects described in the attached memorandum; and

WHEREAS, the TPB Officers concurred with the selection committee recommendations; and

WHEREAS, on March 18, 2020 the TPB adopted the FY 2021-2024 Transportation Improvement Program (TIP); and

WHEREAS, a proposed amendment to the FY 2021-2024 TIP to include TIP Action 21-37, adding descriptions and funding information for these projects to the Enhanced Mobility of Seniors and Individuals with Disabilities program (TIP ID 6366f) is attached; and

WHEREAS, full funding for this program and all its projects is included in the Visualize 2045 long-range plan financial analysis; and

WHEREAS, this program and its projects are exempt from the air quality conformity requirement for the plan and TIP, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

WHEREAS, there is \$3,408,092 from FY 2020, \$3,493,450 from FY 2021, (less allowable Program Administration) and \$434,693 of reallocated and carryover FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program funds allocated to COG for supporting projects in the Washington, DC-VA-MD Urbanized Area program for a total of \$6.6 million in federal funding to be awarded; and

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves 21 projects for funding described in the attached memorandum and TIP amendment and amends the FY 2021-2024 TIP to include TIP Action 21-37, adding these projects to the Sub-Recipient Projects table included in the attached materials.



National Capital Region
Transportation Planning Board

**FY 2021-2024 Transportation Improvement Program
 21-37 Formal Amendment**

<i>TIP ID</i>	6366	<i>Lead Agency</i>	TPB	<i>Project Type</i>	Human Service Transportation Coordination
<i>Project Name</i>	Enhanced Mobility of Seniors and Individuals with Disabilities	<i>County</i>		<i>Total Cost</i>	\$132,522,466
<i>Project Limits</i>		<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>			

Description This program is intended to enhance mobility for seniors and persons with disabilities by providing funds for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. This also includes funding for six sub-projects funded in FY 2021 by the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 and five sub projects funded in FY 2021 by the American Rescue Plan Act (ARPA). See the listing of subprojects for each on the following pages. These funds are for the urbanized area within the District of Columbia, Maryland and Virginia metropolitan region.

Phase	Source	Prior	FY2021	FY2022	FY2023	FY2024	Future	Total
OTHER	LOCAL	\$1,127,000	\$1,127,000	\$1,127,000	\$1,127,000	\$1,127,000	\$31,039,302	\$36,674,302
OTHER	SECT. 5310	\$3,220,000	\$4,284,444	\$3,220,000	\$3,220,000	\$3,220,000	\$78,683,720	\$95,848,164
	<i>Total Other:</i>	\$4,347,000	\$5,411,444	\$4,347,000	\$4,347,000	\$4,347,000	\$109,723,022	\$132,522,466
		\$4,347,000	\$5,411,444	\$4,347,000	\$4,347,000	\$4,347,000	\$109,723,022	\$132,522,466

Version History

Current Change Reason

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
21-00 Adoption 2021-2024	03/20/2020	05/27/2020	05/27/2020
21-23 Amendment 2021-2024	04/21/2021	06/02/2021	N/A
21-31 Amendment 2021-2024	07/21/2021	<i>Pending</i>	N/A
21-37 Amendment 2021-2024	<i>Pending</i>	<i>Pending</i>	N/A

SCHEDULE / FUNDING / SCOPE - Programming Update, Scope Change(s)

Funding Change(s):
 Total program cost increased from \$17,164,444 to \$132,522,466, projecting program costs through 2045.

**Enhanced Mobility and Individuals with Disabilities Program (TIP ID 3633) Subrecipient Projects
FY 2020 and FY 2021**

Subrecipient	Program Description	Total Cost	Federal Share	Location
Boat People SOS	Mobility Management services, including travel training and individualized transportation planning.	\$150,000	\$120,000	Northern Virginia
Capitol Hill Village	Mobility Management, in close coordination with other Villages, through mobility counseling and travel training, increasing awareness of the transportation needs of older adults and people with disabilities, and increasing engagement with alternative transportation modes.	\$674,995	\$539,996	Washington, DC
Coach Transportation Inc., DBE Koach	Operating support for wheelchair accessible taxi service in partnership with Silver Cab of Prince George's County and VIP Cab of DC.	\$417,672	\$334,138	Prince George's County, MD and Wards 7 & 8 - Washington, DC
DC Department of For-Hire Vehicles	Operating support for Transport DC, a program that provides same day service for persons with disabilities and older adults in DC as an alternative to MetroAccess.	\$636,000	\$508,800	Washington, DC
Dulles Area Transportation Association	Mobility management focused on under-served populations of seniors, Veterans and individuals with disabilities by recruiting bilingual Spanish-speaking volunteers and drivers and providing travel training and information about mobility options in Spanish.	\$339,734	\$271,787	Northern Virginia
Fairfax County Neighborhood & Community Services	Fairfax Mobility Access Project (FXMAP) which seeks to enhance awareness of transportation programs and develop training programs to teach how to use them, develop and implement new transportation options, and coordinate services.	\$575,284	\$460,227	Fairfax County, VA
Jewish Council for the Aging of Greater Washington, Inc.	Volunteer driver resource center providing guidance in program development, marketing, bulk background checks, shared ride scheduling software, training, and technical assistance to existing and new volunteer driver programs.	\$735,759	\$588,607	Suburban Maryland, Northern Virginia
Opportunities Inc.	Mobility Management funding to develop a travel training program for participants with intellectual and developmental disabilities in partnership with the Arc of Northern Virginia's Train the Travel Trainer program.	\$150,000	\$120,000	Montgomery and Prince George's Counties, MD
The Arc of Northern Virginia	Train the travel trainer program using TravelMate, a specialized software program that provides step-by-step instructions to support adults and students with intellectual disabilities in independent travel on bus and/or rail in, partnership with disability organizations, public schools, employers and individuals.	\$866,492	\$693,194	Regional
Transit Group, Inc.	Operating expenses to launch the Rides to Health program in Montgomery County, a pilot funded under FTA's ICAM program, to improve transportation for End Stage Renal Disease dialysis patients.	\$200,000	\$160,000	Montgomery County, MD
Chinese Culture and Community Service Center	Procure four buses, preventative maintenance and monthly cost of GPS for transportation to and from adult day programming, medical appointments, shopping, recreational trips, socialization, and government offices.	\$276,028	\$220,822	Montgomery County, MD
Community Support Services	Procure six wheelchair accessible minivans and related equipment to transport children and adults with developmental disabilities to community-based activities and programming.	\$324,098	\$259,278	Montgomery County, MD

**Enhanced Mobility and Individuals with Disabilities Program (TIP ID 3633) Subrecipient Projects
FY 2020 and FY 2021**

Subrecipient	Program Description	Total Cost	Federal Share	Location
Easter Seals Serving DC MD VA	Procure two buses plus associated operating expenses to help resume transportation to and from Easter Seals' Adult Medical Day program which provides activities, socialization, nutritious meals, management of chronic conditions, and clinical oversight.	\$395,203	\$316,162	Montgomery and Prince George's Counties, MD, Washington, DC
ECHO	Procure two minivans plus preventative maintenance and associated vehicle operating costs to transport people with disabilities to ECHO's employment and community integration programming. Also, procure one expansion vehicle, dedicated to ECHO's Barkery, a social enterprise that employs and trains people with disabilities.	\$427,089	\$341,671	Fairfax and Loudoun Counties, VA
Fairfax County Neighborhood & Community Services	Procure four vehicles to provide transportation for Neighborhood & Community Services' programming, including trips for Area Agency on Aging, Adult Day Health Care, Critical Medical Care, Community Service Board, Therapeutic Recreation, and others.	\$255,652	\$204,522	Fairfax County, VA
Liberty Transportation Management Corporation	Procure nine minivans for use as wheelchair accessible taxis, plus equipment, preventative maintenance, and a share of associated operating costs.	\$496,060	\$396,848	Washington, DC
New Horizons Supported Services, Inc.	Procure two wheelchair accessible minivans, plus associated vehicle equipment and operating costs to provide transportation to community inclusion programs and state and county programming for people with developmental disabilities and older adults.	\$313,048	\$250,438	Prince George's County, MD
Regency Taxi	Procure eight minivans to serve as wheelchair accessible taxis, plus equipment and preventative maintenance.	\$411,848	\$329,478	Montgomery and Prince George's Counties, MD
The Arc of Prince George's County	Procure five wheelchair accessible minivans, plus associated operating costs for expansion of the Community Learning Services program for adults with developmental disabilities.	\$476,947	\$381,558	Prince George's County, MD
The Arc of Greater Prince William/INSIGHT, Inc.	Procure two wheelchair accessible minivans and two 15-passenger buses, plus associated operating costs to transport adults with developmental disabilities to and from employment, mobile work training groups, adult day program sites, medical appointments, and community integration activities.	\$524,778	\$419,822	Prince William County, VA
Yellow Transportation	Procure eight minivans for use as wheelchair accessible taxis, plus a share of related operating expenses.	\$407,646	\$326,117	Washington, DC

Enhanced Mobility and Individuals with Disabilities Program (TIP ID 3633) Subrecipient Projects

Subrecipient	Program Description	Total Cost	Federal Share	Location
CRRSAA Funded Subprojects (FY 2021)				
Capitol Hill Village	Mobility Management services for transportation to vaccination sites.	\$90,000	\$90,000	DC
Dulles Area Transportation Association (DATA)	Mobility Management services for transportation to vaccination sites for Veterans who are seniors and/or have a disability.	\$80,000	\$80,000	Northern Virginia
ECHO	Vehicle operating expenses, including driver salaries and benefits to avoid layoffs, and maintenance	\$100,000	\$100,000	Northern Virginia
Prince George's County DPWT	Expansion of an existing taxi voucher program to include transportation to vaccination sites.	\$107,200	\$107,200	Prince George's County, Maryland
Regency Taxi	Mobility Management services for transportation to vaccination sites, including	\$75,000	\$75,000	Montgomery County, Maryland and
Arc of Prince William/INSIGHT, Inc.	Reestablishment of transportation for individuals with developmental disabilities, including salary and benefits for furloughed drivers.	\$80,000	\$80,000	Prince William County, Virginia
ARPA Funded Subprojects (FY 2021)				
Boat People SOS	Mobility Management services for transportation to vaccination sites.	\$100,000	\$100,000	Northern Virginia/some DC
Dulles Area Transportation	Continuation of Mobility Management services for transportation to vaccination	\$30,640	\$30,640	Northern Virginia
Easter Seals Serving DC MD VA	Vehicle operating expenses and maintenance to restart direct transportation services for adult day program participants.	\$188,856	\$188,856	MD
Liberty Transportation	Operating expenses for wheelchair accessible taxi service.	\$143,370	\$143,370	DC
New Horizons Supported Services, Inc.	Operating expenses to support direct transportation services to recreation and employment for program participants with disabilities	\$69,360	\$69,360	MD



MEMORANDUM

TO: Transportation Planning Board

FROM: Mr. Canek Aguirre, Enhanced Mobility Grant Selection Committee Chair
Mr. Sergio Ritacco, Transportation Planner
Ms. Lynn Winchell-Mendy, Transportation Planner

SUBJECT: Funding Recommendations for the Federal Transit Administration Section 5310
Enhanced Mobility of Seniors and Individuals with Disabilities Program and Amendment
of the TIP

DATE: November 10, 2021

This memorandum describes the funding recommendations for the Federal Transit Administration's (FTA) Enhanced Mobility of Seniors and Individuals with Disabilities grant program. On October 22, 2021, the selection committee finalized its recommendations to fund \$6.6M of allocated and available FTA funds among \$11.1M in requested funds. The TPB will be asked on November 17, 2021 to approve these funding recommendations and amend the FY 2021-2024 Transportation Improvement Program (TIP) accordingly.

A description of the Committee's recommendations is provided below with additional details in Attachment A. An overview of the TPB's Enhanced Mobility program, which provides funding to remove barriers to transportation services and expand transportation mobility options for these communities, is provided in Attachment B.

The TPB's Selection Committee for FTA's Enhanced Mobility of Seniors and Individuals with Disabilities program was chaired by TPB Board Member Canek Aguirre. The selection committee discussions resulted in a unanimous recommendation to fund 21 applications. The committee's recommendations were reviewed by TPB Officers who had no further questions for the selection committee and concurred with the proposed project awards for approval at the November 17, 2021 meeting.

FUNDING RECOMMENDATIONS

The Selection Committee, comprised of experts working in the aging, disability, transit, and human services fields, recommends funding 21 of the 23 applications received and competitively allocating the \$6.6M in federal funding available. Because the total federal funding requests of \$11.1M exceeded the amount available, the Selection Committee acted to provide partial funding to 17 of the 21 applications recommended, fully funding 4 of the applications. With the addition of \$2.4M in applicant matching funds, the combined funding for the 21 projects totals a little over \$9.0M.

Eleven of the 21 projects are for acquiring a total of 53 wheelchair accessible vehicles. Under the vehicle acquisition category, the recommendations prioritize awarding operating funds and replacement vehicles rather than expansion vehicles as a strategy for maximizing funding impact. Attachment A provides a summary of the projects being recommended for funding.

NEXT STEPS

With approval of these funding recommendations at the November 17 meeting, applicants will be notified of board action and staff will develop the submittal materials for FTA approval. Upon FTA approval, staff will work with the applicants to administer the grants.

The 2 applications not recommended for funding, as described on page 10 of Attachment A, will be contacted with suggestions for improving their application for the next Enhanced Mobility grant solicitation. Applicants will also be offered a debriefing about their application with TPB staff.

ATTACHMENT A - RECOMMENDATIONS FOR FUNDING UNDER THE 2020 ENHANCED MOBILITY PROGRAM

1. **Boat People SOS:** Mobility Management services for the transportation component of RISE – Road to Independence through Savings and Education, which aims to improve mobility for Vietnamese seniors and individuals with disabilities through travel training, individualized transportation planning, a mass media campaign, dissemination of a language-specific transportation guidebook, and partnerships for referrals.

Geographic Focus: Northern Virginia

Requested		Recommended	
Federal Funds	\$120,000	Federal Funds	\$120,000
Required Match	\$30,000	Required Match	\$30,000
Total Project	\$150,000	Total Project	\$150,000

2. **Capitol Hill Village:** Continue a Mobility Management program, in close coordination with other DC Villages, that builds on past successes of improving and increasing door-to-door transportation services, providing mobility counseling and travel training, increasing transportation stakeholders’ awareness of the needs of older adults and people with disabilities, and increasing engagement with alternative transportation modes. This iteration also provides for a small direct transportation fund for Village sponsored group trips.

Geographic Focus: District of Columbia

Requested		Recommended	
Federal Funds	\$661,384	Federal Funds	\$539,964
Required Match	\$179,611	Required Match	\$134,991
Total Project	\$840,995	Total Project	\$674,955

3. **Coach Transportation Inc, DBA Koach:** Operating support for wheelchair accessible taxi service in partnership with Silver Cab of Prince George’s County and VIP Cab of DC, including salary and fringe for call center agents, a portion of salary and fringe for a Mechanic, Marketing staff, Program Manager, and Accounts Billable, driver training, and marketing.

Geographic Focus: Prince George’s County, Maryland, Wards 7 & 8 in the District of Columbia

Requested		Recommended	
Federal Funds	\$490,231	Federal Funds	\$208,836
Required Match	\$305,803	Required Match	\$208,836
Total Project	\$796,034	Total Project	\$417,672

4. **DC Department of For-Hire Vehicles:** Operating support for Transport DC, a program that provides same day service for persons with disabilities and older adults in DC as an alternative to MetroAccess, including a vehicle repair fund, and driver support through per trip and dead head time stipends.

Geographic Focus: District of Columbia

Requested		Recommended	
Federal Funds	\$748,800	Federal Funds	\$508,800
Required Match	\$187,200	Required Match	\$127,200
Total Project	\$936,000	Total Project	\$636,000

5. **Dulles Area Transportation Association:** Continue a mobility management project that expands the availability of transportation services to under-served populations of seniors, Veterans and individuals with disabilities by recruiting bilingual Spanish-speaking volunteers and drivers in partnership with existing transportation, and providing travel training and information about mobility options in Spanish. This iteration includes extension into eastern and southern Fairfax County, northern Prince William County, Manassas, and Manassas Park. This project is in partnership with Fairfax County Neighborhood & Community Services.

Geographic Focus: Northern Virginia

Requested		Recommended	
Federal Funds	\$271,787	Federal Funds	\$271,787
Required Match	\$67,947	Required Match	\$67,947
Total Project	\$339,734	Total Project	\$339,734

6. **Fairfax County Neighborhood & Community Services:** Continue and expand the Fairfax Mobility Access Project (FXMAP) which seeks to enhance awareness of transportation programs and develop training programs to teach how to use them, develop and implement new transportation options, and coordinate services. This iteration includes recruiting community volunteers as Travel Navigators, creating additional volunteer driver programs in underserved areas, including services for Veterans, and providing transportation subsidy cards for non-emergency medical transportation and participants who successfully complete Travel Training. This project is in partnership with Dulles Area Transportation Association.

Geographic Focus: Fairfax County, Virginia

Requested		Recommended	
Federal Funds	\$441,627	Federal Funds	\$441,627
Required Match	\$133,657	Required Match	\$133,657
Total Project	\$575,284	Total Project	\$575,284

7. **Jewish Council for the Aging of Greater Washington, Inc:** Continue and expand an existing volunteer driver resource center to additional parts of Northern Virginia and suburban Maryland. The program will provide guidance in program development, marketing, bulk background checks, shared ride scheduling software, training, and technical assistance to existing and new volunteer driver programs.

Geographic Focus: Suburban Maryland, Northern Virginia

Requested		Recommended	
Federal Funds	\$586,452	Federal Funds	\$586,452
Required Match	\$149,307	Required Match	\$149,307
Total Project	\$735,759	Total Project	\$735,759

8. **Opportunities Inc:** Mobility Management funding to partner with the Arc of Northern Virginia's Train the Travel Trainer program to develop a travel training program for program participants who have intellectual and developmental disabilities.

Geographic Focus: Montgomery and Prince George's Counties, Maryland

Requested		Recommended	
Federal Funds	\$400,000	Federal Funds	\$120,000
Required Match	\$100,000	Required Match	\$30,000
Total Project	\$500,000	Total Project	\$150,000

9. **The Arc of Northern Virginia:** Continue and expand an existing train the travel trainer program using TravelMate, a specialized software program that provides step-by-step instructions to support adults and students with intellectual disabilities in independent travel on bus and/or rail. The project embeds the program into disability organizations (sister Arc chapters in Maryland, National Down Syndrome Society, Arlington Public Schools, Jake's Ice Cream), private employment programs, and works one-on-one with individuals. This iteration includes enhancement of partnerships and methods learned in prior projects. The project will partner with Opportunities, Inc. to guide its development of a travel training program.

Geographic Focus: Regional

Requested		Recommended	
Federal Funds	\$693,194	Federal Funds	\$693,194
Required Match	\$173,298	Required Match	\$173,298
Total Project	\$866,492	Total Project	\$866,492

10. **Transit Group, Inc:** Operating expenses to launch the Rides to Health program in Montgomery County, a pilot funded under FTA's ICAM program, to improve transportation for End Stage Renal Disease dialysis patients. The program provides software tools to dialysis center staff to schedule or modify rides, monitor arrivals and departures and provides patients with system tools such as a smartphone app, to allow ease in scheduling trips, and contact and coordination with the program stakeholders.

Geographic Focus: Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$337,250	Federal Funds	\$100,000
Required Match	\$337,250	Required Match	\$100,000
Total Project	\$674,500	Total Project	\$200,000

Vehicle Acquisition Funding Recommendations

11. **Chinese Culture and Community Service Center:** Procure four buses to replace existing vehicles that have met useful life. Vehicles will be used to provide transportation to and from adult day programming, medical appointments, shopping, recreational trips, socialization, and government offices. Includes preventative maintenance and the monthly cost of GPS in the vehicles.

Geographic Focus: Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$263,015	Federal Funds	\$220,822
Required Match	\$67,104	Required Match	\$55,206
Total Project	\$330,118	Total Project	\$276,028

12. **Community Support Services:** Procure six wheelchair accessible minivans and related equipment to replace existing vehicles that have met useful life. Vehicles will be used to transport children and adults with developmental disabilities to community-based activities and programming. Vehicles will be shared with Para-Med during peak hours.

Geographic Focus: Montgomery County, Maryland

Requested		Recommended	
Federal Funds	\$518,556	Federal Funds	\$259,278
Required Match	\$126,639	Required Match	\$64,820
Total Project	\$645,196	Total Project	\$324,098

13. **Easter Seals Serving DC|MD|VA:** Procure two buses for replacement of vehicles that have met useful life, plus associated operating expenses to help resume transportation to and from Easter Seals' Adult Medical Day program which provides activities, socialization, nutritious meals, management of chronic conditions, and clinical oversight for older adults and adults with disabilities. Includes, monthly costs of routing software, a portion of driver and manager salaries, and fuel. Vehicles will also be used to deliver fresh produce to participants.

Geographic Focus: Montgomery and Prince George's Counties, Maryland, District of Columbia

Requested		Recommended	
Federal Funds	\$374,921	Federal Funds	\$244,444
Required Match	\$233,238	Required Match	\$150,760
Total Project	\$608,159	Total Project	\$395,203

14. **ECHO:** Procure two minivans for replacement of vehicles that have met useful life, to transport people with disabilities to ECHO's programming, included supported employment, in-house and community integration programs, and employment training assessment and training. Also, procure one expansion vehicle, dedicated to ECHO's Barkery in Ashburn, VA, a social enterprise that employs and trains people with disabilities to bake and sell artisanal dog biscuits. Includes preventative maintenance and associated vehicle operating expenses like software, drivers, support staff, and insurance.

Geographic Focus: Fairfax and Loudoun Counties, Virginia

Requested		Recommended	
Federal Funds	\$718,840	Federal Funds	\$267,680
Required Match	\$439,770	Required Match	\$159,408
Total Project	\$1,158,610	Total Project	\$427,089

15. **Fairfax County Neighborhood & Community Services:** Procure four vehicles to replace existing vehicles that have met useful life to provide transportation for Neighborhood & Community Services' programming, including trips for Area Agency on Aging, Adult Day Health Care, Critical Medical Care, Community Service Board, Therapeutic Recreation, and others.

Geographic Focus: Fairfax County, Virginia

Requested		Recommended	
Federal Funds	\$259,722	Federal Funds	\$200,722
Required Match	\$64,931	Required Match	\$54,930
Total Project	\$324,653	Total Project	\$255,652

16. **Liberty Transportation Management Corporation:** Procure nine minivans for use as wheelchair accessible taxis, plus equipment to convert vehicles into taxicabs, preventative maintenance, and a share of vehicle insurance, dispatch fees, driver incentives, and PPE.

Geographic Focus: District of Columbia

Requested		Recommended	
Federal Funds	\$1,038,632	Federal Funds	\$379,555
Required Match	\$433,658	Required Match	\$116,505
Total Project	\$1,472,290	Total Project	\$496,060

17. **New Horizons Supported Services, Inc:** Procure two wheelchair accessible minivans to replace vehicles that have met useful life, plus associated vehicle equipment and operating costs to provide transportation to community inclusion programs and state and county programming for people with developmental disabilities and older adults. Includes preventative maintenance, salaries and fringe for the Transportation Director, insurance, tires, fuel.

Geographic Focus: Prince George's County, Maryland

Requested		Recommended	
Federal Funds	\$308,790	Federal Funds	\$190,941
Required Match	\$170,545	Required Match	\$122,107
Total Project	\$479,335	Total Project	\$313,048

18. **Regency Taxi:** Procure eight minivans to serve as wheelchair accessible taxis, plus equipment to convert vehicles into taxicabs and preventative maintenance.

Geographic Focus: Montgomery and Prince George's Counties, Maryland

Requested		Recommended	
Federal Funds	\$494,216	Federal Funds	\$329,478
Required Match	\$123,555	Required Match	\$82,370
Total Project	\$617,771	Total Project	\$411,848

19. **The Arc of Prince George's County:** Procure five wheelchair accessible minivans, plus associated operating costs for expansion of the Community Learning Services program which provides specialized transportation to community-based activities, potential employment, community events, and volunteer opportunities for adults with developmental disabilities. Includes driver training, and a portion of salaries for a driver, Transportation Director and Program Administrator.

Geographic Focus: Prince George's County, Maryland

Requested		Recommended	
Federal Funds	\$949,486	Federal Funds	\$310,847
Required Match	\$417,634	Required Match	\$166,100
Total Project	\$1,367,120	Total Project	\$476,947

20. **The Arc of Greater Prince William/INSIGHT, Inc:** Procure two wheelchair accessible minivans and two 15-passenger buses for replacement of vehicles that have met useful life, plus associated operating costs. Vehicles will be used to transport adults with developmental disabilities to and from employment, mobile work training groups, adult day program sites, medical appointments, and community integration activities. Includes, driver salaries and fringe, fuel, and preventative maintenance.

Geographic Focus: Prince William County, Virginia

Requested		Recommended	
Federal Funds	\$686,659	Federal Funds	\$342,830
Required Match	\$363,896	Required Match	\$181,948
Total Project	\$1,049,555	Total Project	\$524,778

21. **Yellow Transportation:** Procure eight minivans for use as wheelchair accessible taxis for vehicles that have met useful life, plus a share of related operating expenses.

Geographic Focus: District of Columbia

Requested		Recommended	
Federal Funds	\$486,696	Federal Funds	\$308,823
Required Match	\$150,456	Required Match	\$98,823
Total Project	\$637,152	Total Project	\$407,646

Applications Not Recommended for Funding

The following table shows the applications not recommended for funding. The rationale for not funding these applications include:

- One application did not meet minimum requirements;
- One application mirrored an existing project with significant funding still available.

Denied applicants will receive communication with recommendations for improving their application for the next grant solicitation and will also be offered a debriefing about their application with TPB staff.

Applications Not Recommended for Funding			
Applicant	Geographic Focus	Proposed Project	Federal Funds Requested
Jewish Council for the Aging	Regional	Operating funds to support costs associated with the Elderbus program which transports older adults to therapeutic day programs, shopping, and social and recreational activities using buses previously procured with grant funds.	\$418,088
Access Housing	Not eligible	Not eligible	Did not meet minimum requirements

ATTACHMENT B - 2021 ENHANCED MOBILITY PROGRAM

Overview

The Federal Transit Administration's (FTA's) Enhanced Mobility of Seniors and Individuals with Disabilities program (Section 5310) is for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Approximately \$3.3 million a year is provided to the region under the Fixing America's Surface Transportation (FAST) Act. The Metropolitan Washington Council of Governments (COG), as the administrative agent for the National Capital Region Transportation Planning Board (TPB), is the Designated Recipient for this program for the Washington DC-VA-MD Urbanized Area. The TPB is tasked with the management of the program, including the approval of grant awards. The TPB solicits and selects grant applications for funding every other year. The applicants must match the federal funds: 20 percent for capital or mobility management projects and 50 percent for operating projects.

Coordinated Human Service Transportation Plan

As a Metropolitan Planning Organization, the TPB develops a Coordinated Human Service Transportation Plan ("Coordinated Plan") for the planning area. An update to the Coordinated Plan was approved by the TPB on December 19, 2018. The Coordinated Plan outlines priority projects for Enhanced Mobility funding and the selection process, including the criteria below.

Selection Process and Criteria for Enhanced Mobility Funding

The Coordinated Plan outlines a quantitative scoring process designed to provide a comprehensive consideration of the applicant's ability to serve the transportation needs of the region's older adults and individuals with disabilities. The six factors and the scoring are listed below.

The TPB ensures that the Enhanced Mobility program includes a broad spectrum of programs and services for residents in the Washington DC-VA-MD Urbanized Area and is utilized by grant recipients who can effectively deliver services. As there are numerous federal requirements that must be met, the TPB's Coordinated Plan outlines selection criteria that places a strong emphasis on the institutional capacity of an applicant to manage and administer an FTA grant.

Criterion	Maximum Points
Coordination among agencies and organizations	25
Responsiveness to strategies in the Coordinated Plan <i>Priority Projects (up to 12 points)</i>	20
<i>Address strategies in the Coordination Plan (up to 8 points)</i>	
Institutional capacity to manage and administer an FTA grant	20
Project feasibility	15
Regional need	5
Equity Emphasis Areas	5
Customer focus	10
Total	100



2021 Solicitation for Enhanced Mobility Projects

The fifth TPB solicitation for Enhanced Mobility funds was conducted from July 1 through September 1, 2021. More than 3,000 individuals received an email announcing the availability of grant funds. The grant opportunity was also promoted through *TPB News*, the Transportation Planning Board's weekly e-newsletter, and COG and TPB social media accounts.

TPB staff conducted seven pre-application conferences for interested organizations discussing the application process, federal requirements, and project eligibility. Conferences were held virtually on June 3, June 22, June 24, July 13, July 19 and one-on-one sessions were held on August 9 and August 18.

Selection Committee

TPB member Canek Aguirre chaired the Selection Committee, which was comprised of five people representing aging, disability, transit and human service transportation coordination and TPB Transportation Planners Lynn Winchell-Mendy and Sergio Ritacco. The Selection Committee members were:

- Ms. Heather Edmonds, National Aging & Disability Transportation Center (NADTC)
- Ms. Nancy Huggins, Maryland Transit Administration (MTA)
- Ms. Brittany Voll, Virginia Department of Rail and Public Transportation (DRPT)
- Ms. Deborah Fisher, expert in intellectual and developmental disabilities
- Mr. Anthony DeLorenzo, District Department of General Services, Urban Planning Manager

After the solicitation period closed, TPB staff thoroughly reviewed all the applications received and when necessary, asked for clarifications or revised budgets from the applicants. TPB staff developed summaries of the applications and scored each application based on the selection criteria listed above.

Each Selection Committee member received the staff summaries and applications for review prior to the September 29, 2021 meeting. The Selection Committee collectively reviewed the applications, preliminary scores, and funding recommendations with TPB staff at the meeting. After a thoughtful and deliberative process, which included follow up research and clarification on questions presented by the Selection Committee, the recommendations for funding were finalized as described in Attachment A. The Committee directed staff to share the recommendations with the Officers of the Board and respond to any questions they may have on the recommendations.

PROJECTS RECOMMENDED FOR ENHANCED MOBILITY FUNDING

For Approval and Inclusion in the FY 2021-2024 TIP

Canek Aguirre
Selection Committee Chair

Lynn Winchell-Mendy
TPB Transportation Planner

Transportation Planning Board
November 17, 2021



Outline of Presentation

- Enhanced Mobility program basics
- Review 21 recommended projects
- Action on resolution R5-2022 to approve projects and amend the TIP



Enhanced Mobility Program Basics

- Approximately \$6.6 million in funding available, \$11.1 million in requests
- COG is the Designated Recipient for the Washington DC-VA-MD Urbanized Area from the Federal Transit Administration
- Program funds projects which remove barriers to transportation services and expand transportation mobility options for people with disabilities and older adults
- Unique role for TPB: Prioritize, select, and implement projects



Enhanced Mobility Program Basics

- Selection Committee recommends funding 21 of the 23 applications received
- With the matching funds, the projects total over \$9M
- Applicants with projects not recommended for funding will receive recommendations for improvement
- Following TPB approval and amendment of the TIP, TPB staff will submit projects to FTA for final approval



Projects Types

- Mobility Management
- Operating
- Vehicle Acquisition
 - Equipment
 - Operations



Other Projects Recommendations

Mobility Management Projects

Boat People SOS

Provide Mobility Management services to Vietnamese seniors and people with disabilities, including travel training and transportation options counseling.

- **Geographic Focus:** Northern Virginia
- **Total:** \$150,000

Capitol Hill Village

Continue and expand Mobility Management services in partnership with “Villages”, including travel training, mobility counseling and engagement with alternative transportation modes like ride-hailing.

- **Geographic Focus:** District of Columbia
- **Total:** \$674,995



Other Projects Recommendations

Dulles Area Transportation Association

Continue and expand a Mobility Management program that recruits bilingual Spanish-speaking volunteers and drivers in partnership with transportation providers, conducts travel training, driver training, and options education in Spanish.

- **Geographic Focus:** Fairfax and Loudoun County, VA
- **Total:** \$339,734

Fairfax County Neighborhood & Community Services

Continue and expand the Fairfax Mobility Access Project (FXMAP) which enhances awareness of transportation programs, provides travel training, develops and implements new transportation options, and coordinates services.

- **Geographic Focus:** Fairfax County, VA
- **Total:** \$575,284



Other Project Recommendations

Jewish Council for the Aging of Greater Washington, Inc.

Continue and expand a resource center for new and existing volunteer driver programs through marketing, background checks, shared ride scheduling software, training, and technical assistance.

- **Geographic Focus:** Montgomery & Prince George's Counties, MD and Northern Virginia
- **Total:** \$735,759



Photo courtesy of JCA



Other Projects Recommendations

The Arc of Northern Virginia

Continue and expand an existing “train the travel trainer” program that uses specialized “TravelMate” software to provide step-by-step instructions to support adults and students with intellectual disabilities to independently travel on bus and rail. The program embeds travel training into disability organizations, schools, private employers, and works one-on-one with individuals and their families.

- **Geographic Focus:** Regional
- **Total:** \$866,492

Opportunities Inc.

Partner the Arc of Northern Virginia’s Train the Travel Trainer program to develop a travel training program for their participants who have intellectual and developmental disabilities.

- **Geographic Focus:** Regional
- **Total:** \$150,000



Other Projects Recommendations

Operating Projects

Coach Transportation Inc., DBE Koach

Operating support for wheelchair accessible taxi service in partnership with Silver Cab of Prince George's County and VIP Cab of DC.

- **Geographic Focus:** Prince George's County, MD, Wards 7 & 8, DC
- **Total:** \$417,672

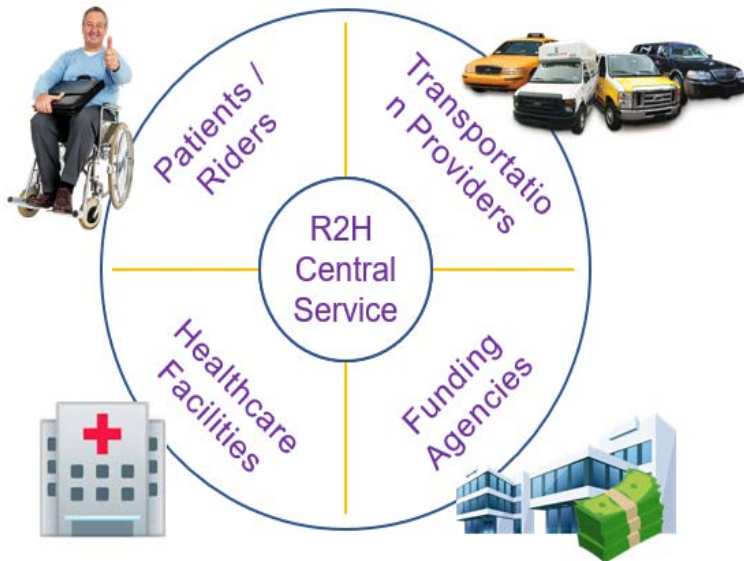
DC Department of For-Hire Vehicles

Operating support for Transport DC, a program that provides same day service for persons with disabilities and older adults in DC as an alternative to MetroAccess.

- **Geographic Focus:** District of Columbia
- **Total:** \$636,000



Other Projects Recommendations



Transit Group, Inc.

Operating expenses to launch the Rides to Health program in Montgomery County. RTH is a pilot funded under FTA's ICAM program, to improve transportation for End Stage Renal Disease dialysis patients.

- **Geographic Focus:** Montgomery County, MD
- **Total:** \$200,000



Vehicle Acquisition Recommendations

Capital Only

Community Support Services

Procure six wheelchair accessible minivans to transport participants with developmental disabilities to community-based activities and programming.

- **Geographic Focus:** Montgomery County, MD
- **Total:** \$324,098

Fairfax County Neighborhood & Community Services

Procure four wheelchair accessible vehicles to provide transportation for Neighborhood & Community Services' programming, including trips for Area Agency on Aging, Adult Day Health Care, Critical Medical Care, Community Service Board, and Therapeutic Recreation.

- **Geographic Focus:** Fairfax County, VA
- **Total:** \$255,652



Vehicle Acquisition Recommendations

Wheelchair Accessible Taxis

Liberty Transportation Management Corporation

Procure nine minivans, plus required equipment required for use as wheelchair accessible taxicabs. Includes preventative maintenance and a share of related operating costs.

- **Geographic Focus:** District of Columbia
- **Total:** \$496,060

Regency Taxi

Procure eight minivans, plus equipment required for use as wheelchair accessible taxicabs. Includes preventative maintenance.

- **Geographic Focus:** Montgomery County, MD
- **Total:** \$411,848

Yellow Transportation

Procure eight minivans for use as wheelchair accessible taxicabs. Includes a share of related operating cost.

- **Geographic Focus:** District of Columbia
- **Total:** \$407,646



Vehicle Acquisition Recommendations

Capital and Operating

Chinese Culture and Community Service Center

Procure four buses, plus preventative maintenance and monthly cost of GPS system to provide transportation to and from adult day programming, medical appointments, grocery, retail shopping, recreational and socialization trips, and government offices.

- **Geographic Focus:** Montgomery County, MD
- **Total:** \$276,028

Easter Seals Serving DC|MD|VA

Procure two buses, plus associated operating expenses to help resume transportation to and from Easter Seals' Adult Medical Day program which provides activities, socialization, nutritious meals, and clinical oversight.

- **Geographic Focus:** Montgomery County, MD and District of Columbia
- **Total:** \$395,203



Project Recommendations



Photo courtesy of NADTC

ECHO

Procure two wheelchair accessible vehicles to transport participants to and from ECHO's supported employment programming, in-house and community integration programs, and employment training.

Procure one expansion vehicle for ECHO's Barkery in Ashburn, VA, a social enterprise that employs and trains people with disabilities to bake and sell artisanal dog biscuits.

Includes preventative maintenance and associated operating costs.

- **Geographic Focus:** Fairfax and Loudoun County, VA
- **Total:** \$427,089

Vehicle Acquisition Recommendations

New Horizons Support Services, Inc.

Procure two wheelchair accessible minivans, plus associated equipment and operating costs to provide transportation to community inclusion programs and state and county programming.

- **Geographic Focus:** Prince George's County, MD
- **Total:** \$313,048

The Arc of Prince George's County

Procure five wheelchair accessible minivans, plus associated operating costs to expand the Community Learning Services program which provides specialized transportation to community-based activities, potential employment, and volunteer opportunities.

- **Geographic Focus:** Prince George's County, MD
- **Total:** \$476,947

The Arc of Great Prince William/INSIGHT, Inc.

Procure two wheelchair accessible minivans and two 15-passenger buses to transport participants to and from employment, mobile work training groups, adult day program sites, medical appointments, and community integration activities.

- **Geographic Focus:** Prince William County, VA
- **Total:** \$332k



Next Steps

- Recommend approval to approve 21 projects for funding and amend the FY 2021-2024 TIP to include the projects
- Approve R5-2022



Lynn Winchell-Mendy

TPB Transportation Planner

(202) 962-3253

lwmendy@mwkog.org

mwkog.org/TPB

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

ITEM 9 – Action
November 17, 2021

PBPP: Transit Safety Target Approval

Action: Approve Resolution R6-2022 to set Regional Transit Safety Targets.

Background: The board was briefed on the federally required regional targets for transit safety performance measures in October. The board will be asked to approve the final regional transit safety targets for 2021.

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

**RESOLUTION TO ADOPT ANNUAL TRANSIT SAFETY TARGETS FOR 2021
FOR THE NATIONAL CAPITAL REGION**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), which is the metropolitan planning organization (MPO) for the Washington Region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

WHEREAS, the provisions of the FAST Act continued the implementation of performance based planning and programming to achieve desired performance outcomes for the multimodal transportation system, including the setting of targets for future performance by States, providers of public transportation, and metropolitan planning organizations (MPOs); and

WHEREAS, the Federal Transit Administration (FTA) issued a rulemaking for providers of public transportation and MPOs to annually establish data-driven transit safety targets and report progress on achieving the targets for the following performance measures for each mode of public transportation: number of fatalities, rate of fatalities per hundred thousand revenue vehicle miles (RVM), number of serious injuries, rate of serious injuries per hundred thousand RVM, number of safety events (collisions, derailments, fires, or life safety evacuations), rate of safety events per hundred thousand RVM, and the Mean Distance Between Failure (MDBF); and

WHEREAS, the applicable providers of public transportation have set their respective transit safety targets for 2021 and that MPOs are required to set transit safety targets for their metropolitan planning areas for the same period within 180 days; and

WHEREAS, TPB staff have coordinated with officials of the providers of public transportation in the region to develop regional transit safety targets that are consistent with the targets submitted by each provider and reflective of the outcomes expected through the implementation of funded safety projects and policies; and

WHEREAS, safety of all modes of travel is an important element of TPB's Vision, and a regional priority, with many of its member jurisdictions having adopted aspirational safety goals associated with Vision Zero and Towards Zero Deaths; and

WHEREAS, the TPB has reviewed safety performance measures and established data-driven regional safety targets annually since January 2018 and acknowledges that any number of fatalities and serious injuries on the region's roadways and transit systems is unacceptable and contrary to its own vision and the region's aspirations; and

WHEREAS, the TPB encourages every provider of public transportation in the region to adopt similar aspirational safety goals and calls on the transportation agencies of the region to redouble their efforts to develop projects, programs, and policies to achieve reductions in fatalities and serious injuries; and

WHEREAS, the TPB remains focused on developing and achieving its aspirational goals and will use the federally required annual regional safety transit targets and the target setting process to evaluate the region’s progress toward its aspirational goals; and

WHEREAS, the TPB continues to support local, regional and state level efforts to reduce transportation fatalities and serious injuries; and

WHEREAS, these transit safety targets have been reviewed and recommended for TPB approval by the Regional Public Transportation Subcommittee and the TPB Technical Committee; and

WHEREAS, the TPB requests that its members continue to coordinate and share information on projects, programs, policies, and initiatives to improve safety; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board adopts the following set of annual transit safety targets for the National Capital Region for 2021, as described below.

Table 1: Regional Transit Safety Targets – 2021

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	244	0.31	84	0.11	254,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	672
Urban Bus (MB)	0	0	411	0.69	463	0.78	13,654
Commuter Bus (CB)	0	0	6	0.07	20	0.23	13,265
Demand Response (DR)	0	0	40	0.19	18	0.08	0
Vanpools (VP)	0	0	6	0.05	118	1.05	9,500

Rate - Per 100,000 Vehicle Revenue Miles MDBF = Mean Distance Between Failures



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Performance-Based Planning and Programming (PBPP) Regional Transit Safety Targets - FINAL
DATE: November 10, 2021

At its October 20 meeting, the TPB was briefed on the federal requirement for metropolitan planning organizations (MPOs) to adopt regional targets for transit safety. Targets are set annually for fatalities, serious injuries, safety events, and reliability; first by providers of public transportation in the region and then by the MPO. The presentation from the October meeting can be accessed through the following link:

[Item 9 - Presentation - PBPP Draft Transit Safety Targets](#)

The TPB was briefed on the draft targets for the region. Subsequently no comments on the proposed targets were received.

Accordingly, the below transit safety targets are anticipated to be final. The TPB will be asked to adopt a resolution approving the targets at its November 17 meeting.

2021 REGIONAL TRANSIT SAFETY TARGETS

Based on the targets adopted or in the process of being adopted by each provider of public transportation, the following set of transit safety targets will be adopted for the region for 2021.

2021 Regional Transit Safety Targets – FINAL

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	244	0.31	84	0.11	254,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	672
Urban Bus (MB)	0	0	411	0.69	463	0.78	13,654
Commuter Bus (CB)	0	0	6	0.07	20	0.23	13,265
Demand Response (DR)	0	0	40	0.19	18	0.08	0
Vanpools (VP)	0	0	6	0.05	118	1.05	9,500

Rate - Per 100,000 Vehicle Revenue Miles

MDBF = Mean Distance Between Failures

REGIONAL TARGETS FOR TRANSIT SAFETY

Performance-Based Planning and Programming

2021 Report - Final



National Capital Region
Transportation Planning Board

Regional Targets for Transit Safety – 2021 Report

November 17, 2021

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

Editor: Eric Randall

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ACKNOWLEDGEMENTS

Jurisdictional and transit agency staff from across the region.

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Executive Summary – 2021 Regional Transit Safety Targets

This report presents the transit safety targets developed for the region for adoption by the National Capital Region Transportation Planning Board (TPB) for 2021. The setting of annual transit safety targets is one of the requirements of the performance-based planning and programming (PBPP) rulemakings enacted by the federal government in accordance with the MAP-21 and FAST Act surface transportation acts. Once applicable providers of public transportation have each set their transit safety targets, MPOs have 180 days to adopt transit safety targets for their metropolitan planning area to comply with requirements.

The final rulemaking Public Transportation Agency Safety Plan (PTASP) was published by FTA on July 19, 2018. The effective date of this rule was July 19, 2019, with one year for applicable providers of public transportation to implement the rulemaking, by July 19, 2020.

“This final rule requires States and certain operators of public transportation systems that receive Federal financial assistance under 49 U.S.C. Chapter 53 to develop Public Transportation Agency Safety Plans based on the Safety Management System approach. Operators of public transportation systems will be required to implement the safety plans. The development and implementation of safety plans will help ensure that public transportation systems are safe nationwide.”¹

The issuance of this final rulemaking served as a capstone for a collection of rules making up the Public Transportation Safety Program, including the National Public Transportation Safety Plan Rule which defined the four transit safety performance measures for which providers of public transportation and MPOs have to set targets.

The PTASP final rule applies to providers of public transportation that are recipients and sub-recipients of FTA Section 5307 funding and that fall under the safety jurisdiction of the Federal Transit Administration (FTA). Applicable providers of public transportation are required to develop Public Transportation Agency Safety Plans, which include the process and procedures for implementing Safety Management Systems (SMS), and certify their safety plan by July 20, 2020. In addition, they were required to set initial targets for the four transit safety measures by July 20, 2020 (thereafter annually), following which Metropolitan Planning Organizations (MPOs) must set transit safety targets for the metropolitan planning area within 180 days.

In response to the COVID-19 pandemic, on April 23, 2020 the FTA announced that it would give providers of public transportation more time to meet the requirements of the PTASP regulation. The regulation set July 20, 2020 as the deadline for providers of public transportation to certify that they have established a compliant agency safety plan. FTA announced it would provide relief by refraining from taking any enforcement action until December 31, 2020 against providers that are unable to meet the July 20, 2020 deadline. The rulemaking is in effect for 2021.

¹ <https://www.federalregister.gov/documents/2018/07/19/2018-15167/public-transportation-agency-safety-plan> p/ 34418

Overview of Performance-Based Planning and Programming Requirements

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21) and reinforced in the Fixing America's Surface Transportation (FAST) Act, federal surface transportation regulations require the implementation of performance management requirements through which states and metropolitan planning organizations (MPOs) will "transition to a performance-driven, outcome-based program that provides for a greater level of transparency and accountability, improved project decision-making, and more efficient investment of federal transportation funds."

The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) have gradually issued a set of rulemakings, initially proposed and subsequently final, for the implementation of this performance-based planning and programming (PBPP) process. Each rulemaking lays out the goals of performance for a particular area of transportation, establishes the measures for evaluating performance, specifies the data to be used to calculate the measures, and then sets requirements for the setting of targets. Following issuance of these rulemakings, the TPB and the region's state DOTs, and transit agencies (as required) have taken actions to address (or comply with) these rulemakings.

Under the PBPP process, states, MPOs, and providers of public transportation must link investment priorities to the achievement of performance targets in the following areas.

1. Highway Safety
2. Highway Assets: Pavement and Bridge Condition
3. System Performance (Interstate and National Highway System, Freight Movement on the Interstate System, and the Congestion Mitigation and Air Quality Improvement Program)
4. Transit Asset Management
5. Transit Safety

The final Statewide and Metropolitan Planning Rule, published May 27, 2016, provides overall direction and guidance on requirements for implementation of PBPP, including specified measures and data sources, forecasting performance, target-setting, documentation in the statewide and metropolitan long-range transportation plans and Transportation Improvement Programs (TIPs), and reporting requirements.

States will typically measure performance and set targets on a statewide basis, and providers of public transportation will measure performance and set targets for their transit system. Depending upon the area of performance, targets may be set annually, biennially, or every four years. States and providers of public transportation must also develop supporting strategic plans for monitoring and improving performance in order to achieve their selected targets. In addition to quantitative targets, periodic narrative reports on performance will also be required. Target-setting is intended to be based on an agency's strategic plan and science-based methodology for forecasting performance based on measured trends and the funding available and programmed for projects that will affect performance.

The MPO is responsible for collecting this information to calculate measures and set targets for the metropolitan planning area as appropriate. MPOs have up to 180 days to adopt targets following the targets being set by state DOTs or providers of public transportation. MPOs must coordinate with the state DOTs and providers of public transportation in setting the metropolitan area targets, which should be based on the strategic plans and funded projects of the cognizant agencies.

Introduction to Transit Safety Performance and Target Setting

This report presents the transit safety targets being adopted by the National Capital Region Transportation Planning Board (TPB) for 2021. The setting of annual transit safety targets is one of the requirements of the rulemaking for Public Transportation Agency Safety Plans (PTASP).

The PTASP rule was published in the Federal Register on July 19, 2018. The effective date of the rule was July 19, 2019, with one year following for implementation. Each applicable provider of public transportation is required to adopt a Public Transportation Agency Safety Plan implementing the principles of Safety Management Systems (SMS). In addition, annual targets for safety performance must be set.

Transit Safety for the National Capital Region

The following providers of public transportation in the region are required to set transit safety targets in accordance with the PBPP requirements. These targets are required for each mode operated by the provider, including heavy rail, streetcar, commuter bus, bus, and paratransit (demand response).

Regional recipients of FTA Section 5307 funding and the modes they operate include:

- WMATA: Metrorail, Metrobus, MetroAccess
- DDOT: DC Circulator, DC Streetcar
- MDOT-MTA: MTA Commuter Bus
- PRTC OmniRide: commuter bus, local bus, and paratransit

Regional sub-recipients of FTA Section 5307 funding include:

- VanGo (Charles Co.)
- TransIT (Frederick Co.)
- Ride On (Montgomery Co.)
- The Bus (Prince George's Co.)

Note that while local bus systems in Suburban Maryland are sub-recipients of FTA funds through the State of Maryland's Locally Operated Transit systems (LOTS) funding programs, the local bus systems operated by jurisdictions in Northern Virginia do not receive federal funds and the PTASP rule is not applicable to them. In addition, commuter rail systems including MARC and VRE have their safety regulated by the Federal Railroad Administration (FRA) and the PTASP rule does not apply to them.

CALCULATION OF REGIONAL SAFETY TARGETS

Targets for the region are based on those adopted by each provider of public transportation. Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Safety Events: total number for all providers of that mode.
- Rate of Fatalities/Serious Injuries/Safety Events: total number for all providers of the mode divided by the total number of Vehicle Revenue Miles (VRM) for that mode (reported in rate)

per 100,000 VRM). VRM are the miles that vehicles are scheduled to be or actually traveled while in revenue service (i.e., doors open to customers, from first stop to last stop).

- Mean Distance Between Failure (MDBF): the total number of VRM for that mode divided by the total number of failures for all providers of the mode.

Figure 1 – Transit Safety Performance Measures

	Performance Measures
Fatalities	Total number of reportable fatalities and the rate per total vehicle revenue miles by mode
Injuries	Total number of reportable injuries and the rate per total vehicle revenue miles by mode
Safety Events*	Total number of reportable events and the rate per total vehicle revenue miles by mode
System Reliability	Mean distance between major mechanical failures by mode

The draft targets calculated for the region for the performance measures – for each mode of public transportation in the region – are shown in Figure 3.

Figure 2 – Final 2021 Regional Transit Safety Targets

	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	244	0.31	84	0.11	254,000
Streetcar Rail (SR)	0	0	0	0.00	4	0.27	672
Urban Bus (MB)	0	0	411	0.69	463	0.78	13,654
Commuter Bus (CB)	0	0	6	0.07	20	0.23	13,265
Demand Response (DR)	0	0	40	0.19	18	0.08	0
Vanpools (VP)	0	0	6	0.05	118	1.05	9,500

Rate - Per 100,000 Vehicle Revenue Miles MDBF = Mean Distance Between Failures

Figure 3 – 2020 Regional Transit Safety Targets Adopted by the TPB on November 18, 2020

Mode	Fatalities		Serious Injuries		Safety Events		Reliability
	Number	Rate	Number	Rate	Number	Rate	MDBF
Heavy Rail (HR)	0	0	324	0.38	95	0.11	7,000
Streetcar Rail (SR)	0	0	0	0.0	4	0.27	672
Urban Bus (MB)	0	0	462	0.75	660	1.08	20,660
Commuter Bus (CB)	0	0	12	0.19	185	3.00	11,593
Demand Response (DR)	0	0	69	0.32	207	0.97	48,422

Rate - Per 100,000 Vehicle Revenue Miles MDBF = Mean Distance Between Failures

Additional Data - Transit Safety Data for the Region

In addition to the PBPP transit safety targets, the FTA collects safety and security data monthly from urban reporting transit systems through a module of the National Transit Database (NTD)². Definitions and criteria have some differences as well as more detail than the information used for developing the regional transit safety performance measures targets. All of the transit providers in the region report to the database, including the local bus systems in Northern Virginia. Figure 4 shows data for fatalities, injuries, and safety events for the years 2017 through 2020 from this database. This information is provided to assist in a regional review of safety on all transit systems irrespective of the federal requirements associated with PBPP.

² <https://www.transit.dot.gov/ntd/data-product/safety-security-time-series-data>

Figure 4 – NTD Safety & Security Time Series Data for the Region (2017-2020)

	# Fatalities				# Serious Injuries				# Safety Events			
	2017	2018	2019	2020	2017	2018	2019	2020	2017	2018	2019	2020
Heavy Rail (HR)												
Metrorail	0	3	2	3	50	56	85	11	68	86	99	237
Streetcar Rail (SR)												
DC Streetcar	0	0	0	0	10	0	0	0	1	0	0	0
Urban Bus (MB)												
Metrobus	0	0	0	1	363	351	349	0	211	270	270	213
DASH	0	0	0	0	0	0	0	0	0	0	0	6
ART	0	0	0	0	7	3	7	0	11	4	14	4
CUE	0	0	0	0	0	0	0	0	0	0	0	0
Fairfax Connector	0	0	0	1	15	10	24	0	11	23	38	26
Transit	0	0	0	0	0	0	2	0	0	0	1	4
VanGo	0	0	0	0	10	7	2	0	5	2	1	3
Ride On	1	1	0	0	58	47	30	0	39	57	44	43
The Bus	1	1	0	0	13	30	16	0	28	37	15	3
PRTC/OmniRide	0	0	0	0	1	0	1	0	1	1	2	1
Loudoun	0	0	0	0	1	0	2	0	2	0	3	0
DC Circulator	0	0	0	0	2	3	0	0	2	1	0	0
TOTAL	2	2	0	2	470	451	433	0	310	395	388	303
Commuter Bus (CB)												
MTA Commuter Bus	0	0	0	0	1	0	0	0	1	0	0	0
PRTC/OmniRide	0	2	0	0	7	4	0	0	9	8	2	0
Loudoun	0	0	0	0	1	1	1	0	1	3	7	1
TOTAL	0	2	0	0	8	4	0	0	10	8	2	0
Demand Response (DR)												
MetroAccess	0	0	0	0	50	28	20	0	33	20	17	19
Charles County	0	0	0	0	0	0	0	0	0	0	0	0
Frederick County	0	0	0	0	1	0	0	0	1	0	0	0
Prince George's County	0	0	0	0	1	0	2	0	2	0	3	0
PRTC				0				0				0
TOTAL	0	0	0	0	52	28	22	0	36	20	20	19
Vanpools (VP)												
PRTC	0	0	0	0	0	0	0	0	0	1	0	0

ITEM 10 – Information

November 17, 2021

Connected and Automated Vehicles: Update on Recent Activities and Review of Draft Regional Principles

Background:

In preparation for inclusion in the 2022 update of Visualize 2045, staff has been working with several committees to develop a draft set of regional Connected and Automated Vehicles (CAV) principles. The draft principles were discussed at the September 10 and November 5 TPB Technical Committee meetings, as well as at recent meetings of the Access for All Advisory Committee, the Community Advisory Committee, and the Systems Performance, Operations, and Technology Subcommittee. Staff will present this draft set of CAV principles, and the TPB will be asked to take action at a future meeting to approve these principles for inclusion in Visualize 2045.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew J. Meese, TPB Program Director, Systems Performance Planning
SUBJECT: Connected and Automated Vehicles: Update on Recent Activities and Development of Regional Principles
DATE: November 10, 2021

This memorandum provides an update on regional activities related to Connected and Automated Vehicles (CAVs), and serves as an introduction to the attached draft regional principles regarding CAVs.

BACKGROUND ON PRINCIPLES DEVELOPMENT

The TPB's most recent long-range transportation plan, Visualize 2045 (approved in 2018), included only limited information on the potential impacts of future CAVs. Although CAVs are expected to be impactful between now and 2045, many uncertainties surround them from a planning perspective, including the global pace of technological development, and market forces (e.g., will vehicle buyers be quick or slow to adopt CAVs?).

Following 2018, staff took action to strengthen our understanding of CAVs, through a series of regional webinars, and a subject matter expert consultant-developed white paper on CAV planning considerations.

WHITE PAPER AS BACKGROUND TO CAV PRINCIPLES DEVELOPMENT

The white paper¹ was developed to assist the TPB in planning for CAVs on the region's transportation system. The white paper examined areas where TPB goals, policies, and activities may substantially interact with potential CAV deployment impacts (issues, challenges, opportunities). Table 1 on the next page, based on white paper information, shows the wide range of such impacts. Second, the white paper examined roles and responsibilities, with information on the differing but interacting federal, state, regional (including MPO), local, and private sector roles. Third, the white paper examined regional policy development and collaboration, including the idea of developing regional CAV principles for inclusion in Visualize 2045.

¹ ["Connected and Autonomous Vehicles \(CAVs\): Planning Considerations for the National Capital Region Transportation Planning Board."](#) Prepared by ICF on behalf of the Metropolitan Washington Council of Governments Department of Transportation Planning, June 2020.

Table 1: Potential Impacts of CAVs

Travel Impacts	Societal Impacts	Organizational Impacts
Access	Equity	Data Coordination
Active Transportation	Employment / Economic Development	Emergency Preparedness
Public Transportation	Environment	Funding
Goods Movement	Land Use / Urban Form	Infrastructure
Safety	Legal Liability	Operations
Travel Behavior		Reliability
		Security/Privacy
		Travel Forecasting

INTRODUCTION TO THE DRAFT CAV PRINCIPLES

Staff recently has developed such a draft list of principles, with reviews by the TPB Technical Committee, the Community Advisory Committee, the Access for All Advisory Committee, and the Systems Performance, Operations, and Technology Subcommittee. After incorporating the advice of these committees, staff will now present the draft set of principles for board review at the November 17, 2021 meeting, toward TPB approval at a subsequent meeting.

Staff's approach to the development of draft CAV principles was based on the following:

- Similarity in structure, phrasing, number, and length to documents previously approved by TPB (the Regional Freight Policies approved as part of the 2016 Regional Freight Plan were a particular model that staff emulated)
- Brevity and inclusiveness of topics were favored
- Positive phrasing was favored where possible (what should happen rather than what should not happen)
- Emphasis on topic areas generally in the purview of the TPB and its member jurisdictions (rather than state-level, national, or international issues)
- Avoidance of phrasing that would be interpreted as endorsing or promoting (or prohibiting) CAVs; rather, echoing and building upon TPB's previous policies regarding the region and our communities

- Emphasis on evergreen principles that will not depend on (or go out of date because of) quickly-changing technologies or market forces
- Emphasis on policy/principle viewpoints, and outcomes, rather than strategies or tactics.

Attached is the current draft, comprising 18 (eighteen) principles based on consultant white paper information, staff analysis, and committee discussions. The structure of the principles list is a single preamble: *The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...* followed by each of the 18 statements.

A presentation slide deck is also being included in read-ahead materials for the November 17 meeting, with additional explanatory information. For brevity during the presentation, staff plans to focus on just key highlights of the draft principles, but will be happy to discuss any of the principles or related information at the request of the board, and respond to direction that the board provides. Should a board member or staff have any questions for clarification purposes, please feel free to contact me by email at ameese@mwkog.org. Thank you.

Attachment: Draft TPB CAV Principles

National Capital Region Transportation Planning Board

Principles for Connected and Automated Vehicles

The deployment, use, or operation of Connected and Automated Vehicles (CAVs) in the National Capital Region should:

1. ensure the safety of everyone on or near transportation facilities, in all situations.
2. ensure CAVs' benefits are available equitably to all people in the region, and avoid disproportionate negative impacts to any group or community.
3. increase mobility options for all.
4. increase opportunities for and quality of accessible transportation, including for persons with disabilities.
5. maintain and enhance opportunities for and the quality of bicycling and walking in the region.
6. support the priority of transit on the region's roadways.
7. enhance the provision of transit, including providing opportunities for microtransit access to the region's high-capacity transit (HCT) stations.
8. bolster regional environmental and land use objectives, including prioritizing shared vehicles and advancing decarbonization of the transportation system.
9. prioritize reduction of vehicle miles of travel and minimize zero occupant vehicle miles of travel.
10. ensure freight and goods movements that help minimize disruptions and facilitate livability of the region's communities.
11. ensure security (including cybersecurity) and privacy, and prevent risks to people and infrastructure.
12. interoperate safely with non-automated vehicles, vehicles with differing levels of automation, and all other transportation system users.
13. be accompanied by addressal of legal liability issues relating to crashes, failures, and safety, including ensuring that CAVs at varying levels of capability are operated within those vehicles' technological capabilities and limitations.
14. bolster effectiveness of emergency and incident response, systems management by traffic operations centers, and information sharing among agencies and the public.
15. bolster interjurisdictional coordination and technical interoperability among TPB member agencies, in conjunction with relevant national efforts and standards.
16. provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management and operations, and communities.
17. make data freely available to TPB member agencies to enhance planning, operations, and emergency preparedness and response.
18. be accompanied by robust efforts by TPB and member agencies to keep abreast of evolving technology to enhance support of TPB's goals.



UPDATED DRAFT REGIONAL CONNECTED AND AUTOMATED VEHICLE PRINCIPLES

Andrew Meese
TPB Program Director, Systems Performance Planning

Transportation Planning Board
November 17, 2021 – Agenda Item #10

Connected Intersection ([USDOT/Getty Images](#))



Overview

- Strengthening our regional understanding of Connected and Automated Vehicle (CAV) impacts – the path to developing a draft set of principles
- Approach and structure used in developing the principles
- Overview of the current set of draft Regional CAV Principles
 - As advised by the TPB Technical Committee, the Access for All Advisory Committee (AFA), the Community Advisory Committee (CAC), and the Systems Performance, Operations, and Technology Subcommittee (SPOTS)
- Outlook

CAVs in Visualize 2045

- Visualize 2045, the region's long-range transportation plan approved in 2018, had only limited information regarding CAVs
 - Many uncertainties surround CAVs, including the global pace of technological development and market forces
 - Following 2018, staff took action to strengthen our understanding of CAVs, through a series of regional webinars, and a consultant-developed white paper on CAV planning considerations



White Paper (2020)

- Developed by an expert consultant team to assist the TPB in planning for CAVs on the region's transportation system, examining:
 - Areas where TPB goals, policies, and activities may substantially interact with CAVs
 - Potential CAV deployment impacts (issues, challenges, opportunities)
 - Roles and responsibilities: federal, state, regional (including TPB), local, private sector



TPB Roles

- Information Sharing, Engagement, and Coordination:
 - Example: TPB 2020/2021 CAV webinar series
- Integrating CAV Considerations into Planning and Programs:
 - Enhanced emerging technologies section of Visualize 2045 update
- Regional Policy Development and Collaboration:
 - **Development of regional CAV principles for inclusion in Visualize 2045 update**



Potential Impacts of CAVs

Travel Impacts	Societal Impacts	Organizational Impacts
Access	Equity	Data Coordination
Active Transportation	Employment / Economic Development	Emergency Preparedness
Public Transportation	Environment	Funding
Goods Movement	Land Use / Urban Form	Infrastructure
Safety	Legal Liability	Operations
Travel Behavior		Reliability
		Security/Privacy
		Travel Forecasting



Principles Approach and Structure

Staff's approach to the draft principles was based on:

- Similarity to previous documents (e.g. 2016 Freight Plan)
- Brevity; positive phrasing
- Focus areas within TPB's purview
- Avoidance of promotion/endorsement or prohibition language
- Emphasis on evergreen principles
- Emphasis on policies and outcomes, not strategies or tactics
- Reflection of input received from committees/stakeholders

Preamble to all principles:

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should ... followed by each principle statement (the current draft has 18 such statements)



Summary List of Draft Principles

1. Ensure safety of everyone
2. Ensure equitable benefits
3. Increase mobility options for all
4. Increase opportunities for accessible transportation
5. Enhance bicycling and walking
6. Support priority of transit
7. Enhance transit including microtransit access to HCT stations
8. Bolster regional environmental and land use objectives
9. Prioritize reduction of VMT
10. Ensure freight/goods movements that minimize disruptions
11. Ensure security, cybersecurity, privacy
12. Interoperate safely at varying vehicle capability levels
13. Address legal liability issues
14. Bolster incident response
15. Interjurisdictional interoperability
16. Provide revenues no less than costs imposed
17. Make data freely available to TPB member agencies
18. Keep abreast of evolving technology to enhance support of TPB goals



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

1. ensure the safety of everyone on or near transportation facilities, in all situations.

Notes:

- CAV safety benefits are often cited – but there are also risks
- Worded to include not just vehicle drivers and occupants
- CAV technology must be able to recognize and ensure safety of all pedestrians, regardless of skin color or mobility/ability levels
- Risks must not be borne disproportionately by any community or group



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

- 2. ensure CAVs' benefits are available equitably to all people in the region and avoid disproportionate negative impacts to any group or community.**

Notes:

- Market forces may cause CAVs and benefits to be deployed inequitably
- Special efforts to provide CAV benefits to underserved communities
- Reasonable access/cost for all in region



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

4. increase opportunities for and quality of accessible transportation, including for persons with disabilities.

Notes:

- Fair access/mobility for persons with accessibility needs
- Comprehensive range of choices



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

6. support the priority of transit on the region's roadways.

Notes:

- Regional plans and programs have long emphasized multi-occupant vehicle travel over single-occupant vehicle travel
- Supporting transit is a core TPB goal, and should remain a priority
- Risks include facilitating low density living that may reduce transit ridership, and a negative spiral of transit revenues and service level reductions



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

- 8. bolster regional environmental and land use objectives, including prioritizing shared vehicles and advancing decarbonization of the transportation system.**

Notes:

- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

9. prioritize reduction of vehicle miles of travel and minimize zero occupant vehicle miles of travel.

Notes:

- Opportunities include that shared vehicles (if “CASE”) may reduce auto ownership, facilitating non-auto modes; bolster Mobility As a Service
- Risks include increased travel due to willingness to travel further or “zombie” zero-occupant-vehicle (ZOV) VMT



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

12. interoperate safely with non-automated vehicles, vehicles with differing levels of automation, and all other transportation system users.

Notes:

- Scenarios for deployment vary, but some anticipate mixes of automated vehicles (automated at differing levels of capability and human driver involvement) and non-automated vehicles
- Choices of how CAVs are operated should be responsible, recognizing the limits of what vehicles' automation systems are capable of



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

16. provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management, and communities.

Notes:

- Opportunities include potential willingness to invest in infrastructure improvements to realize CAV benefits
- Risks include new infrastructure demands/costs outstripping ability to serve those demands
- CAV deployment must be done in ways to generate sufficient revenue to cover both infrastructure and equity impacts costs



Outlook

- Presented today for information
- Comments welcome – this is a strawman draft ready for your ideas
- Slated to return to TPB for approval at a subsequent meeting
- Early 2022 – incorporation into Visualize 2045 text



Andrew J. Meese, AICP

TPB Program Director, Systems Performance Planning

(202) 962-3789

ameese@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

Additional Slides: The Full List of 18 Draft CAV Principles



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

1. ensure the safety of everyone on or near transportation facilities, in all situations.

Notes:

- CAV safety benefits are often cited – but there are also risks
- Worded to include not just vehicle drivers and occupants
- CAV technology must be able to recognize and ensure safety of all pedestrians, regardless of skin color or mobility/ability levels
- Risks must not be borne disproportionately by any community or group



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

- 2. ensure CAVs' benefits are available equitably to all people in the region and avoid disproportionate negative impacts to any group or community.**

Notes:

- Market forces may cause CAVs and benefits to be deployed inequitably
- Special efforts to provide CAV benefits to underserved communities
- Reasonable access/cost for all in region



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

3. increase mobility options for all.

Notes:

- Interconnected multimodal transportation system that provides convenient access with reduced automobile reliance
- Comprehensive range of choices for regional travelers
- Accurate and user-friendly real-time transportation system info available to all regardless of traveler's mode or language
- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

4. increase opportunities for and quality of accessible transportation, including for persons with disabilities.

Notes:

- Fair access/mobility for persons with accessibility needs
- Comprehensive range of choices



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

5. maintain and enhance opportunities for and the quality of bicycling and walking in the region.

Notes:

- Opportunities for reduced motor vehicle reliance, but also risks of mixed operations, or exclusion from dedicated CAV facilities
- Deployment of CAVs in the region should be done only in ways that maintain or increase availability of bicycle and pedestrian infrastructure, and safety of bicyclists and pedestrians



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

6. support the priority of transit on the region's roadways.

Notes:

- Regional plans and programs have long emphasized multi-occupant vehicle travel over single-occupant vehicle travel
- Supporting transit is a core TPB goal, and should remain a priority
- Risks include facilitating low density living that may reduce transit ridership, and a negative spiral of transit revenues and service level reductions



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

- 7. enhance the provision of transit, including providing opportunities for microtransit access to the region's high-capacity transit (HCT) stations.**

Notes:

- Opportunities include operational benefits of technology, especially connectivity (e.g. Transit Signal Priority); last-mile shuttles; repurposing parking space for transit uses



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

- 8. bolster regional environmental and land use objectives, including prioritizing shared vehicles and advancing decarbonization of the transportation system.**

Notes:

- Deployment as CASE vehicles (Connected, Automated/Accessible, Shared, Electric/Decarbonized) would be critical to enhancing these goals



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

9. prioritize reduction of vehicle miles of travel and minimize zero occupant vehicle miles of travel.

Notes:

- Opportunities include that shared vehicles (if “CASE”) may reduce auto ownership, facilitating non-auto modes; bolster Mobility As a Service
- Risks include increased travel due to willingness to travel further or “zombie” zero-occupant-vehicle (ZOV) VMT



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

10. ensure freight and goods movements that help minimize disruptions and facilitate livability of the region's communities.

Notes:

- Opportunities include economic benefits of freight efficiency; addressing driver shortages; efficiencies in freight delivery parking
- Risks include jobs disruptions; net increases in congestion/ VMT/ emissions; last-mile freight delivery vehicles using/crowding urban infrastructure



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

11. ensure security (including cybersecurity) and privacy and prevent risks to people and infrastructure

Notes:

- Opportunities include increased operational information which, in turn, may increase security
- Risks include cybersecurity (e.g., breaches of privacy infrastructure and vehicle vulnerabilities to attack); vulnerabilities of electric and communications infrastructure and batteries (e.g. electromagnetic pulse, battery fire hazards, electrocution hazards for first responders)
- Security will be an ongoing (operational) challenge – security work will never be “finished”



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

12. interoperate safely with non-automated vehicles, vehicles with differing levels of automation, and all other transportation system users.

Notes:

- Scenarios for deployment vary, but some anticipate mixes of automated vehicles (automated at differing levels of capability and human driver involvement) and non-automated vehicles
- Choices of how CAVs are operated should be responsible, recognizing the limits of what vehicles' automation systems are capable of



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

13. be accompanied by addressal of legal liability issues relating to crashes, failures, and safety, including ensuring that CAVs at varying levels of capability are operated within those vehicles' technological capabilities and limitations.

Notes:

- Though legal liability is a state/national issue, this will still be critical for our region
- This will be an evolving issue as technologies advance and market forces come into play



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

14. bolster effectiveness of emergency and incident response, systems management by traffic operations centers, and information sharing among agencies and the public.

Notes:

- CAV data could help transportation operations and emergency/incident response
- Risk of new operations uncertainties
- Risks regarding CAV behavior in unusual, unexpected, or incident situations (e.g. temporary lane closures, direction from traffic control officers)



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

15. bolster interjurisdictional coordination and technical interoperability among TPB member agencies, in conjunction with relevant national efforts and standards.

Notes:

- Regionally collaborate on infrastructure and operations considering CAVs



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

16. provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management, and communities.

Notes:

- Opportunities include potential willingness to invest in infrastructure improvements to realize CAV benefits
- Risks include new infrastructure demands/costs outstripping ability to serve those demands
- CAV deployment must be done in ways to generate sufficient revenue to cover both infrastructure and equity impacts costs



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

17. make data freely available to TPB member agencies to enhance planning, operations, and emergency preparedness and response.

Notes:

- CAVs may provide new/more data for transportation operations, but transportation operations centers will need investments to take full advantage



Draft Regional CAV Principles

The deployment, use, or operation of Connected and Automated Vehicles in the National Capital Region should...

18.be accompanied by robust efforts by TPB and member agencies to keep abreast of evolving technology to enhance support of TPB's goals.

Notes:

- CAV deployment will continue to evolve, staffs must keep up on the latest information
- Will remain an important emerging consideration for regional travel forecasting



ITEM 11 – Information

November 17, 2021

Voices of the Region: Focus Groups

Background:

For the Visualize 2045 update, the TPB conducted public engagement known as ‘Voices of the Region’ to gather information about public opinions and engage residents in a regional virtual activity about the TPB’s Aspirational Initiatives. The role of the Voices of the Region is to gather public opinion on issues important to TPB, provide a more nuanced understanding how our regional transportation policies affect people in our region, and to highlight voices that have been underrepresented in the past. This agenda item provides a summary of and findings from one of the Voices of the Region activities- Focus Group Discussions. Learn more about Voices of the Region and find the full report online at [Voices of the Region - TPB Visualize 2045](#).

2021 Focus Groups: Summary of Findings

Sarah Bond
TPB Transportation Planner



visualize
2045 A long-range
transportation plan
for the National
Capital Region

TPB Meeting
November 17, 2021

“I think [transportation] it's not just about moving people and buses and cars and trains from Point A to Point B, but it's how people actually experience these things and experience the stations and what makes you feel safe architecturally versus not feel safe. Blind spots, weird corners. I think, from a global perspective, I think we need to think in the big macro terms of moving people and goods from one place to the other, but we also think about how we experience those things as people. Whether we're young, whether we're older, whether we're physically able, whether we're physically challenged, and try to think a little bit beyond that immediate ‘this is faster, this is more efficient, this is cheaper.’”

-Isabella, Olney MD

Focus Groups: Purpose

The 2021 focus groups were designed and implemented to meet the five following objectives:

1. Understand the issues of transportation equity, safety, and climate change through the perspectives of different population groups.
2. Empower residents of the region to share stories about their transportation experience.
3. Gather firsthand narratives to directly incorporate the voices of the region directly into the public opinion research process.
4. Provide qualitative context to the issues of transportation equity, climate change and safety so that these issues can be considered in an equitable way.
5. Supplement the quantitative data from the Voices of the Region survey.

Focus Groups: Sessions

People from the core

People with low income

People from the inner suburbs

Young adults 18-25 years old

People 60+ years old

People of Color

People of Color (session 2)

Spanish speaking people

People with disabilities

People with High School Degrees or lower

People from the outer suburbs

Session Format

- The focus group sessions each lasted 90 minutes and they all were conducted virtually via Zoom.
- Each session was led by a facilitator from trained COG/TPB staff. A co-facilitator from COG staff took notes, kept time, and acted as general host for each session.
- Participants were encouraged to openly share their opinions and to be respectful of each other. The facilitator also informed the group that the sessions were being recorded and explained that everything said would be kept confidential.

Focus Groups: Analysis

- 17 hours of audio; 600 pages of transcripts
- MAXQDA: Qualitative data management software that is used to identify and manage emerging themes and do systematic comparisons
- Analysis process:
 - 1st Phase: Creating general codes to manage the data
 - 2ND Phase: Narrowing down the codes
 - 3rd Phase: Establishing general codes and codes for each sessions.

Summary of Findings

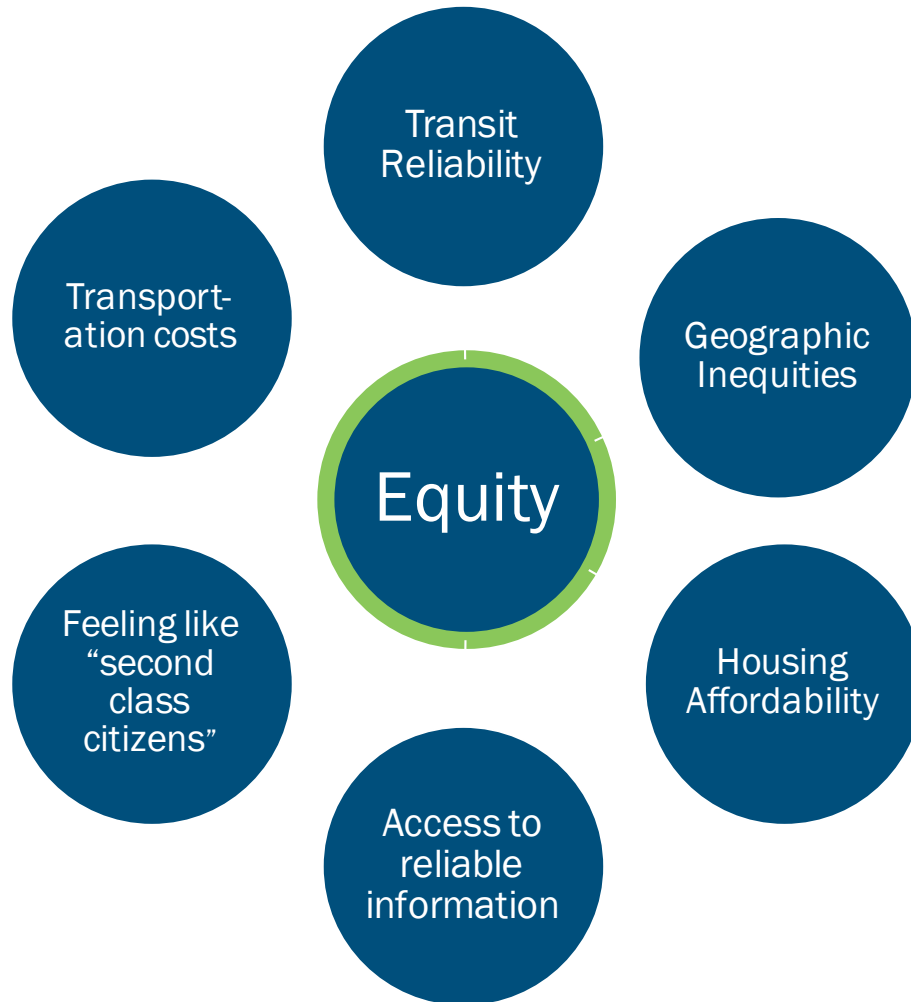
Equity: Questions

1

Based on your experience and/or observations, what are some equity issues that you believe should be getting addressed in transportation?

2

Tell me about things that transportation officials should consider in order to ensure equity in transportation?



“Someone offered me a job out in Rockville for home organization, which is what I do for a living. But she was offering 15 an hour, which is minimum wage here, but you add in the cost to me of going out there and coming back, the times plus the wait, it's not worth what I'm going to spend on Metro. The big problem for me is there's other jobs I would like but I cannot take because I can't afford transportation. [...] Then, trying to live off of this disability check and dealing with the continuing rise in public transportation cost and the access is – it's really nerve-wracking. It's crazy.”

Sharon, Washington DC

Equity: Key Takeaways

Transportation agencies can respond to concerns by:

- Expanding service windows or provide alternate types of services to accommodate late-shift workers and others that don't work 9-5 hours.
- Improving reliability, frequency, and service areas for buses.
- Minimizing transportation costs to lower-income individuals, including tolls and transit costs, especially distance-based Metro fares.

Safety: Questions

1

Imagine that you are going to your job, school, to the store. Can you describe what makes you feel safe when using your preferred method of transportation?

2

What can transportation officials do to make you feel safe while using your preferred method of transportation?



“I mean, honestly, if I have to leave out at night I will make sure that the bus stop that I go to is well lit. If it's not well lit [...] will purposely walk -- even if it's like a extra block to go to another bus stop that's more lit -- it's only because I'd rather be safe than sorry.”

- Nina, Washington DC

“When I walk at night from work, I’m concerned about not being seen by drivers, walking in dark places, not enough people around, and having to deal with crime. It’s too much. Safety is not only being in the car and driving safe. Its about housing, infrastructure, people, you know, also, transportation. But people only want to see one thing.”

- Raul, Alexandria VA

Safety: Key Takeaways

Transportation agencies can respond to concerns by:

- Recognizing that details matter, such as placement of transit stops and providing sufficient lighting around transit stops and stations.
- Investing in transportation infrastructure that separates modal uses that travel at different speeds, such as protected bicycle lanes.
- Investing in infrastructure design, policy, and enforcement that limits aggressive behavior on roadways.

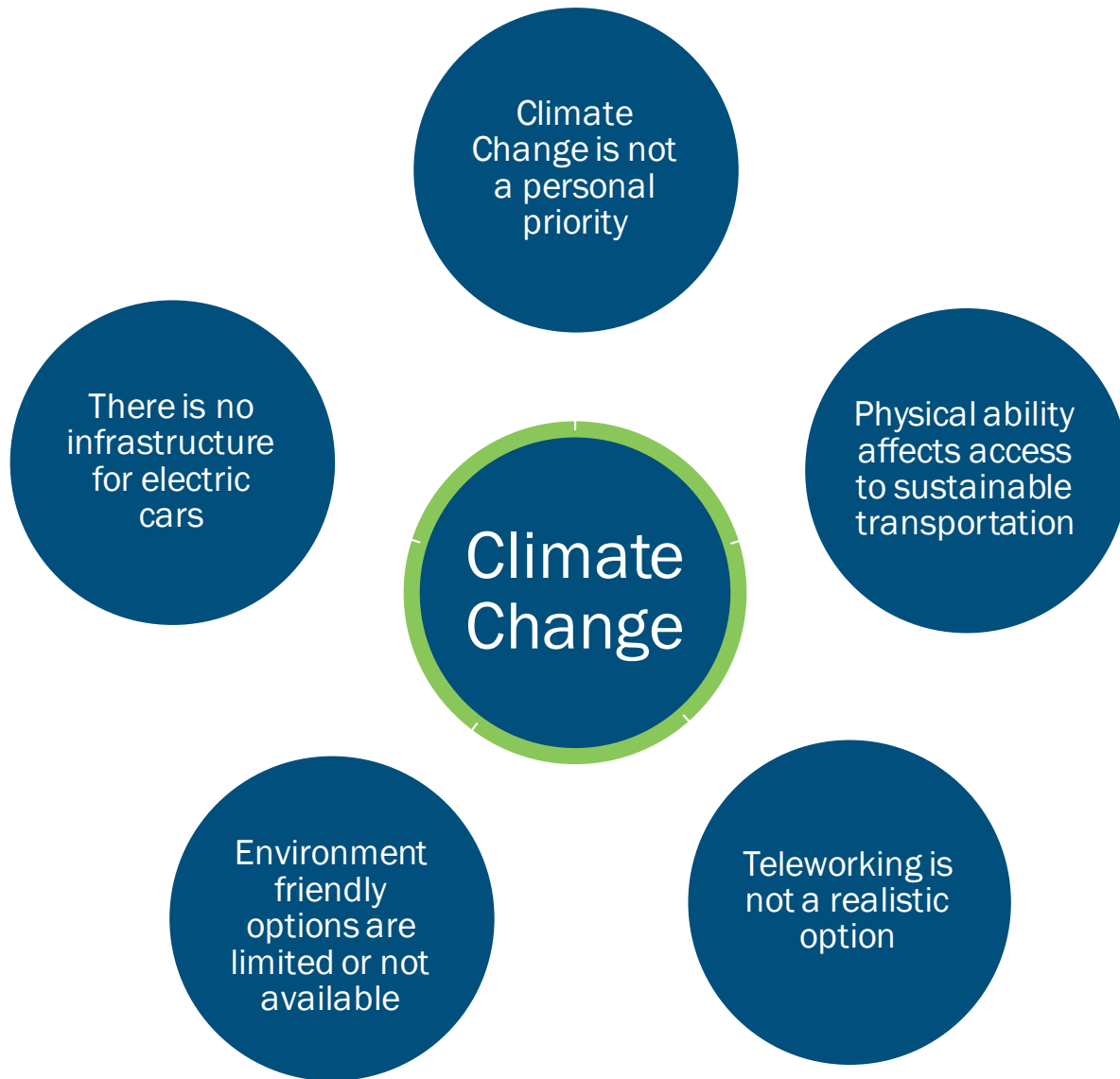
Climate Change: Questions

1

Imagine you have a magic wand that lets you do/have anything you want to reduce your transportation impact on climate change. Can you tell me about any transportation choices that you would make to reduce your impact on climate change?

2

We talked about changes that you would make with your wand. Can you tell me how transportation officials can help make these choices a reality?



“It's kind of like I look at it like if you're in an airplane you can't help somebody else if you don't take the oxygen first. And so you need to be healthy in order to be able to work in the environment for positive results. So you know, if you're deceased or you're incapable of being able to work in it, then you know, two birds is killed there. So I think I agree with most of the majority that health is most important, but I am very green oriented. I believe in the environment and all those things, and want to support it the best that I can.”

- Cindy, Washington DC

Climate Change: Key Takeaways

Transportation agencies can respond to concerns by:

- Recognizing that strategies and solutions to mitigate climate change are in competition with the immediate challenges of everyday lives, therefore solutions must be realistic and made feasible to be implemented broadly.
- Improving the supply of low-carbon transportation options, including making transit more frequent, reliable and convenient, making housing close to transit more affordable, and expanding electric vehicle infrastructure and access to electric vehicles.

Next Steps

- Staff invite and encourage TPB members to review the report
- The findings will be integrated into the Visualize 2045 plan update
- Look out for Voices of the Region Story Map

Sarah Bond

Transportation Planner II
sbond@mwkog.org

mwkog.org/TPB

Metropolitan Washington
Council of Governments

777 North Capitol Street NE,
Suite 300

Washington, DC 20002

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transportation plan
for the National
Capital Region**

Voices of the Region 2021
Focus Group Report

November 2021

VOICES OF THE REGION FOCUS GROUP REPORT 2021

ABOUT VISUALIZE 2045 & THE TPB

Visualize 2045 is the federally required long-range transportation plan for the National Capital Region. It identifies and analyzes all regionally significant transportation investments planned through 2045 to help decision makers and the public “visualize” the region’s future.

Visualize 2045 is developed by the National Capital Region Transportation Planning Board (TPB), the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

CREDITS

Project Manager and Primary Author: Karen Armendariz

Analysis Team, Karen Armendariz, Sarah Bond, Bryan Hayes, Leonardo Pineda

Contributing Editors: Sarah Bond, Stacy Cook, John Swanson

ACKNOWLEDGEMENTS

Thank you to the participants of the Voices of the Region Focus Groups for sharing their experience with the metropolitan Washington region’s transportation system and their aspirations for the future of the transportation system.

ACCOMMODATIONS POLICY

Alternative formats of this document are available upon request. Visit

www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

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EXECUTIVE SUMMARY

In the winter of 2021, the Transportation Planning Board conducted 11 virtual focus groups with 112 residents from around the Washington region. Each session was created with a specific demographic or geographic focus to better understand the perspectives of different population groups of the region. The groups discussed the participants' lived experiences, challenges, and opportunities associated with transportation equity, safety, and climate change. Through the lens of these three topics, insights were provided across a range of TPB policy priorities, such as addressing congestion, improving transportation reliability, and access.

These "Voices of the Region" focus groups were designed to be part of a wider package of public engagement activities that supported the update of Visualize 2045, the TPB's long-range transportation plan. Other activities included the Voices of the Region Public Opinion Survey (Fall-Winter of 2020-2021) and a poster campaign using QR codes called "Aspirations to Implementation" (Summer 2021).

Background

The purpose of the focus groups was to gather qualitative and in-depth data that contextualizes and informs how different population groups understand and experience transportation equity, safety, and climate change. The project prioritized recruiting and selecting participants from historically underrepresented population groups.

The groups included:

- People with low-income
- Young adults (18 -25 years old)
- Older adults (60+ years old)
- People of color
- People with long-term disabilities
- People from the outer suburbs
- People from the inner suburbs
- People from the core of the region
- People of color (2nd session)
- People with high school degree, GED, or no degree
- Spanish-speaking people

The focus groups were designed and implemented using qualitative research methodology. TPB staff used purposive sampling to recruit and select participants. Because of the COVID-19 pandemic, staff conducted the sessions via Zoom.

Summary of Focus Group Input

It is important to note that many opinions expressed in these sessions were specific to individual groups. A key purpose of this project was to highlight those distinct needs and voices, which are quoted and described in the individual session descriptions included in the full study report.

However, the study did identify common themes across multiple sessions. These recurring patterns provide opportunities for multi-jurisdictional regional planning as part of Visualize 2045, as well as future TPB planning activities.

Common themes are summarized below:

EQUITY

- ***Transportation costs are a burden.*** On the topic of equity, most conversations centered on questions of affordability. The cost of riding the train and bus was highlighted, particularly among transit-dependent participants. “You have to pick and choose,” said one participant. “Do you go to work?... Do you put food on the table?” Other concerns about affordability focused on the high cost of tolls and the cost of housing close to transit.
- ***Inadequate services for disadvantaged communities.*** Participants noted that transit services do not seem to be planned with the concerns of people with real economic needs in mind. For example, transit-dependent individuals spoke about the infrequency of bus services, which is particularly problematic for service workers working night hours. Participants with disabilities said that that services are not reliable.
- ***Geographic inequities in transportation options.*** Focus group participants also spoke about geographic inequities in the supply of transportation services in different parts of the region. In suburban areas, people spoke about the lack of transit services, which makes them more dependent on driving.
- ***Feeling left out.*** In various ways, many participants said they felt denied access to opportunities because of inequities in transportation services. Some said they felt like “second-class citizens” when comparing their transportation options with more advantaged communities.

SAFETY

- ***Ped/bike infrastructure is missing.*** Participants in numerous sessions said that walking and biking often feel like life-threatening activities. They noted the absence of sidewalks, crosswalks, and bike lanes. “No one wants to die on their way to work or their way home, said a suburban participant. “... Protected bike lanes— not just like plastic barriers, but truly, truly protected bike lanes— that would be a huge thing.”
- ***After-hours fears.*** Concerns about safety often focused on traveling in the evenings and at night. Many of these participants work in the service industry and do not have 9-to-5 schedules. Participants expressed fears about walking on dark streets with the presence of fast-moving cars and fears about crime. Others expressed concerns about personal safety while using transit. Suggestions for improvement included better lighting and more security cameras.

- **Aggressive driving.** Many participants, particularly from suburban locations, spoke about feeling unsafe when they drive, particularly when encountering aggressive drivers, when driving on poorly lit roads, or driving in congestion.

CLIMATE CHANGE

- **Environmentally friendly options are often not feasible.** Many expressed an understanding that their individual travel choices have an impact on greenhouse gas emissions, but they also noted that environmentally friendly options are limited or not available. For example, some noted they would like to live in a transit-oriented community, but such places are not affordable. Many participants offered suggestions for improving the supply of options, including making transit more frequent and convenient, making housing close to transit more affordable, and expanding electric vehicle infrastructure.
- **Climate change is not an immediate personal priority.** In many cases, participants were blunt in saying that climate change was simply not a priority in their already challenging lives. While most participants seemed to accept the reality of climate change, they emphasized that they had more immediate concerns. When discussing large-scale global threats, the COVID-19 pandemic was a bigger worry to many and some said the health emergency caused them to drive more, which they admitted was not good for the environment. One participant from a core jurisdiction said that when a person is in a “gas-guzzling car of whatever kind, you’re in your own little enclosed bubble and you’re safer.”

Key Takeaways

TPB staff identified the following key takeaways from the focus group input. These suggestions represent potential practical actions for enhancing equity and safety, and mitigating climate change.

EQUITY

Transportation agencies can respond to some of the concerns reported on equity by:

- Expanding service windows or provide alternate types of services to accommodate late-shift workers and others that don’t work 9-5 hours.
- Improving reliability, frequency, and service areas for buses.
- Minimizing transportation costs to lower-income individuals, including tolls and transit costs, especially distance-based Metro fares.

SAFETY

Transportation agencies can respond to some of the concerns reported on safety by:

- Recognizing that details matter, such as placement of transit stops and providing sufficient lighting around transit stops and stations
- Investing in transportation infrastructure that separates modal uses that travel at different speeds, such as protected bicycle lanes.
- Investing in infrastructure design, policy, and enforcement that limits aggressive behavior on roadways

CLIMATE CHANGE

Transportation agencies can respond to some of the concerns of reported on climate change by:

- Recognizing that strategies and solutions to mitigate climate change are in competition with the immediate challenges of everyday lives, therefore solutions must be realistic and made feasible to be implemented broadly.
- Improving the supply of low-carbon transportation options, including making transit more frequent, reliable and convenient, making housing close to transit more affordable, and expanding electric vehicle infrastructure and access to electric vehicles.

OVERVIEW

In the winter of 2021, the Transportation Planning Board conducted 11 virtual focus groups with 112 residents from around the Washington region. Each session was created with a specific demographic or geographic focus to better understand the perspectives of different population groups of the region. The groups discussed the participants' lived experiences, challenges, and opportunities associated with transportation equity, safety, and climate change. Through the lens of these three topics, insights were provided across a range of TPB policy priorities, such as addressing congestion, improving transportation reliability, and access.

These “Voices of the Region” focus groups were designed to be part of a wider package of public engagement activities that supported the update of Visualize 2045, the TPB's long-range transportation plan. Other activities included the Voices of the Region Public Opinion Survey (Fall of 2020) and an open outreach campaign using QR codes called “Aspirations to Implementation” (Summer 2021).

The purpose of the focus groups was to gather qualitative and in-depth data that contextualizes and informs how different population groups understand and experience transportation equity, safety, and climate change. The project prioritized recruiting and selecting participants from historically underrepresented population groups.

This report documents how the focus groups were designed and implemented. It also provides a summary of the findings for each session.

PURPOSE

The 2021 focus groups were designed and implemented to meet the five following objectives:

1. Understand the issues of transportation equity, safety, and climate change through the perspectives of different population groups.
2. Empower residents of the region to share stories about their transportation experience.
3. Gather firsthand narratives to directly incorporate the voices of the region directly into the public opinion research process.
4. Provide qualitative context to the issues of transportation equity, climate change and safety so that these issues can be considered in an equitable way.
5. Supplement the quantitative data from the Voices of the Region survey.

METHODOLOGY

The Voices of the Region focus groups were designed and implemented using qualitative research methodology. TPB staff used purposive sampling to recruit and select 112 participants to participate in virtual focus groups conducted via Zoom. This section reviews the research design and methodology that were used to design and conduct these focus groups.

Qualitative Research and Focus Groups

Qualitative research is conducted to understand people's beliefs, experiences, behavior, and perceptions about complex social issues. Qualitative research analyzes nonnumerical data that comes from methods such as interviews, participant observations, or focus groups. The data gathered provides in-depth narratives, explanations, and observations that allows researchers to understand the meaning and explanations behind different social issues through the perspectives of different groups of people.

Conducting focus groups is one of the primary methods used in qualitative research. Focus groups consist of having loosely- structured discussions with groups of roughly 8 to 12 participants. A trained moderator uses a discussion guide to focus the group's attention on a particular topic and facilitates an open-ended, free-flowing discussion about a specific topic.

There are three primary benefits to conducting focus groups:

1. Ability to have a group discussion about issues in similar ways
2. Ability to create homogenous groups in which people can feel comfortable sharing their input and experience
3. Ability to supplement and contextualize quantitative data gathered from other research methods, in order to tell a more equitable story about a social issue

These benefits were important for the engagement goals that guided TPB staff in the process of updating Visualize 2045:

- Most residents have at least some experiences dealing with transportation equity, safety, and its relationship to climate change. However, in some cases they do not interpret these experiences explicitly through these angles. By conducting focus groups, TPB staff created awareness of these transportation issues by providing a platform in which people could process their transportation experience in the context of these topics. Simultaneously, having these group discussions allowed people to learn more about these issues through the stories of other people with similar backgrounds.
- The homogenous nature of focus groups allowed TPB staff to provide a safe and comfortable platform for people to share their stories with people who look and speak like them and come from similar demographic backgrounds. This was particularly important when requesting input from historically underrepresented groups that have often been skeptical of engagement activities through long survey, public meetings, and scientific studies. By being

part of a homogenous group, people could feel more at ease to participate and to provide genuine input, even if such input speaks negatively about other demographic groups, institutions, or organizations.

- While quantitative data can provide statistical findings that can be generalized to broader population groups, qualitative findings tell the end of the story. For example, in the Voices of the Region Survey, 84 percent of residents agreed that they wanted elected officials to consider climate change in the planning of transportation. While this data point gives significant support for the prioritization of climate change in transportation planning, it does not provide context as to *how* residents want to see this happen and it does not provide information about competing interests within this 84 percent of people. More importantly, it does not provide information about the 16 percent of the people who do not want climate change to be considered climate change in transportation planning and their rationale for choosing this opinion. Qualitative data can provide input to help address the *why* and *how* of the regional transportation story to foster more equitable and holistic planning.

Designing the Sessions

Selecting the groups of interest

As previously mentioned, TPB staff prioritized the recruitment and selection of participants from historically underrepresented population groups because their voices often can be left out of discussions about transportation equity, safety, and climate change. The groups included:

- People with low-income¹
- Young adults (18 -25 years old)
- Older adults (60+ years old)
- People of color
- People with long-term disabilities
- Spanish-speaking people

The TPB also understood that the issues of transportation equity, safety, and climate change can be experienced differently based on the geographic location of individuals. Therefore, participants for three sessions were selected according to where they live, based upon subregional categories typically used by the TPB:

- People from the outer suburbs
- People from the inner suburbs
- People from the core of the region

In addition, TPB staff used the focus groups to compensate for underrepresentation in the Voices of

¹ A person is considered low-income if their household income is less than one-and-a-half times the federal government's official poverty threshold which varies by household size.

the Region public opinion survey that the TPB conducted at the end of 2020. Two focus groups were added because of gaps in survey participation:

- People of color (2nd session)
- People with high school degree, GED, or no degree

Participant Recruitment and Selection

Purposive sampling was used to recruit and select participants. Purposive sampling consists of recruiting participants with specific demographic characteristics that align with the group of interest for a specific study. Unlike quantitative research that uses random sampling, purposive sampling does not select participants from a population in a random way. As a result, findings from focus group studies that use purposive sampling should not be characterized as statistically representative of a whole population.

Purposive sampling was the most appropriate method to approach participant selection because the TPB staff specifically sought input from underrepresented communities. Consequently, participant recruitment and selection needed to identify individuals with specific demographic characteristics.

Social Media Recruitment

TPB staff partnered with ICF consultants to conduct a two-week recruitment period on Facebook, Instagram, and Craigslist. Based on best practices in social media marketing, the ICF digital strategy team established a marketing plan to carefully target each demographic group of interest while maintaining regional representation in the recruitment process. The social media campaign consisted of sharing advertisements on these social media platforms concurrently between December 7 and December 21, 2020.

The social media ads were designed to catch the eyes of users scrolling through their news feed or browsing ads on Craigslist. The ads were created based on customer psychographics and audience segments to encourage engagement. All the ads had an embedded link that directed potential participants to a screening form designed using Microsoft (MS) forms.

For Facebook and Instagram, TPB staff provided zip codes for the TPB planning area, which were used by ICF to target each demographic group of interest. ICF used the zip codes to directly manage the social marketing dashboard to assess how different groups were engaging with the ads. Staff continually reviewed the click rates and engagement levels of the social media ads. If a target population was not engaging, staff would adjust the ad variables.

At the end of the screening process, TPB staff was able to recruit approximately 703 eligible participants. TPB staff used this pool of participants to select final participants and waiting-list participants.

Participant Screening and Selection

At the screening stage, potential respondents provided additional information about the focus groups, including information about the TPB, incentive for participating, and the approximate date(s)

when they would need to be available (January 2021). The screener disclosed upfront that background information respondents provide in the form would only be shared with the research team for analysis purposes if they were selected to participate in a specific session.

Potential participants were asked questions about their background and other items to determine their eligibility, including:

1. Home ZIP Code
2. City
3. Age
4. Gender
5. Education
6. Race/ethnicity
7. Disability
8. Transportation experiences
9. Available days and times
10. Willingness to be on the waitlist
11. Contact information

The MS Form included built-in logic to align respondents to potential sessions they were eligible for and available to attend, but ICF staff reviewed the pool of participants to confirm their eligibility and suitability for the group in question. If a respondent was eligible and available for multiple groups, staff looked at other factors, such as how quickly a group was filling up or the demographic characteristics of existing participants. These factors were used to prioritize selection for sessions that were behind with recruitment goals. If there was an overwhelming number of eligible and available candidates for a specific group, staff randomized the list of candidates and selected participants using a random method to avoid any selection bias.

Total Participation

In total, 112 participants participated in the focus groups. This final number takes into account those participants who were able to fit the sessions into their schedules and ultimately participated.

Key demographic and geographic characteristics for the 112 participants are noted below:

- 26 participants were between 18-24 years old; 29 participants were 25-34 years old; 20 were 35-44 years old; 5 were 45-54 years old; 8 participants were 55-64 years old; and 24 were 65+ years old.
- 43 participants identified as Black or African American; 39 identified as White; 15 identified as Latino/a/x/Spanish origin; 11 identified as Asian; 1 as Middle Eastern; 1 as multi-racial; and 3 preferred to not report their race.
- 57 came from the core, 39 from the inner suburbs, and 15 from the outer suburbs.

Figure 1: Participants divided by subregion

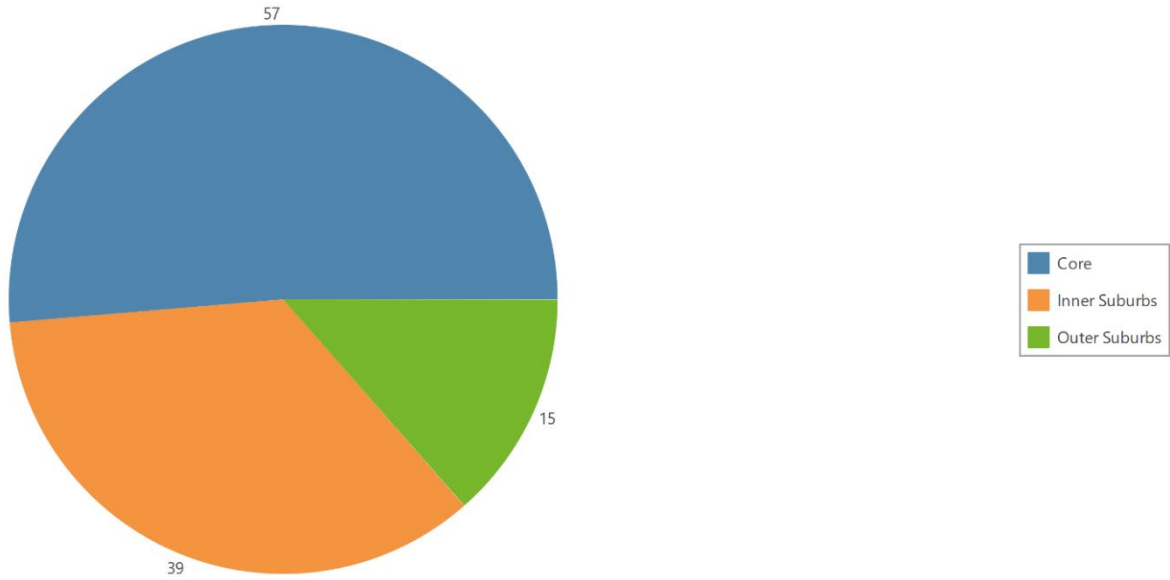


Figure 2: Participants divided by age

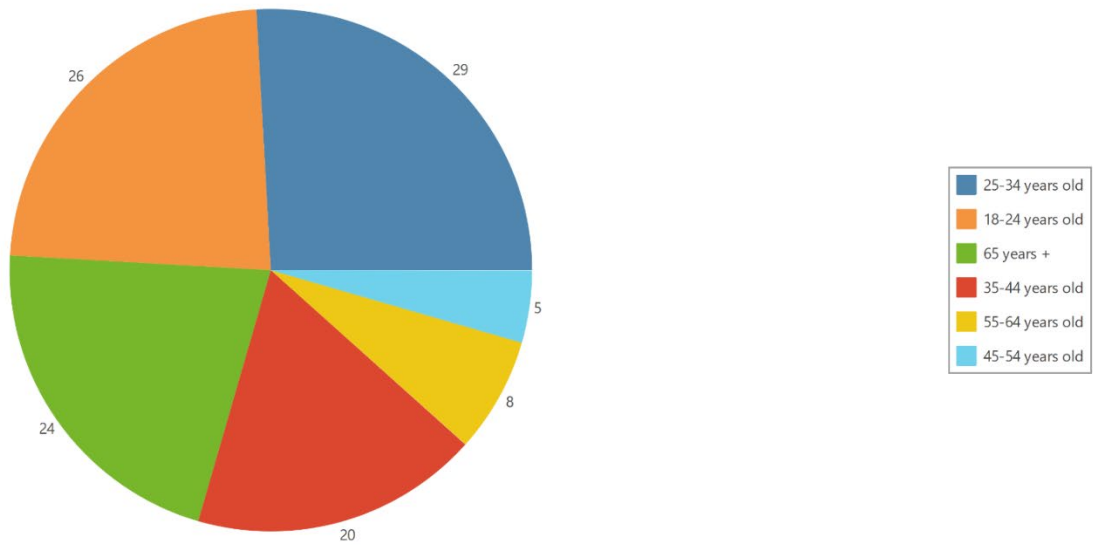
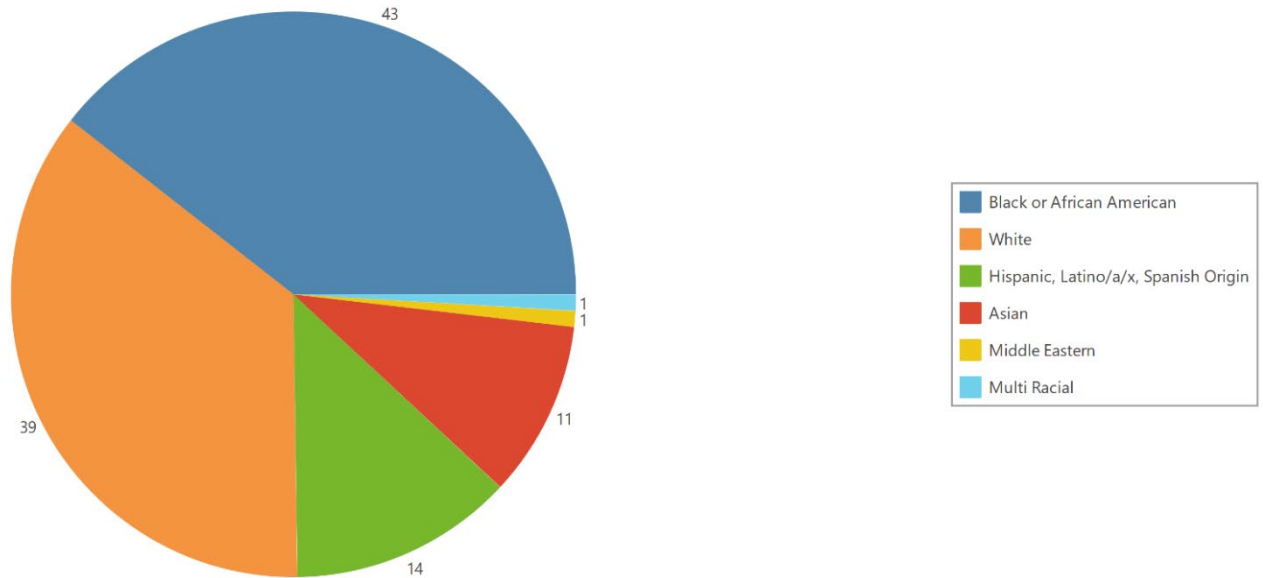


Figure 3: Participants divided by Race



Session Format

The focus group sessions each lasted 90 minutes and because of the COVID-19 pandemic, they all were conducted virtually via Zoom. Each session was led by a facilitator from COG/TPB staff who was trained in conducting qualitative research through focus groups. A co-facilitator from COG staff took notes, kept time, and acted as general host for each session.

The facilitator opened each session by explaining that feedback from participants would be used to inform the update of Visualize 2045, the region’s long-range transportation plan. Participants were encouraged to openly share their opinions and to be respectful of each other. The facilitator also informed the group that the sessions were being recorded and explained that everything said would be kept confidential. The facilitator then asked participants to verbally confirm their agreement to these conditions.

The time on the agenda was divided roughly equally among three topics that will be addressed in the TPB’s long-range plan update: equity, safety, and climate change. The facilitators were careful not to define these terms, but rather to let participants describe in their own words what these concepts mean to them.

Two primary questions were used for each of the three topics:

Equity Questions:

- Based on your experience and/or observations, what are some equity issues that you believe should be getting addressed in transportation?
- Tell me about things that transportation officials should consider in order to ensure equity in transportation?

Safety Questions:

- Imagine that you are going to your job, school, to the store. Can you describe what makes you feel safe when using your preferred method of transportation?
- What can transportation officials do to make you feel safe while using your preferred method of transportation?

Climate Change Questions:

- Imagine you have a magic wand that lets you do/have anything you want to reduce your transportation impact on climate change. Can you tell you about any transportation choices that you would make to reduce your impact on climate change?
- We talked about changes that you would make with your wand. Can you tell me how transportation officials can help make these choices a reality?

Each participant who completed a session was financially compensated \$90 as a gratuity for their time. Participants who were on the waiting list, but did not needed for a session, were compensated \$15 for the time they spent waiting.

ANALYSIS

Transcripts and Recordings

All participants consented to being in a virtual session that would be recorded for the purpose of transcribing the discussion for analytical purposes. At the end of all of the sessions, TPB staff gathered 16 hours of recordings that were transcribed into approximately 600 pages. The transcripts provided the raw data that was analyzed through qualitative data analysis software (QDA).

MAXQDA

TPB staff used qualitative data analysis software called MAXQDA to break down the raw data, detect primary themes, and to compare and contrast findings between different focus group sessions. MAXQDA stores and analyzes data all in one platform, which permits a research team to identify emerging codes, code the data, and to conduct systematic comparison of the codes.

Coding

In order to understand the raw data, the data was coded to identify primary themes and topics. Coding is the process of applying different themes or key words to smaller segments of the raw data in order to analyze the data by counting the most cited codes, conducting systemic comparisons of the codes, and understanding the context in which the data are being analyzed.

Analysis Process

The analysis of the raw data was conducted in three different stages which include 1) breaking down the data into general codes; 2) begin assigning more analytical codes; 3) compare and contrast codes to determine the main findings of each session. The following graphic provides more details about the analysis process.

Divide Raw Data into General Codes

The researcher organizes raw data to allow frequent topics and themes to emerge. To accomplish this, all transcripts are read and general topic codes are assigned to different segments. Examples of general codes include "Transit," "Comfort," "Electric Vehicles."



Assign Analytical Codes

The second stage is used to begin analyzing the general codes. The transcripts are read with the purpose of explaining the story behind the general codes. Sub-codes or additional codes are added. Examples include "Electric Vehicles" with the subcodes "Affordability" and "Social Status."



Main Findings per Session and in General

The third stage is to compare and contrast the codes that have codes that been formalized and to determine the main codes coming from each session and as a whole.

SUMMARY OF FOCUS GROUP INPUT

The purpose of the focus groups was to gather qualitative and in-depth data that contextualizes and informs how different population groups understand and experience three separate, but related, transportation topics: equity, safety, and climate change. Many concerns expressed in these sessions were specific to individual groups, and an important purpose of these discussions was to highlight those distinct needs and voices, and not focus exclusively on commonalities.

But nonetheless, it can be useful to identify common themes that emerged across multiple sessions, particularly as a way to understand recurring patterns that might be addressed through multi-jurisdictional regional planning.

Equity

Focus group facilitators purposely did not define “equity” during the opening conversations, but rather let participants share their understanding and experiences. Some common themes emerged.

- ***Transportation costs are a burden.*** On the topic of equity, most conversations centered on questions of affordability. The cost of riding the train and bus was highlighted, particularly among transit-dependent participants. “You have to pick and choose,” said one participant. “Do you go to work?... Do you put food on the table?” Other concerns about affordability focused on the high cost of tolls and the cost of housing close to transit.
- ***Inadequate services for disadvantaged communities.*** Participants noted that transit services do not seem to be planned with the concerns of people with real economic needs in mind. For example, transit-dependent individuals spoke about the infrequency of bus services, which is particularly problematic for service workers working night hours. Participants with disabilities said that that services are not reliable.
- ***Geographic inequities in transportation options.*** Focus group participants also spoke about geographic inequities in the supply of transportation services in different parts of the region. In suburban areas, people spoke about the lack of transit services, which makes them more dependent on driving.
- ***Feeling left out.*** In various ways, many participants said they felt denied access to opportunities because of inequities in transportation services. Some said they felt like “second-class citizens” when comparing their transportation options with more advantaged communities.

Safety

Participants in the focus groups addressed the topic of safety from a number of angles, including roadway safety, unsafe ped/bike conditions, and fears about crime.

- ***Ped/bike infrastructure is missing.*** Participants in numerous sessions said that walking and biking often feel like life-threatening activities. They noted the absence of sidewalks,

crosswalks, and bike lanes. “No one wants to die on their way to work or their way home, said a suburban participant. “... Protected bike lanes— not just like plastic barriers, but truly, truly protected bike lanes— that would be a huge thing.”

- ***After-hours fears.*** Concerns about safety often focused on traveling in the evenings and at night. Many of these participants work in the service industry and do not have 9-to-5 schedules. Participants expressed fears about walking on dark streets with the presence of fast-moving cars and fears about crime. Others expressed concerns about personal safety while using transit. Suggestions for improvement included better lighting and more security cameras.
- ***Aggressive driving.*** Many participants, particularly from suburban locations, spoke about feeling unsafe when they drive, particularly when encountering aggressive drivers, when driving on poorly lit roads, or driving in congestion.

Climate Change

The third topic of the focus groups, climate change, was harder for participants to discuss within the context of their personal experiences. In many cases, participants used this topic to reinforce previously expressed concerns about safety and equity.

- ***Environmentally friendly options are often not feasible.*** Many expressed an understanding that their individual travel choices have an impact on greenhouse gas emissions, but they also noted that environmentally friendly options are limited or not available. For example, some noted they would like to live in a transit-oriented community, but such places are not affordable. Many participants offered suggestions for improving the supply of options, including making transit more frequent and convenient, making housing close to transit more affordable, and expanding electric vehicle infrastructure.
- ***Climate change is not an immediate personal priority.*** In many cases, participants were blunt in saying that climate change was simply not a priority in their already challenging lives. While most participants seemed to accept the reality of climate change, they emphasized that they had more immediate concerns. When discussing large-scale global threats, the COVID-19 pandemic was a bigger worry to many and some said the health emergency caused them to drive more, which they admitted was not good for the environment. One participant from a core jurisdiction said that when a person is in a “gas-guzzling car of whatever kind, you’re in your own little enclosed bubble and you’re safer.”

FINDINGS BY SESSION

How to Navigate this Section

The breakdown of findings below should be read as brief stories of transportation equity, safety, and climate change. The report provides demographic data to contextualize these stories as the reader goes through them. As narratives, these breakdowns will simply share how people perceive and experience fundamental challenges in our transportation system. The examples or quotes were generally picked to represent predominant attitude or opinion in a session. This report uses pseudonyms for the quotes and examples.

These narratives are not meant to provide concrete solutions to each of these topics. Rather, they can serve as a way for transportation officials to hear the voices of different people as they talk about transportation issues in the context of their personal lives. Having this context can help transportation decision makers better understand how they might apply considerations of equity, climate change, and safety into their work.

Session 1: People with Low Income

Pseudonym	Gender	Race	Age	Location
Demi	Female	Black or African American	45-54	Alexandria, VA
Dennis	Male	Black or African American	65+	Alexandria, VA
Jerry	Male	White	65+	Arlington, VA
Melani	Female	Hispanic/Latino/a/x	18-24	Hyattsville, MD
Amara	Female	Black or African American	25-34	Laurel, MD
Kimberly	Female	White	18-24	Leesburg, VA
Adan	Male	White & Hispanic/Latino/a/x	18-24	North Bethesda, MD
Romain	Male	Black or African American & White	18-24	Rockville, MD
Scott	Male	White	35-44	Silver Spring, MD
Gladys	Female	Black or African American	65+	Landover, MD
Mary	Female	White	18-24	District of Columbia

Equity

Affordability: Transportation costs affect job accessibility

The primary concern for this session was whether participants would be able to afford reliable transportation choices to get to work. Participants said the cost of transportation affects the type of jobs that they are able to take. For example, Gladys explained that when contemplating job offers, she has to calculate if her net income will be higher than her transportation costs to commute to work. In most cases, the transportation costs surpassing her expected income prevents her from getting the jobs that she wants to get. Gladys also explained that most minimum wage jobs do not provide transit subsidies that help employees subsidize their transportation costs. Similarly, two college students in this session said that because of the distance and cost of commuting, they feel constrained in the jobs they can pursue.

“For folks that don’t have subsidy it’s so expensive for you to get to work and it’s so unfair if you’re not making—you’re making below the minimum wage. So, it’s like what do you do? You have to pick and choose—do you go to work, do you call out, do you put food on the table? So, for me it’s the cost. It’s so unfair. Like there’s no subsidies for people that make below a certain income, and it’s truly, truly unfair.

- Gladys

Housing Affordability: It’s expensive to live close-in

Jerry, who moved to Washington to reduce the cost of transportation by living closer to his job and Metrorail, suggested to the group that one way to cut expensive transportation costs is by moving closer to the core of the region. The comment caused commotion in the group. Most participants said they would not be able to afford living in a place near Metrorail, as these places are becoming less financially attainable for people with minimum wage jobs.

Some people from Maryland said they moved to their current homes looking for more affordable housing, but ultimately, they feel “isolated” because jobs are not coming to their area and development is happening in Northern Virginia. Ultimately, these participants expressed feeling trapped between not being able to afford transportation from their homes to their places of work and not being to afford housing closer to jobs and Metrorail.

Safety

Late-Night Commuting: Fears about safety at stations and bus stops

The conversation about access and commuting to jobs and school continued throughout the safety conversation. Similar to how participants explained that their transportation costs affect their access to jobs, participants explained that they will pick jobs depending on whether they have to commute late at night. To feel safer while commuting at night, five participants identified needing better lighted roads, crosswalks that also have stop signs for cars, and making areas around bus stops and train stations more vibrant and busier.

Pedestrian and Biking Safety: Concerns about shared space for peds and bikes

Participants commented that more pedestrians and bikers have been sharing sidewalks during the pandemic. As a result, they believe that more infrastructure must be put in place to make sure bikers and pedestrians each have their space. Participants identified wanting to see more protected bike lanes and creating more connected sidewalks.

Climate Change

Participants in this session struggled to explicitly talk about climate change in relation to their transportation choices. Even when the facilitator probed questions about climate change, participants used the allotted time to continue talking about job accessibility and transportation affordability, potentially signaling that the participants place higher importance on these issues than climate change. An interaction with a participant exemplifies this:

Gladys: I've lived in California when there were earthquakes. Down in Miami, now there's a pandemic. There's nothing you can do about global climate change but pray.

Moderator: So, Gladys you mentioned making walking more accessible. Would that be one way for you to reduce your impact on climate change personally?

Gladys: Well, I don't know about climate change, but it would definitely improve people's ability to commute to a job. That's what most people get out for, to go to work. [...] It is unacceptable when you have a job that says it is not Metro-accessible. You know that something that should be called to the attention of officials immediately.

While it was hard to foster a conversation about climate change, two topics were indirectly brought up about climate change:

Convenience: Environmentally friendly modes are less convenient

Those who classified themselves as drivers said that their lack of interest in alternative modes of transportation results from the lack of convenience. For example, Adan explained that a 10-minute drive to the nearest grocery store would take 35 minutes on a bus because of frequent stops and

delays. For Amara, the lack of flexibility of commuter buses service hours pushes her to use a car. Overall, the participants said that fewer bus delays and more reliable and frequent bus schedules would make using public transportation more convenient for them.

Not an immediate priority: Connections between personal action and climate change are not clear

Participants generally expressed a desire for more safe walking and biking options and affordable housing near Metrorail or jobs. However, most participants failed to identify how these changes would help mitigate climate change. They did not articulate the relationship between access to jobs and the development of walking, biking, and transit-accessible communities and the multiple benefits that these improvements can bring to people.

“Density is important. I think if I were a transportation official, I would focus on developing land around the stations to provide more housing and more services, like a grocery store, for example. And need to go far to get the things I needed. That would also make car-free living a lot easier. It would also make living in the suburbs car-free easier than it is now. “

-Adan

Session 2: People from the Inner Suburbs

Pseudonym	Gender	Race	Age	Location
Albert	Male	White	45-54	Annandale, MD
Lorraine	Female	Black or African American	18-24	Burtonsville, MD
Stanley	Male	White	18-24	Chevy Chase, MD
Miranda	Female	Asian	35-44	Fairfax, VA
Kenneth	Male	Black or African American	25-34	Falls Church, VA
Alexis	Female	Black or African American	65+	Gaithersburg, MD
Clayton	Male	Black or African American	18-24	Hyattsville, MD
Louise	Female	White	65+	Oakton, VA
Alvin	Male	Multi-Racial	25-34	Rockville, MD
Cailyn	Female	Hispanic/Latino/a/x	25-34	Silver Spring, MD
Phillip	Male	White	55-64	Vienna, VA

Equity

Affordability: Concerns about the cost of getting to transit

The main concern identified by people for this topic was the cost of getting to transit stations. People explained that they lived in areas in which biking and walking biking to transit did not feel safe. As a result, people had to take buses to get to train stations. The cost of taking the bus plus the train made their commute cost high to the point that was no longer feasible. Similar to the experience from people with low-incomes, people from the inner suburbs also said that they are forced to decline jobs because the commuting cost would exceed the income that they would bring home.

Affordability: Tolls are expensive and inequitable

Those who identified themselves as frequent drivers said that they were pushed to drive because the cost of transit was too high, and it was too inconvenient. However, drivers in this session also expressed feeling resentment about tolls, noting in particular that express lanes are a burden for those with limited income. Participants said this was an issue that could easily be explicitly seen in their everyday routines, as those with limited income must stay in traffic lines for long period of times, while those with higher incomes choose to take the express lanes right next to them.

“The EZ pass lanes, HOV, [...] lanes that the price changes depending on the amount of traffic. That is definitely an equity issue because if they were people who have more money, they can go place quicker than someone who doesn’t want to pay \$40 to go five miles on 66. [...] So, yah, those who have the money can and will pay for that.

-Louise

Safety

Biking to Transit: Infrastructure not sufficient to make it safe

The issue of getting to transit extended to the safety portion of the session. The primary safety concern was being able to safely walk or bike to bus stops and transit stations, especially after coming from work at night. Because of the COVID-19 pandemic, four participants in this session expressed interest in biking to and from transit. However, they felt that sufficient infrastructure was in place – such as connected trails or protected bike lanes to use at night– to make them feel safe to do that. People explained that they would lose interest in biking if this infrastructure was not put in place.

Driving on congested roads: It feels scary, particularly at night

While driving is more convenient than taking transit for some people, drivers said that they feel scared to drive on congested roads. Participants explained that for commuters driving after long days of work, it is hard to keep the attention needed to drive in congestion. The fear of driving on these roads is what is making the drivers in this session contemplate their transit options again.

“A huge thing that people are intimidated by is you don’t to be on the roadways to be on the roadways battling for space with cars. You don’t want to feel like you’re going to be struck on your way to work. No one wants to die on their way to work or their way home. [...] So, if people had truly protected bike lanes, you know, not just like plastic barriers, but truly, truly protected bike lanes, that would be a huge thing.”

-Cailyn

Climate Change

Convenience: Willingness to use transit– if it were more convenient

All participants expressed that they would willing to use more public transportation to decrease their impact on climate change if it became more convenient. Convenience was described as having more direct routes, more affordable options, and having better service hours. Stanley said that for him to use Metrorail as his primary mode of transportation, he would need to know that it will be reliable for commuting purposes as well as for leisure trips.

“There’s times where I plan on going into D.C and I know I’m going to stay past 11:00 and a ride share option is just out of my price range a lot of time to get back to Bethesda from DC. I’m looking at a \$40 Uber and it’s just out of the question. Metro hours end early. So, my only option is to drive.”

Other participants admitted that getting to Metrorail would continue to be difficult due to the location of their homes. However, they suggested expanding commuter bus routes with extended service hours to serve people working night shifts.

Living Closer to Jobs: Not so simple to achieve

All participants said that they would not explicitly object to living closer to work or transit stations, but they identified a variety of reasons that it may not be feasible. Some noted the high cost of living near Metro stations or in the region’s core jurisdictions, although others noted that transportation expenses were greater for those living farther out.

For households with more than one worker, jobs may not be close to each other. For example, Louise explained *“You also have to consider if there’s more than one person it’s a different answer for every person. So, one person might end being close and the other one isn’t.”*

Participants also expressed concern that putting too much emphasis on living closer to work as a climate change mitigation strategy could undermine actions in the suburbs, such as better transit connections, to address climate change.

More broadly, participants said that living in the suburbs is chosen because of lifestyle implications, including having bigger living spaces for families, having more privacy, and actually having distance from work, which some people like.

Session 3: People 60+ Years Old

Pseudonym	Gender	Race	Age	Location
Gary	Male	White	65+	Arlington, VA
Janet	Female	White	65+	Bethesda, MD
Diane	Female	Black or African American	65+	Bladensburg, MD
Wyetta	Female	Black or African American	65+	District Heights, MD
Carol	Female	White	65+	Falls Church, VA
Isabella	Female	White	65+	Olney, MD
Tom	Male	Black or African American	65+	Takoma Park, MD
Kaine	Male	White	65+	District of Columbia
Abraham	Male	Hispanic/Latinx	65+	District of Columbia
Brenda	Female	White/Black or African American	65+	District of Columbia
Fred	Male	White	65+	District of Columbia
George	Male	White	65+	District of Columbia

Equity

Geographic Inequality: Transit-dependent communities are poorly served

The primary equity concern in this session was geographic inequality in the frequency of bus and train service. Participants in this session believed that communities that depend on public transportation the most are being forced to wait longer times than other areas in the region. Most of the time, the people dealing with delayed service are those in jobs that lack flexibility and are more likely to be reprimanded by employers for being late.

Gary explained how he has observed this issue:

“I usually go to Mt. Pleasant Avenue and take the 42 or 52. And what amazed is that there are some people who are trying to get downtown. And the frequency of that line, when they say it’s going to arrive in 10 minutes, arrives in 40 minutes. And these people are trying to work down in hotels. [...] They sit there, and they get so angry. And they will finally find an uber or something to take them downtown. And that more money that they shouldn’t be spending. I think that’s, in my sense, equity when we talk about this situation.”

Accessible amenities: Unreliable services for people with disabilities

Participants also said that transportation services are unreliable for people with mobility problems and physical disabilities.

Tom, a caregiver for someone who is wheelchair-bound, said he finds that there is inconsistency in how transportation services support those with wheelchairs. He explained that when they are using the

“I think service is a big [equity] thing because one of the things that attracts people to transit is convenience. People value their time. But it’s also bounced off with the number of people that are out of there and willing to ride the services. While you can’t provide a service that is just for one or two people who are riding, I think it’s important to look at the service level to all communities, so everybody has an equal chance to either ride the bus or ride the Metro”

-Gary

bus, they never know whether the braces to lock in wheelchairs will work. When using Metrorail, they often do not know whether the elevators will be functioning. Additionally, Tom explained that aside from physically accessing a bus or train, the biggest issue for someone with a disability comes from the uncertainty about what kind of treatment you will receive from a bus rider or station employee. He explained that some staff are not trained to respectfully respond to the needs of people with disabilities, and ultimately, end up rushing them into the bus, not stopping for them, or refusing to lower the ramps.

Isabella explained that she is a “diehard” Metro rider, but as she is growing older, she is finding that the system is not built for people of her age. She is finding that more elevators and escalators are out of order and it is becoming difficult to navigate the Metrorail system. With these kinds of obstacles, she is beginning to tell herself “Maybe I need to get a car to drive once in a while.”

Suggestions for these problems included prioritizing the upkeep of elevators, escalators, and bus ramps. Participants also asked for better ways to communicate that things are out of service. Participants spoke about the frustration of making a trip to a station just to find out elevators are not working. Finally, participants suggested that transportation agencies keep track of people who will be primarily working with individuals with disabilities and offer them training in how to engage with these communities.

Safety

Deliveries blocking sidewalks: Particularly dangerous for older adults

Participants said that pedestrians are being put in danger by being forced to walk on the roads because delivery trucks are constantly blocking sidewalks or crosswalks. Participants explained that people who are older feel particularly vulnerable because they are not able to move as fast as other pedestrian if they encounter bikers or cars on the road.

Janet described her bus stop, which is often blocked by a delivery truck, which results in her missing her bus because the bus drivers are not able to see her behind the trucks. Janet explained that most people think these issues are just a five-minute delay in someone’s schedule, however, she has experienced significant delays because of these issues. Ultimately, when the buses are unable to see her or she encounters construction trucks blocking her sidewalk, she feels like the system is not for her but instead she says

“the whole movement seems to be for the car, to get the car through quickly. You feel like the car is the top-level echelon here. [...] it makes it unpleasant to walk in the areas like that, and it make you definitely feel like a second-class citizen.”

Walking to Transit: Unsafe even for short distances

Feeling like a second-class citizen was a sentiment re-emphasized in the conversation about safe walking or biking to transit. Some participants said they felt like they actually do have the bus stops

“In urban areas you’ll see delivery trucks pull in. And they’ll go to the loading ramp. They won’t pull all the way in, or they can’t pull all the way in. They completely block the sidewalk. [...] I’m trying to cross the street to get over to the Metro, and there’s a delivery truck that’s blocking the crosswalk so that pedestrians have to very carefully try and come into the street and see if anything is coming.”

-Gary

and Metro stations that they need but they did not think that they had the ability to get there safely. For example, Diane explained that she lives in front of a bus stop, however that bus stop is near a hill and cars are not able to see people walking to the bus stop. She said:

“If there was a crosswalk or something there to help people get across the street [that would help. Those are not here because we live in a transportation desert. [...] So most of the residents [in the senior development] take uber or taxi because it is not safe crossing the street. And it’s not a real thoroughfare, it’s just a street. But when somebody doesn’t see you and they’re coming down off the top of that hill, and you can’t run, you’re in trouble.”

Climate Change

Increased Bus Frequency: Practical improvements make environmentally friendly options attractive

Half of the participants said that climate change was not a priority when making transportation choices. However, they did prioritize reliable bus frequency and they acknowledged that bus frequency is critical in getting more people on buses and reducing the amount of people in single occupancy vehicles. George explained the significance that reliable bus service can have in reducing the transportation impacts on climate change.

“Every bus takes like 30 cars off the street. I mean, if there’s 20 people on a bus, that’s 19 that get off the road. 19 cars. So, any time you can get someone to switch from a car to a bus, even if they own the car, you are making a huge impact on climate change.”

Bus shuttles and BRT lines: Increasing alternatives to solo driving

Residents explained that they would like to see bus shuttles that are specifically designed to take people from certain neighborhoods, areas, or retirement centers to Metro stations. Having access to a shuttle that would take them to the stations would reduce the uncertainty of how to make it to a station safely. They explained that this would make people ride buses more. Additionally, participants said they would like to see dedicated bus lanes to create faster and more reliable bus services for those who are not able to access Metro stations.

Session 4: People from Outer Suburbs

Pseudonym	Gender	Race	Age	Location
Julie	Female	White	35-44	Ashburn, VA
Diana	Female	White	35-44	Ashburn, VA
Frank	Male	White	35-44	Frederick, MD
Margaret	Female	White	35-44	Frederick, MD
Joyce	Female	White	35-44	Frederick, DC
Lydia	Female	White	25-34	Frederick, MD
Owen	Female	White and Asian	35-44	Gainesville, MD
Pablo	Male	Hispanic/Latino/a/x	35-44	Gainesville, MD
Andrew	Male	Asian	25-34	Manassas, VA
Brianna	Female	Black or African American	25-34	Manassas, VA

Equity

Geographic Inequality: Outer suburbs lack transit

People from the outer suburbs said they believe there is geographic inequality between the transportation services they receive and what is available in the region's more central jurisdictions. Participants specifically said that their areas are disconnected from the rest of the region because transportation officials are not prioritizing the development of transit in the outer suburbs. As a result, options for transit are limited as most people live far away from transit stations, have unreliable bus service and are forced to drive. To people in this session, the equity problem is geographically based, but they also said that the lack of options leave people with low-income extremely vulnerable, as they may not be able to afford a car.

Affordability: The cost of driving is high

People with fewer economic resources move to the outer suburbs seeking more affordable housing. However, once settled in the outer suburbs, people begin to encounter high costs associated with transportation, particularly associated with driving. Yet, similar to the session with inner suburban residents, participants in this session indicated that express toll lanes, which could provide reliable and short commutes, seem to be intended mainly for the wealthy who can afford to pay.

Safety

Lack of connected trails: Facilities are fragmented

Participants felt that bicycling was not a safe option for them because of the lack of connected trails. The conversation was started by people who had just moved to the suburbs and explained feeling surprised by not being able to bike long distances because of the lack of trails. Participants shared their experiences trying to bike near expressways or very busy streets. As Diane explained:

“We were on the trails in Ashburn Village but then it came to where we have to cross this road and there's no crosswalk, it was like the trail just ends with the community end and then it's like the city hasn't provided anything. There's nowhere safe to ride on the road, there's no crosswalks, there's like nothing. And we actually turned around and went home. I was like, we can drive over to see them. But you know, she's only five. She couldn't handle riding on the road as a five-year-old.” -Diane

Lack of bike lanes: Biking largely seen as recreational

Following on the conversation about connected trails, participants shared that protected bike lanes are hard to find in their areas. The lack of safe infrastructure forces people to see biking as a recreational activity rather than a method of transportation to get to work, run errands, and move around the region. And while participants in this session agreed that bike lanes are important and needed, they feel like they continue to be in a lose-lose situation with the transportation system. This was described by Diane

“There's not enough bike lanes. Most of the trails are within housing communities and they're great for pleasure riding but there's not like a good way for a biker to get across 7. Like he works on the other side of 7 from where we live, and that would make me really nervous. I don't actually let him bike right now. He thought about it, and it makes me too nervous. And I've been the other side too, as someone biking. Like even if you get on the W&OD trail, there's times where cars should stop for you on some of those roads, you know if they see you there, and they just don't. Or like, I don't know, there's just some places you cross where it can be scary to be a cyclist.” -Diane

Climate Change

Better Telework Options: Increased telework could become an excuse for not improving transportation in the outer suburbs

The COVID-19 public health crisis allowed more people in the outer suburbs to experience working from home. The majority of the participants explained that this was a way to address the affordability, traffic, and safety issues that people from the outer suburbs face because of their dependence on cars. However, participants said they fear that an increase in teleworking could be a justification for not making improvements to connect the outer suburbs to the rest of the region with reliable transportation choices.

Better Service Hours: Sustainable options are largely available only for 9-to-5 commuters

Participants believe that without the option to work from home, the only people who engage with sustainable transportation will be those with 9-to-5 jobs and higher incomes. The most cited example was that commuter buses only run during the day and fail to serve those who work night shifts. Additionally, those who have conformed to driving said that the best way to reduce their impact on climate change would be to purchase electric or hybrid vehicles. However, they said that either they cannot personally afford that option or acknowledged that purchasing those vehicles requires having a higher income.

Session 5: Young Adults 18-25 Years Old

Pseudonym	Gender	Race	Age	Location
Elliot	Male	White	18-24	Arlington, VA
Eden	Female	White/ Latina/o/x	18-24	Arlington, VA
Kara	Female	Middle Eastern	18-24	Manassas, VA
William	Male	Asian	18-24	Rockville, MD
Emerson	Transgender	White	18-24	District of Columbia
Hayden	Transgender	White	18-24	District of Columbia
James	Male	Asian	18-24	District of Columbia
Mila	Female	Asian	18-24	District of Columbia
Aliya	Female	Black or African American	18-24	District of Columbia
Craig	Male	Black or African American	18-24	District of Columbia
Abena	Female	Black or African American	18-24	District of Columbia

Equity

Service Hours: Limited hours disproportionately hurt low-income populations and people of color

While other groups identified service hours as an equity issue, this session was the only one to explicitly point out the connection between race, income, and service hours. They explained that failing to prioritize night hours for people ultimately ends up failing people of color and people with low incomes because people within these groups make up the majority of workers in hotels, restaurants, and other service industries.

Geographic inequality: Biking facilities are better in higher-income places

The majority of participants in this session were or had previously been people who actively bike. Participants said that biking is an issue of equity because biking infrastructure, such as bike lanes, protected bike lanes and speed bumps to slow traffic near bike lanes, were prioritized in neighborhoods with people with that have higher incomes. They explained that once you enter a low-income neighborhood, they feel unsafe biking and are forced to think of other options to commute.

“I feel like equity-wise people who are more likely to work during the weekend and need that train are more likely to work in service, and a majority of service workers in D.C. are not white. So it disproportionately affects that population where if you know that you can't get a train in a reasonable amount of time you're not going to take the Metro and you're going to end up probably using a ride-share or driving, which ends up more expensive.”

- Hayden

Safety

Lighting and Roads: Dangers for drivers

People in this session expressed that they did not feel comfortable driving on roads because that are pitch dark. For example, Elliot described driving on George Washington Parkway:

“On the George Washington Parkway [...] some parts are like, 45, 55 miles per hour, but it’s almost pitch black. So, on dark nights and stuff like that – and it goes through some woods. So, you can literally see almost nothing ahead of you outside of your car’s headlights. And there’s a lot of cars going pretty quickly, a lot of merges on the off ramps. So, it can be pretty dangerous there if you’re not careful.”

Similarly, Kara explained that roads around the Manassas and Fairfax areas are very dark while also being very narrow. She described her fear of driving on these roads:

“There are some small roads where there’s one lane and like people going – somebody is going towards you and you’re going towards them and it’s just like one lane. And it can be really dark at night, and there’s some roads that you just turn into them and you’re unaware that it’s going to be that dark and that cars are coming your way. [...] Even if there’s not a lot of people there, even, if it’s not busy, just does not feel safe.”

Biking Infrastructure

The conversation about biking infrastructure and safety from the equity part of the session continued as a safety conversation. In this part of the discussion, participants specifically explained the need to have protected bike lanes. Emerson explained his rationale behind this:

“There’s definitely roads where [...] it’s like two lanes or four lanes, the cars are going 45 miles an hour, I’m just there on my bike ... chilling. A protected bike lane would be nice in a lot of places like that because a line on the road just isn’t going to protect someone who’s maybe wearing a helmet. I usually am now because I learned my lesson the hard way. But I don’t think everyone should have to learn their lesson the hard way.”

They said that these kinds of experiences stop people from biking around the region. According to Eden, her decision to not bike is because she is intimidated by traffic and the accidents that happen in the area.

“I am not a very aggressive cyclist, I don’t feel that confident about bicycling that I could watch for all of those things [bikers getting hit by cars], so I end up just usually not doing it or doing it only on a Sunday afternoon, where there’s not many people on the road. And it does make it kind of scary and off-putting, where even people who are – they do bicycle racing and things like that, they are very good and very aware of it still end up getting hit by car doors because there’s just not enough space.”

Climate Change

Better service hours: Indirectly impacting climate change

Making an indirect link to climate change, participants explained that limited service hours keeps people from using buses and trains, which are more environmentally friendly modes. Similar to the discussions in other focus groups (inner suburbs and outer suburbs), participants said that limited evening service hours is an equity issue that affects people of color and people with low incomes.

Housing affordability: Reasonably priced housing needed near Metro

In this session, people expressed a strong interest in using more transit. However, they said living close to transit was unaffordable for many people. For Elliot, the best way to take cars off the road is getting people to live closer to Metrorail and DC. He asked transportation officials to think about developing new housing close to major transportation hubs. Emerson also explained that future housing development in the outer suburbs should prioritize the creation of 15-minute communities in transit accessible areas.

“I used to live in Loudoun County with my parents, and the first time after I graduated college I lived in Leesburg and had a temp job in D.C. And it was a pretty long – I think it was like \$9 on this commuter bus each way, which when I was making like \$15 an hour in D.C., you know, a very significant amount of that, you know. And then the commuter buses were pretty restrictive. Like three of them left in the morning, and then three of them came back in the afternoon.”

- Eden

Session 6: People with Disabilities

Pseudonym	Gender	Race	Age	Location
Bonnie	Female	Black or African American	65+	Hyattsville, MD
Xavier	Male	Hispanic/Latino/a/x	25-34	Manassas Park, VA
Rebecca	Female	White	55-64	Olney, MD
Judy	Female	White	65+	Silver Spring, MD
Erin	Female	White	35-44	Silver Spring, MD
Amanda	Female	Asian	65+	District of Columbia
Chrissy	Female	White	65+	District of Columbia
Sharon	Female	Black or African American	65+	District of Columbia
Lamar	Male	Black or African American	18-24	District of Columbia
Kianna	Female	Black or African American	25-34	District of Columbia
Larry	Male	Black or African American	65+	District of Columbia

Equity

Affordability: Cost of transit limits opportunities

In this session, multiple people identified depending on disability benefits and struggling to afford public transportation to get to work. Participants described the difficult decisions they have to make when it comes to affording Metrorail, including paying for transportation to get to work instead of getting food. Sharon explained that her disability prevents her from getting jobs that pay more than minimum wage. She explained that minimum-wage jobs usually do not subsidize the transportation fare of their employees. She believes it is an equity issue that some jobs offer transit subsidies while others do not.

Similar to the equity discussion in the session with people with low-income, people in this session, like Chrissy, identified that the cost of transit sometimes prevents her from getting the jobs that she wants to have. She shared her story:

“Someone offered me a job out in Rockville for home organization, which is what I do for a living. But she was offering 15 an hour, which is minimum wage here, but you add in the cost to me of going out there and coming back, the times plus the wait, it’s not worth what I’m going to spend on Metro. The big problem for me is there’s other jobs I would like but I can’t get because of transit costs”

Reliability: Tough to plan ahead

Participants said that the transportation system is not reliable for people with disabilities. For example, Erin explained that she struggles to navigate a transportation system that is

“For folks that don't have that subsidy it's so expensive for you to get to work and it's so unfair if you're not making – you're making below the minimum wage. So it's like what do you do? Do you go to work or do you – you have to pick and choose – do you go to work, do you call out, do you put food on the table? “

-Sharon

interdependent but does not offer consistency. She explained that her fare is never consistent because it usually depends on how many times she transfers from MARC to Metrorail or Metrorail to Fairfax Connector and the different peak hours. Additionally, she finds it difficult to have to fill out different disability forms because all the different agencies require different documentation.

Judy explained that relying on MetroAccess to get to work is “nerve wracking.” She explained that the service hours for MetroAccess are dependent on what is convenient for Metro and not the passengers. She explained that one day she can ask to be picked up at 3 pm and the vehicle will arrive at 2 pm. Or she will be asked to be picked at 4 pm and they will arrive at 5 pm. Regardless of when she gets actually picked up, she is constantly faced with getting to work late and jeopardizing jobs that are very hard to get for people with disabilities.

These inconsistencies were cited as reasons why public transportation is not reliable for people with disabilities. While many people in this session explained that they will continue to rely on public transportation, they also feel like these are reasons that lead to others to switch to driving.

Climate Change

Electric Vehicles: Buses should be electric

People in this session agreed that is important to encourage people to ride buses more often to address climate change in transportation. However, they explained that getting people to use buses will not solve the problem all together. Participants said that transportation officials should be encouraged to electrify bus fleets as well. Electric buses will also help address the emissions caused by single occupancy vehicles, but can also help address other environmental justice issues, such “fighting air pollution in demographic areas where people could have higher rates of respiratory disorders [...] and noise pollution.”

Housing Affordability: A way to fight climate change

People in this session said that physical ability affects how people are able to address climate change in their transportation choices. Participants explained that people with disabilities sometimes cannot ride bikes, use scooters, walk long distances, or afford to live near reliable public transportation. With this in mind, they asked for more affordable housing near downtown, jobs, and other necessary shops so they can access all their necessities without depending on cars or buses. As Bonnie explained:

“I like the ability to be able to have freedom in my shopping because that creates economic equity and the ability to walk to those places puts everybody at the same level. For instance, everybody should have the ability to get to a Whole Foods without catching three buses and a subway to it. “

“Most people with disabilities [...] live in affordable housing and it's not accessible, public transit. So maybe building more affordable housing, you know, lowering rent costs, and developing more walkable communities across the region. Making it a disincentive, you know. Create a system where it's a disincentive for everybody to drive everywhere almost is what we need in our society.

-Judy

Session 7: People of Color (Session 1)

Pseudonym	Gender	Race	Age	Location
Sonia	Female	Hispanic/Latino/a/x	55-64	Alexandria, VA
Marquis	Male	Black or African American	65+	Bowie, MD
Natasha	Female	Black or African American	25-34	Manassas Park, VA
Devin	Male	Asian	35-44	North Bethesda, MD
Jessica	Female	Asian	25-34	Rockville, MD
Preston	Male	Black or African American	55-64	Silver Spring, MD
Javier	Male	Hispanic/Latino/a/x	25-34	Silver Spring, MD
Chester	Male	White	65+	Arlington, VA
Gabrielle	Female	Black or African American	45-54	District of Columbia
Jamar	Male	Black or African American	65+	District of Columbia

Equity

Cost of Buses vs. Metrorail: Perception that rail is for more affluent people

The main equity concern in this session was the cost of using Metrorail. Participants explained that Metrorail offers more reliability and faster service, however, people are forced to use buses because the cost is significantly lower. People who live far away from their schools and jobs often choose a longer bus ride that is a fixed rate rather than having to pay distance-based fares that will add up to something they ultimately cannot afford if they are riding Metrorail every day.

People in this session said that this disparity feeds the stereotype that buses are meant to be used by less affluent people and people of color. Jamar explained this feeling:

“Lesser affluent people have always been bus-dependent people. They need it to get to and from essential services and to and from their places of employment. The transit – the rail system, when it opened up, was more affluent. Even though it was not politely said, those that could afford to ride would ride the rail; those who couldn’t afford it found a way to use the bus to get to wherever they needed to go. It became a need versus a convenience.”

The cost using Metro is sort of prohibitive for people who maybe have less resources. They will opt to using a bus instead of a Metro – and they might choose to use two buses or whatever because it's a flat fare versus taking a Metro.

-Devin

Geographic Inequity: Transit options for lower-income communities are often lacking

Geographic inequity was the second topic brought up this session. The topic was brought up in two contexts. First, participants believed that the transportation system is not growing along with the region. People described that there are more people coming to the region for jobs and this has resulted in a lack of affordable housing near Metro or in the core of the region. As a result, people are moving to the suburbs, but these suburbs lack the transportation options needed to make transportation affordable, accessible, and reliable for people who moved there because they could no longer afford to live near Metro or the core of the region.

Secondly, people said that Metro stations that serve low-income neighborhoods receive services that are inferior to stations in other areas. Devin explained that stations in lower-income neighborhoods are less clean, customer service is less friendly, and there is significantly more police presence. People explained that these differences in service and maintenance make people feel like they are not a priority for the transit system.

Safety

Bus safety: Concerns about crime

For this topic, participants focused on their sense of not feeling safe while riding the bus, especially late at night. The majority of safety concerns with the bus stem from the crime that happens on buses and near stations. They said they feel like buses lack the security to make it safe to ride the bus, such as a customer service presence around the stops, well-lit stops, safety cameras, and Metro police on buses taking care of safety incidents.

Road speeds: Feels threatening to cyclists and pedestrians

While bike safety was only briefly mentioned, it was the other safety topic discussed aside from bus safety. At least four participants expressed not feeling safe riding their bikes anymore, with one saying that he would only ride his bike on the sidewalks. All the bike safety concerns stemmed from their perceived lack of speed limit enforcement and having to compete for road space with cars that are going 15 to 20 mph above the speed limit. To address this issue, participants suggested better enforcement of speed limits, including installing speed cameras, and placing more speed bumps across residential areas.

Climate Change

Electric vehicles: Seeking a car-oriented solution

People in this session believed that it would be hard to get past the idea that cars are a “status symbol” and their ownership was needed to maintain that status. Within this session itself, people spoke about the value they placed on car ownership and the investment that they had put into buying and maintaining their vehicles. They spoke about “not ever giving them away.” It was, therefore, not surprising that the majority of this group said that they would address climate change by eventually buying a zero-emissions car in the future.

Better transit: Make public transportation more appealing

While a majority of the participants expressed interest in electric vehicles, they also acknowledged that investment in public transportation is still needed. Participants explained that they would consider taking transit if the stations, trains, and buses looked inviting, modern, and clean. The theme of status continued in this discussion as participants explained that such improvements would make public transit seem less like a system only for less affluent people.

I hundred percent agree with the zero-emission goal if we could do that. I wanted to clarify something, because we're talking about our personal transportation, but we have to remember that there are other factors that add into air quality, and that's trucks. And trucks, which are essential to delivering items to our stores and this, that and the other, operate on a different set of regulations as far as emissions and this, that and the other. So, my goal would be to make all vehicles compliant to the same standard.

-Jamar

Session 8: People from the Core

Pseudonym	Gender	Race	Age	Location
Cindy	Female	White	45-54	District of Columbia
Colin	Male	Black or African American	55-64	Alexandria, VA
Kiandra	Female	Black or African American	25-34	District of Columbia
Cailyn	Female	White	18-24	District of Columbia
Ellie	Female	White	35-44	Washington, DC
Sebastian	Male	White	45-54	Alexandria, VA
Todd	Male	White	18-24	Alexandria, VA
Chester	Male	White	65+	Arlington, VA

Equity

Accessibility: People with disabilities need reliability

The equity conversation centered on a lack of reliable amenities— including working elevators, escalators, and bus ramps. They said that people with disabilities need to successfully navigate the transportation system. Cindy, who identified having a long-term physical disability, explained that most people think that finding elevators or escalators that are out of service is a five-minute inconvenience. However, she emphasized that for people with low mobility, these issues disturb their entire day schedule because they have to take a long time to go down the stairs slowly or they have walk to the next station with an elevator or escalator.

Affordability: Differences between rail and bus

The second issue brought up was the cost of using the Metro system. Similar to other sessions, participants pointed out that the difference in cost between buses and rail creates inequality between affluent and less-affluent people. People with higher incomes are able to use Metrorail more often without worrying about peak time hours or distance travelled. The less affluent have to stick with less convenient bus rides, even when Metrorail options are near them, because cost is an issue. Participants explained that costs can create barriers for lower-income people in accessing reliable transportation services that help them get to work, doctor appointments, grocery stores, and job interviews.

Safety

Public Health: COVID-19 raised concerns about cleanliness and crowding

The majority of the conversation about safety centered around public health. To people from the core, the primary concern was how crowded buses and trains can get during rush hour. After the COVID-19 public health emergency, people from this session expressed that they have reconsidered what makes them feel safe while riding public transportation. According to this group, people have started to make decisions about whether to ride a bus or train based on whether it's if too crowded and if people are wearing masks. While participants agreed that these issues were more prominent

because of COVID-19, they explained that these are issues that were exposed and will continue to influence their transportation choices in the future.

Bike lanes: Lack of driver enforcement

The second topic for safety included the need for more bike lanes and motor vehicle enforcement. Colin began the conversation by pointing out that “It seems very bike friendly in Northern Virginia and D.C. You see that a lot. They want bikers in the city, they want bikers in Northern Virginia, they want them there. But the drivers haven’t gotten that memo yet. They’re still driving as aggressively as they were prior to all these changes being made.”

However, Chester explained that the enforcement of bike lanes is not sufficient because cities have not decided whether to prioritize their work on congestion, drivers, revenue, or biking safety. He explained that

“there is little if any enforcement. And I think a lot of times the attitude is we’re more concerned about parking enforcement, because that’s revenue, and we’re not concerned about, you know, aggressive driving because a lot of time if we stop that guy, because that becomes a traffic problem also, and we don’t want to cause a traffic problem at 6:00 at night and foul up traffic.”

Chester said that motorists and bicyclists need to learn to accommodate each other. He said that driving with bike lanes is a “different type of driving and people need to get trained how to think about them. He explained:

“When you’re taking a right-hand turn, you’ve got to think that there is a lane that’s coming up here that wasn’t there before, that now might have a runner or a bike or something like that in it. And that’s when we can get the reminders when we forget that they are there.”

Climate Change

Not an immediate priority: Climate change is not a pressing concern

Sebastian, who considers himself someone who cares for the environment, explained that his priorities were put to the test during the pandemic. He said that he realized that, like others, his individual health was his number one priority when he was in “[his] gas-guzzling car of whatever kind, you’re in your own little enclosed bubble and you’re safer.” The other participants agreed with Sebastian and explained that any issues that affect individual health and well-being will be prioritized over climate change. Cindy explained that there are many issues that need to be solved in transportation but emphasized that none will solve if no one is safe and healthy first.

Convenience: More immediate concerns usually override climate change

While COVID-19 changed how people prioritized climate change in their transportation choices, some participants explained that climate change was not a priority even prior to the COVID-19 pandemic. Todd explained

“Health is your number one. It’s kind of like I look at it like if you’re in an airplane you can’t help somebody else if you don’t take the oxygen first. And so you need to be healthy in order to be able to work in the environment for positive results. So you know, if you’re deceased or you’re incapable of being able to work in it, then you know, two birds is killed there.”

-Cindy

that his transportation priorities do not explicitly align with climate change mitigation, instead his priorities are a “combination of money, time—like the cost-effectiveness of [his] transportation option, and convenience.” Most participants explained that they will prioritize their time and money before choosing to change their transportation choices solely to address climate change.

Session 9: People of Color (Session 2)

Pseudonym	Gender	Race	Age	Location
Sharice	Female	Black or African American	35-44	Arlington, VA
Rupa	Female	Asian	25-34	Herdon, VA
Marvin	Male	Black or African American	25-34	Hyattsville, MD
Tamia	Female	Black or African American	18-24	Hyattsville, MD
Marcus	Male	Black or African American	35-44	Takoma Park, MD
William	Male	Asian	35-44	District of Columbia
Natasha	Female	Black or African American	55-64	District of Columbia
Rick	Female	Black or African American and Asian	18-24	District of Columbia
Yvette	Female	Black or African American	18-24	District of Columbia
Mae	Female	Asian/ Latino/a/x	25-34	District of Columbia

Equity

Geographic Inequality: Metrorail's limited reach

This group's primary equity concern focused on how Metrorail is not serving all areas equally as you move away from the core of the region. Many participants said that people in suburban areas were dependent on driving or on buses because of the lack of access to rail transit. This leaves lower-income people, who had moved further from the region for economic reasons, at a disadvantage when looking for jobs or managing their time. Participants said that transportation officials should prioritize expanding Metrorail further out in the region or increasing accessibility to transit stations via BRT or express shuttle options.

However, other people noted that the Metrorail system actually is expanding in very visible ways. For example, Tamia explained that as a Black woman in the District of Columbia, she grew up with very restricted access to Metrorail and opportunities to move throughout the region. She explained that the system that it is in place today is providing better access to all people. Tamia explained:

“Every time I come home from – each summer, each break, there's something new on the line that they've done added. I never grew up with the Silver line, I never grew up with no – all these weird lines.”

Tamia might have not explicitly discussed issues of equity. However, she indirectly expressed that she's not bothered by "Metro's geographic inequity" because the neighborhoods she always lived in have always been left out and any improvement is good for her.

Affordability: Distance-based fees hurt low-income riders

This session focused on the cost of Metrorail as an equity issue. The group specifically discussed how a distance-based fee structure negatively impacts people with low-income the most. Similar to the equity discussion from the outer suburbs, people in this session discussed how the increasing price of housing in the core of the region has forced people with lower incomes to move to the outer suburbs, and then they have to pay high prices to commute on Metrorail. In contrast, participants noted, rail systems in other cities have flat fare systems, which they said are more equitable.

Safety

Transit Safety: Fears in using the system alone

Participants identified several reasons they do not feel comfortable navigating the transportation system by themselves. Most women in the session cited gender safety as the main constraint in walking to transit and using ride-sharing options. Rupa explained how this impacts how she navigates the system:

"If it gets really late at night and I'm not all that close to my car – and even if I am all that close to my car – like walking across a parking lot in the dark is – ugh, it's just unnerving all around. Like the one trip to my car that night that I don't feel nearly as uncomfortable is walking from – really out of the Metro station through the garage because it's well lit, and it's still a public place and it's still a Metro station. Like, the safest I could ever feel as a woman going home at night from D.C. after a night of fun – pre-COVID-19, that is – ride the Silver line to the terminus station of Wiehle, the walk to my car is fairly safe, then once I'm behind the wheel then I'm safe, of course."

Bike Lanes: Good for drivers as well as cyclists

Participants who were primarily drivers said that adding bike lanes makes roads safer for drivers as well as bicyclists. Preston explained how the lack of bike lanes does a disservice to both drivers and bikers:

"Being a driver and driving in rush hour or just driving when there's a lot of traffic around and then being held up and you realize you're being held up by a bike is incredibly frustrating. Frustrating for me because I'm like I wish the bike had their own lane, and it's frustrating that they're forced to – you know, bikes move slower than cars do just by nature, so it's frustrating that the traffic's already bad, it's being held up by a cyclist, and it's also frustrating that the cyclist has no other option to get where they're trying to go. So, it's like we're both – there's a little amount of space and we're both fighting hard for it."

However, while there was an interest in increasing access to bike lanes, participants said that bikers also carry a responsibility to follow traffic rules and to maintain safety for pedestrians. Yvette explained:

I've almost gotten ran over by a bike, you know. And I walk everywhere. And so, I definitely understand kind of that – the fact that they are competing for space, whether that's competing with cars on the road or competing with pedestrians on the sidewalk, but then we have to acknowledge the fact – I think someone said this earlier on the call – it's like D.C. is but so big, so we can't go adding bike routes everywhere. But there needs to be something that is very clear about the fact that if you are going to be on bikes, you are to a certain extent acknowledging the risks that come along with that, but you can't also endanger others...”

Climate Change

Better Service Hours: Making travel options more appealing

Responding to questions about climate change, the majority of participants explained that they would rely more on transit if the service hours were more extensive. Participants specifically mentioned that they want WMATA to focus on providing more frequent service on weekends and weeknights. Participants believed that if Metrorail focused on expanding service hours and frequency of trains, people would feel like they have a reliable system that they can depend on for day-to-day activities.

Rick mentioned that the lack of reliable and frequent trains is what forces people to use Uber or Lyft:

“I also agree a little bit with [...] and what he said about regular service. Because I live along the Red line, so unreliable service is definitely like a huge thing that happens where I'm sitting at the station for 30 minutes, but I have an interview, I have to get to class, so I end up having to make the choice to either take the bus or end up taking an Uber. So that's something that I would like to change. “

Pedestrian Safety: Dark roads feel unsecure

Half of this session's participants said they wanted to be less car dependent or get rid of their car in order to walk more. However, they explained that their main concern is feeling unsafe while walking around their areas. People cited dark roads as being the main reason for feeling unsafe while walking. Marcus explained this:

“I think for environmental purposes, walking really is the way to go because you're not really – even with the construction of a bike, you know, you still have to build it, and that still takes energy. Even though it's virtually energy-less once you use it. Walking doesn't take any energy, there's no initial investment. You need a good pair of walking shoes. But I mean, I guess the one thing that really keeps me from walking is the fact that since I've been called back to work, I work two nights a week, and as we all know, it gets dark very early in winter here and just my personal safety, even for a two-mile walk, I really don't feel that safe. I mean, I've had people follow me to the parking garage where we park our cars. You know. I mean, that was a situation where, in downtown Silver Spring, I could run. There's always cops around. I've felt like I could handle myself. But who's really looking on Philadelphia Avenue? “

Session 10: People with High School Degrees or Lower

Pseudonym	Gender	Race	Age	Location
Paul	Male	White	25-34	Takoma Park, MD
Keandra	Female	Black or African American	25-34	District of Columbia
Nina	Female	Black or African American	25-34	District of Columbia
Candice	Female	Black or African American	18-24	District of Columbia
Emmett	Male	Black or African American	25-34	District of Columbia
Amber	Female	Black or African American	25-34	District of Columbia
Tony	Female	Black or African American	25-34	District of Columbia
Molly	Female	Black or African American	25-34	District of Columbia
Keisha	Female	Black or African American	18-24	District of Columbia

Equity

Geographic Inequality: Lower-income neighborhoods get lesser services

Participants believed that the bus service in their neighborhoods in Southeast D.C. is not equal to the service that other areas in the region receive. Participants explained that the most pressing issues are buses are arriving very late, not arriving at all, or arriving with too many people. Amber explained that these issues have deeper consequences than just having to wait longer at a bus stop. For example, late buses result in people getting to work late or getting in trouble in school for picking up their children late.

Participants said that people from D.C.'s Ward 7 are already struggling to meet daily needs and when you add unreliable transportation and geographic inequity to the mix, they face additional barriers that prevent them from getting and/or keeping jobs that are still available to them. In contrast, more affluent communities continue to have reliable transportation options that gives their residents job security and access to more jobs.

Affordability: Bus costs add up

Participants said that affordability was another equity issue. The cost of using the bus with children and teenagers is something that participants said they struggle with because the fees add up. In the case of Keandra, she described a situation where she got on the bus to take her children to school but was unable to pay for all of their fares. She explained that the bus was stopped, the police were called, and she was hand-cuffed for getting on the bus and not having enough to pay it.

Keandra explained that the old paper transfers were something “that should have never been taken from the Black community.” She associated the problem of late buses as an issue that particularly affects Black people in D.C., and the paper transfers allowed people

“I don't know if you've ever been on that side of town, but if you was just – even if you're in your car, you can even witness the long lines at the bus stops and see how there's people just waiting to get on the bus, especially in the winter months like now when it's freezing cold outside. Who wants to miss a bus? I don't care if it's crowded. I need to get on to get warm.”

-Nina

to pay for their fixed bus rate and secure their transfer even if buses were delayed. Currently, participants explained that they have to pay more than budgeted because buses are so delayed that their waiting time exceeds the deadline of their transfers.

Participants suggested fixing the transfer problem to accommodate bus delays. But additionally, participants believe that low-income passes or passes that resemble the old flash passes would help less affluent people pay for a fixed amount of time to use the bus, budget properly, and would address the issue of having to take multiple buses because of overcrowding or delays.

Safety

Walking to Transit: Late-night fears

Participants explained that their biggest safety concern is walking to transit late at night. Specifically, participants do not feel safe in areas that do not have enough lights and that are not frequented by a lot of people. Amber explained how she decides how to handle her walk to transit:

“I mean, honestly, if I have to leave out at night, I will make sure that the bus stop that I go to is well lit. If it's not well lit or if it's got people around it that may be males – a lot of males or whatever, I will purposely walk – even if it's like an extra block to go to another bus stop that's more lit – it's only because I'd rather be safe than sorry.”

Other participants explained that if their walk to transit does not seem safe, they prefer to ask for a ride to the bus stop or train stop or they decide to pay for an Uber or Lyft when they can afford it.

Waiting for the bus: Concerns about crowds

Participants said that insufficient services and buses arriving late become safety issues because they lead to big groups congregating at bus stops. In particular, participants from this session explained that waiting for the bus has become less safe for women as they face harassment from groups of people also waiting for the bus. Large crowds of people at the bus stops lead to fights, drug use and exchange, and physical altercations while people try to get to on the bus as soon as possible.

Participants made suggestions to make waiting for the bus safer. These include having a panic button that will alert Metro police of any incidents that require their presence. Additionally, to deal with stops that are located in very dark spots, participants suggested investing in solar lamps that activate at beginning of the night and get shut down during the day. Finally, they suggested that Metro police do more rounds around these stops to show that these facilities are being patrolled.

Climate Change

Not an immediate priority: Not a consideration when making personal travel choices

Similar to the session with people with low incomes, people in this session did not have explicit thoughts to share about climate change. While none of the participants questioned the validity of climate change, participants made it clear that they do not think about climate change when making their transportation choices and that they do not think climate change is a priority. During the time

allotted to discuss climate change, participants diverged the conversation to talk about bus overcrowding, reliability, and public health. The only brief explicit reference to climate change and transportation was that they would like to see more electric buses as long as this does not interfere with plans to make buses more reliable in Southeast D.C.

Session 11: Spanish-Speakers

(session conducted in Spanish)

Pseudonym	Gender	Race	Age	Location
Delia	Female	Hispanic, Latino/a/x, Spanish origin	25-34	District of Columbia
Mariana	Female	Hispanic, Latino/a/x, Spanish origin	35-44	District of Columbia
Yesenia	Female	Hispanic, Latino/a/x, Spanish origin	18-24	Montgomery County, MD
Karla	Female	Hispanic, Latino/a/x, Spanish origin	25-34	Manassas park
Rosa	Female	Hispanic, Latino/a/x, Spanish origin	25-34	Montgomery County, MD
Marta	Female	Hispanic, Latino/a/x, Spanish origin	35-44	City of Alexandria
Jorge	Male	Hispanic, Latino/a/x, Spanish origin	25-34	District of Columbia
Raul	Male	Hispanic, Latino/a/x, Spanish origin	35-44	City of Alexandria, VA
Delia	Female	Hispanic, Latino/a/x, Spanish origin	25-34	District of Columbia

Equity

Affordability: Choosing mode based on cost

Participants talked about the trade-offs of using one mode of transportation over others due to costs and affordability. They also discussed how costs impact how they plan their transportation each day. For example, on electric bikeshare, Yesenia said:

“I think that the cost is a bit high, in relation to the other services, like riding the bus, because it goes by the minute. So, if you do not keep a good pace, obviously not... you are going to spend like 3, 4 dollars, 5 dollars.” (English translation)

“Mi me parece que los costos son un poco altos, en relación con otros servicios como tomar un bus, porque es por minutos. Y si no tienes un buen ritmo, obviamente no... te vas a gastar como 3, 4 dólares, 5 dólares. (Spanish transcript)

Others, like Karla, mentioned the costs of taking the train from the outer suburbs into D.C. She said:

“I also know it is a little bit hard to access transportation from Manassas Park... one has to take the train, but the cost of the train is higher. So we have the train station, but it gets a little bit harder, because of the costs.”

“Yo se que también se pone un poco difícil acceder al transporte, porque desde Manassas Park... pero el costo del tren es más alto. Pero tenemos como la estación del tren, pero se dificulta un poco, por cuestiones de costos.” (Spanish transcript)

Language Barriers: Difficulty getting information in Spanish

Participants expressed difficulty finding information about their routes. They also said they feel uncomfortable asking for information while speaking Spanish. Karla said:

“We know in the D.C. area there are many Spanish-speaking people. And one of the biggest challenges when I started taking the Metro was that sometimes it was hard to find out where the Metro stops were. Because, although they are announced, it is hard. First the sound system is very complicated. I do not know if it is because some Metro [cars] are newer and the sound machine is easier to understand. But also [there should be] information available for the people who are just getting started in this country or those whose language is not English. (English translation)

“Sabemos que en el área de DC hay muchas personas hispanohablantes. Y uno de los retos más grandes cuando yo empecé a usar el metro era que a veces se me dificultaba mucho ubicarme en las paradas del metro. Porque si bien las anuncian, es, es difícil primero el sonido es muy complicado. No se si es como en, en algunos metros que son más actuales como que el sonido es de una máquina y es más fácil de escucharlo, pero también que haya como información accesible para la gente que, que, está apenas iniciando en el país, o que no, no es nativa eh, con el idioma en el inglés.” (Spanish transcript)

Many participants shared similar experiences while using public transportation (Metrorail and buses) and expressed a need for more information in Spanish or with Spanish-speaking workers on transit and at transit stations. A few participants said that the older population is more vulnerable due to less access or knowledge of smart phones and technology.

Safety

Signage is lacking: Confusion about what to do, how to behave

Overall, this focus group said that if people were more informed about how to behave on the roads, the roads would be safer. This led to a discussion about signage and educational tools. As an example, participants mentioned that parking in bike lanes creates stress for cyclists. One participant suggested providing more signage near bike lanes to communicate that parking is prohibited. Karla said:

“Even if we are not going on a bike or scooter, we need to respect pedestrians. And the same thing happens with the bike lanes on the roadway, I mean there are cars that do not respect that in some streets, they do not have good signs and cars park for a few minutes. Be it Uber, Uber Eats or Lyft. And they block the way. So, it goes both ways, there isn’t enough education for pedestrians, drivers or the people riding bikes or scooters.” (English translation)

Aunque uno vaya en bicicleta o en el scooter, uno también tiene que respetar al peatón. Y es lo mismo que a veces pasa con los carriles para bicicletas dentro de la carretera, que hay carros que no respetan eso...Entonces en algunas calles, que no está como muy bien señalizado, los eh, los carros parquean por momentos. Sea Uber, Uber Eats o Lyft. Y dejan el cami... o sea dejan el camino bloqueado. Entonces es como parte y parte de que nos está haciendo como una educación suficiente tanto para peatones, personas que manejan, o personas que van en bicicleta o en el scooter.” (Spanish transcript)

Aggressive driving: Education and enforcement needed

Participants said that speeding is an ongoing safety concern for pedestrians. They said both more training signage and enforcement would make them more likely to walk, bike or use scooters more.

Participants suggested ways to improve safety on the roads for pedestrians. Speaking about times when pedestrians interact with cars, Raul suggested:

"There should be a place for training, so that we all learn, be it the driver, the pedestrian or anyone who drives a vehicle, any kind of vehicle. It is very important that there is technical support for each person. Both needed to take precautions, do you know what I mean?" (English translation)

"Un lugar... de entrenamiento, para que todos aprendamos, ya sea el conductor, el peatón o cualquiera que maneje vehículo, cualquier clase de vehículo. Es muy importante de que el... de que hubiera un soporte técnico para cada persona. Que tengan precaución ambos." (Spanish transcript)

Climate Change

Incentives: Suggestions for promoting environmentally friendly modes

When asked about climate change, participants shared ways in which they consider the environment in their personal lives and choices. They also talked through different strategies and incentives they would support to promote environmentally friendly modes of transportation, such as biking or closing streets for pedestrians and cyclists. Jorge said:

"...To extend the space for bikes would be better. And, to give a discount or an incentive, so when we can ride the bike, people tend to ride it. It would be good." (English translation)

"Ampliar el espacio para las bicicletas, fuese mejor. Y dar como un descuento o un incentivo, para que en el tiempo que se pueda usar la bicicleta, se tienda más a usar. Estaría bueno." (Spanish transcript)

Overall, the group shared a general interest in "doing their part" to support climate change initiatives and reduce carbon emissions.

Telework not a realistic option: "Not everyone has the luxury of working from home"

When asked about having the option to telework as a way to mitigate the impact on the environment, participants generally expressed disinterest because telework is not a feasible option for everyone. Karla said:

"Not all jobs can be performed from home. So, it would be a bit snobbish, because it depends on the job everyone has.... So, I do not think that it is a viable solution...equity-wise. Because not everybody can do this. And we saw it in the pandemic. A lot of people have the luxury to be able to stay home and take care of themselves and all of that, but there are others who cannot. Those who still have to continue to take public transportation and they have to keep going every day." (English translation)

“Que no todos los trabajos se pueden hacer desde la casa. Entonces, eso sería un poco clasista, porque es depende del trabajo que tiene cada uno. Entonces, yo no pienso que esa sea una solución viable, una solución muy consciente ni una situación, eh... igualitaria. Porque no todos lo podrían hacer. Y se vio en la pandemia. Que muchas personas tienen, algunos se dan el lujo de quedarse en la casa y cuidarse y todo, ¡pero hay otros que no! Que igual tienen que seguir usando el transporte público y tienen que seguir yendo cada día.” (Spanish transcript)

Generally, participants referred to telework as a luxury or privilege that not all individuals can benefit from, therefore they said they do not think it is a viable or long-term solution. Marianna said:

“Working from home is not for the working class, like us, who use public transportation.” (English translation)

“Que el trabajar desde casa no es para la clase trabajadora como nosotros, que usamos el transporte público.” (Spanish transcript)

KEY TAKEAWAYS

TPB staff identified the following key takeaways from the focus group input. These suggestions represent potential practical actions for enhancing equity and safety, and mitigating climate change.

Equity

Transportation agencies can respond to some of the concerns of reported on equity by:

- Expanding service windows or provide alternate types of services to accommodate late-shift workers and others that don't work 9-5 hours.
- Improving reliability, frequency, and service areas for buses.
- Minimizing transportation costs to lower-income individuals, including tolls and transit costs, especially distance-based Metro fares.

Safety

Transportation agencies can respond to some of the concerns of reported on safety by:

- Recognizing that details matter, such as placement of transit stops and providing sufficient lighting around transit stops and stations
- Investing in transportation infrastructure that separates modal uses that travel at different speeds, such as protected bicycle lanes.
- Investing in infrastructure design, policy, and enforcement that limits aggressive behavior on roadways

Climate Change

Transportation agencies can respond to some of the concerns of reported on climate change by:

- Recognizing that strategies and solutions to mitigate climate change are in competition with the immediate challenges of everyday lives, therefore solutions must be realistic and made feasible to be implemented broadly.
- Improving the supply of low-carbon transportation options, including making transit more frequent, reliable, and convenient, making housing close to transit more affordable, and expanding electric vehicle infrastructure and access to electric vehicles.

NEXT STEPS

The findings from this report will be integrated into the Visualize 2045 plan update, which is scheduled for TPB approval in the spring of 2022. A variety of quotes from the report will be woven into the plan text. Coupled with forecasts and analysis, this inclusion of authentic human voices in the plan document will help to make the case that the plan's objectives are essential to the region's transportation future and in the lives of everyday people.

Beyond the approval of the plan in 2022, the input received from all the outreach conducted for the Visualize 2045 update will be valuable for the TPB's future work. The region certainly can expect that the challenges examined in these recent outreach activities— equity, safety, and climate change— will be with us for many years to come. The suggestions and opinions articulated in the recent outreach – through the survey, focus groups, and open QR code outreach – will help to establish a starting point for future long-range planning activities of the TPB.