
**TPB TECHNICAL COMMITTEE
MEETING RECAP**

May 7, 2021

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

Staff described the procedures and protocols for the virtual meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

2. APPROVAL OF THE APRIL 2, 2021 TECHNICAL COMMITTEE MEETING MINUTES

There were no questions or comments regarding the April Technical Committee meeting. The minutes were approved.

ITEMS FOR THE BOARD AGENDA

3. ENHANCED MOBILITY SOLICITATION

Ms. Winchell-Mendy provided an overview of the Federal Transit Administration's 5310 Enhanced Mobility program, which provides matching grants in the DC-MD-VA urbanized area to benefit the mobility needs of older adults and people with disabilities. She also shared dates for required pre-application conferences, beginning in May, and the solicitation period from July 1 to September 1, 2021.

A committee member in Frederick, MD inquired about 5310 funding in their area since it doesn't fall under the DC-MD-VA urbanized area. Ms. Winchell-Mendy provided contact information for staff managing MTA's 5310 program.

4. VISUALIZE 2045: WORK SESSION, REGIONAL POLICY QUESTIONS, SUMMARY OF COMMENTS ON THE DRAFT INPUTS TO THE PLAN AND AQC ANALYSIS

Ms. Cook reviewed the draft agenda for the May 19 TPB Work Session, during which the TPB and the agencies sponsoring the projects would continue the discussion regarding technical inputs to Visualize 2045 and the TIP. Ms. Cook also reviewed the status and next steps for the draft documentation with the TPB technical agency staff responses to regional/federal policy questions for all existing and proposed capital projects. Staff also briefly highlighted the primary themes of comments received during the comment period.

Questions/Comments

Mr. Bob Brown of Loudoun County asked that if any board members in other jurisdictions are raising questions about Loudoun County projects, he'd like to be made aware, to prepare for the work session.

Mr. Gary Erenrich of Montgomery County asked about what was in the materials provided by email and if questions regarding the project specific comments that needed responses had been sent out.

Mr. Erenrich noted that for the regional policy documentation having information about how to use the tables, to provide an example, how to go through them and find the information about an individual project.

- Ms. Cook responded that based on the comments reviewed by the public participation team staff there were only a few that staff identified for responses.
 - Ms. Cook noted that an overview memorandum was provided as to how to use the tables, and that the memorandum as well as the regional policy questions were also included in each Appendix that has the responses.
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- Director Srikanth recommended that Mr. Erenrich review the memorandum and provide an email with additional suggestions if he finds the memorandum does not meet the needs he has noted.

Ms. Kari Snyder asked if the Voices of the Region survey results were being cross-walked with the comments on the plan, where there was overlap.

- Ms. Cook noted that was not a plan to do a comparative analysis of the comments and the survey. She noted that TPB staff were assembling a compilation of comments as well as a summary of comments.
- Director Srikanth noted that the Voices of the Region survey was just one survey, and that TPB does numerous surveys. Other surveys also inform local project selection and project prioritization.

Chat summary:

From Regina Moore to everyone: How many comments were received?

From Abigail Zenner to everyone: We received 220 comments

From Mark Phillips to everyone: Are there any great best practices from peers in aligning GHG targets/goals with LRTP project selection/performance assessment?

INFORMATION ITEMS

5. AIR QUALITY 101

Ms. Posey gave an air quality 101 presentation, outlining the conformity and State Implementation Plan (SIP) development processes and indicating who is involved. She discussed the development of Motor Vehicle Emissions Budgets (MVEBs) in the SIP which are used in air quality conformity analyses. She also noted that there is a memo included with the mailout materials that gives more detail about air quality conformity and SIPs in the Washington region.

Mr. Bob Brown asked if there is any information about how much pollution is brought into our region from other areas. Ms. Posey responded by talking about the Ozone Transport Commission (OTC) (a group of states on the east coast) which works to lower emissions so that areas pass as little pollution to downwind areas as possible. She noted that Maryland, particularly, measures how much pollution is coming from other areas into our region. Mr. Brown asked if there are natural sources of ozone. Ms. Posey responded that there are and that emissions could never get down to zero because there will always be emissions from the natural environment.

Mr. Mark Phillips asked if the Washington region compares how it addresses greenhouse gases with other areas around the country. Mr. Srikanth noted that periodically we review other MPOs to see what they are doing, and there is much peer exchange on this subject. TPB staff has given presentations at, and regularly attends, AMPO gatherings. The TPB developed its successful transportation/land-use program after hearing a presentation at an AMPO conference on the subject. Air quality and climate change planning information is exchanged, and the Washington region is a leader in studying and addressing these issues. In the past, climate change studies have been done in parallel to the development of the Long-Range Plan, but with the 2022 Update to Visualize 2045 the TPB will integrate the findings of the Climate Change Mitigation Study into a single document representing the Long-Range Plan.

Ms. Kari Snyder suggested that might be beneficial to have a blow up of the east coast of the map on slide 7 showing 2015 ozone NAAQS non-attainment areas. Ms. Posey said she would do that.

Mr. Phillips suggested that it would be helpful if Kanti would give a high-level overview at the TPB meeting about how the climate change work and deliverables impact the Long-Range Plan. Kanti agreed that he would try to work that in.

6. AMERICAN RESCUE PLAN ACT OF 2021 (ARP)

Ms. Winchell-Mendy provided the committee with a brief overview of Federal funding available to the DC-MD-VA Urbanized area 5310 program under the American Rescue Plan Act of 2021 (ARPA). Existing or recent subrecipients of Enhanced Mobility, JARC, New Freedom subrecipients are eligible to apply for the available \$532,226, at 100% Federal share. Ms. Winchell-Mendy also shared information on selection criteria, the selection process, and the timeline. The solicitation will open May 21 and close June 21.

7. REGIONAL SAFETY STUDY: EQUITY EMPHASIS AREA ANALYSIS

Mr. Hopwood, Cambridge Systematics, briefed the committee on findings from the Equity Emphasis Area (EEA) Analysis portion of the Regional Safety Study. Mr. Hopwood noted that traffic fatalities and serious injuries are overrepresented in EEAs across the region, with EEA populations making up 28 percent of the population and accounting for 34.4 percent of traffic fatalities and 28.7 percent of serious injuries. Crashes involving intersections, pedestrians, young drivers, and roadway departures are more common in EEAs than outside of EEAs. Fatal and serious crashes occurring on major arterials are also more frequent in EEAs compared to non-EEA areas. EEAs also have lower percentages of fatalities involving older drivers, excessive speed, fixed objects, and minor arterials.

Mr. Groth shared that a major arterial runs through an EEA in Charles County and it generates a lot of pedestrian activity because of the commercial businesses along the roadway. He asked whether the study identified types of serious injury or fatal crashes that are specific to outer jurisdictions.

Mr. Hopwood responded that the study evaluated contributing factors in EEAs for the region, but a next step of the analysis could be to study focus areas, such as major arterials, by jurisdiction to isolate where specific factors have an impact. Mr. Schermann noted that the location highlighted may be a good candidate for the next round of the Regional Roadway Safety Program.

Mr. Weissberg observed that two of the counties with higher fatalities (Prince George's County and Prince William County) had reverse correlations between their fatality rate and EEAs. He noted that Prince George's County uses the state's severity index to rank the top 20 high-crash corridors over a certain period, and 17 of the 20 corridors are within EEAs. Mr. Weissberg asked Mr. Hopwood if he saw a reason for the opposing correlations and whether it is possible to analyze one-mile segments based on a severity index. Mr. Hopwood explained that if the fatalities were normalized by VMT, it could show different trends. He also added that Cambridge Systematics conducted a network screening as part of the larger regional safety study.

Mr. Erenrich noted that EEAs are really geographies and that what needs to be understood is where the people involved in crashes live. Many of the EEAs have major thoroughfares carrying through-traffic. As a next step, he suggested that the study attempt to investigate the origin zip codes of people who are involved in crashes within EEAs, why are they are traveling through the corridor, and what alternative modes they can access instead of driving. Mr. Hopwood stated that much of the regional traffic is commuter traffic and understanding who is involved in crashes and where they are coming from would be helpful. Mr. Srikanth added that traffic infrastructure is as important as traffic specificity. The EEAs have been geographically defined and these areas have underserved populations, which is the idea. Mr. Schermann further added that while the current project is out of funds, some additional budget has been set aside to continue the safety analysis effort. He also noted that EEAs are used to evaluate Regional Roadway Safety Program application and encouraged jurisdictions to do the same as they evaluate their infrastructure projects.

Mr. Edmondson asked how much data from the study will be made public for jurisdictions to use. Mr. Schermann said COG is hopeful it will be able to provide information publicly and noted that SHA needs to provide final approval before the COG can release Maryland data. He also noted that there is a lot of analysis completed by Cambridge Systematics that has not yet been shared, including network screening data. COG is still working to identify the best way to share the detailed data, but it intends to continue working with the data, and with jurisdictions on the data.

8. TRANSIT EQUITY WHITE PAPER

Mr. Randall briefed the committee on a white paper being prepared on transit equity in the region, looking specifically at local bus service coverage and frequency in relation to the travel needs of traditionally disadvantaged populations. He spoke to a presentation and referenced a technical memo in the meeting documents. Mr. Randall opened by recapping that starting in March 2020 transit agencies across the region drastically cut service in response to the coronavirus pandemic. Over the past year, transit agencies have gradually been restoring service. TPB staff have been requested to identify transit service that should be a priority for restoration and have contracted with ICF Consulting and Foursquare Integrated Transportation Planning to produce the white paper. The purpose of the white paper is to inform regional decision makers about equity-related factors to consider in restoring transit service and in planning for long term (post-pandemic) service expansion.

Mr. Randall then reviewed the draft findings to date of the analysis. The white paper analysis considers bus transit stop locations, frequency of service, peak vs. off-peak, and span of service. These factors are compared to the locations of: COG's Equity Emphasis Areas (EEAs), historically disadvantaged populations (e.g., people of color, low-income households, non-native English speakers), and essential workers. Through mapping, the analysis attempts to answer the question of whether the select population groups have good access to transit compared to the general population and then access during peak periods to high-frequency service (at least every fifteen minutes). Mr. Randall then reviewed the draft findings, based on the region's bus transit service of March 15, 2021. Generally, the analysis finds that EEA residents and disadvantaged populations do have better access to transit than the general population, but that only a quarter or less of the general population or the analyzed groups have access to high-frequency, peak period transit service.

Mr. Randall concluded by stating that the draft white paper focused on pandemic service restoration is in review. Additional analysis is in progress including the development of dynamic map feature. A final white paper that will complete additional pandemic analysis and will also analyze pre-pandemic transit service and equity is to be delivered by the end of June. He hopes that the final product and tool will be helpful to transit planners across the region. He emphasized that this analysis is at the regional level. Transit planners across the region do much more detailed equity analysis for their own jurisdictions or agencies, including for Title VI. The white paper analysis can only support this work, not replace it.

Mr. Groth asked for calcifications on when the final products will be ready. Mr. Randall responded that he expects them in the latter half of July.

Mr. Edmondson asked if the information would be available in shape files as well as ArcGIS. Eric responded that he thought so but would have to review the contract deliverables. David then stated that he had additional questions which he would submit by e-mail.

Mr. Philips complimented the effort and then asked if off-peak service would also be examined. Mr. Randall clarified that the white paper analysis is looking at both peaks, midday, and evening service, as well as Saturday and Sunday. Mr. Philips then asked if GTFS files were available for all the transit agencies. Mr. Randall responded that the information was obtained from each agency, but it could be made available back to the agencies if they so request.

9. PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP) UPDATE

Mr. Randall briefed the committee on an update on the federally required performance-based planning and programming (PBPP) process. The presentation included select calendar year 2020 performance data, progress towards the four-year targets adopted in 2018 for the period 2018 through 2021, and plans for the upcoming four-year targets to be adopted in 2022 for the period 2022 through 2025. In addition, he reviewed the requirements for inclusion of PBPP in next year's Visualize 2045 long range plan and TIP will be reviewed.

Mr. Randall opened by recapping the purpose of PBPP and the requirements for projects in the TIP and long-range plan to be linked to the achievement of performance targets. Mr. Randall reviewed the twenty-six targets which the TPB must adopt, then moved on to the three travel time reliability measures and the traffic congestion measure for which 2020 calendar year data is now available. As would be expected due to the pandemic, performance was significantly better than forecast. However, 2021 calendar year data will determine whether the four-year targets for the measures are achieved. Additionally, he reported that the 2019 data for the non-SOV mode share measure is now available, for which a two-year target is set, and that the TPB achieved its target.

Mr. Randall then went over the inclusion of PBPP in the new TIP and long-range plan in development. However, as most of the PBPP data does not become available until mid-year, progress towards the achievement of the 2018-2021 targets will not be included in the TIP and plan. A updated PBPP report may need to be completed later in 2021, as the TPB takes action to approve new four-year targets for the period 2021 through 2025.

There were no questions from the audience.

10. MARYLAND HOUSE BILL 1236

Mr. Nembhard briefed the committee on Maryland House Bill 1236 involving the proposed expansion of commuter rail service into Delaware and Virginia. The committee was given a brief overview of the purpose of the bill and activities MDOT MTA is taking to meet the requirements of the bill. He noted that there is no funding behind the bill and that it is a mandate for MDOT MTA to move forward with the activities. There is no guarantee that the pilots will be implemented.

Mr. Erenrich asked if this needs to be in the CLRP. Mr. Nembhard replied noting that the House Bill doesn't directly affect the MARC cornerstone plan yet. The bill is focusing only on the pilot program for now.

Mr. Weissberg asked if the run-through service would be added to the CLRP or if the study will enable the cost information to get it in. He noted that he would love to see the projected in the CLRP.

Mr. Srikanth noted that if this were to be part of an implementation project, funding and service level details would have to be provided for the plan and in the air quality conformity. Given the importance and potential for enhanced expansion of the commuter rail in the system, the plan can include major studies.

Ms. Hoeffner (VRE) asked for clarification if the project being recommended to be included in the plan for run-through service is only the MARC to Virginia. She noted VRE has no plans to implement run-through service. Their long-range plan does not identify run-through service and is not something they are pursuing at this time. Mr. Nembhard noted the House Bill recognizes that a key element is the connector

Mr. Malouff asked if there would be a passenger train associated with the connector. Mr. Nembhard said the current priority is the train storage and maintenance, but they are not precluding using it for future passenger service.

Mr. Nembhard asked Chair Groth if he could provide a quick summary of his presentation for the Technical Report Recap to the Transportation Planning Board. Chair Groth accepted the offer.

OTHER ITEMS

11. OTHER BUSINESS

FAMPO on TPB agenda

Staff shared with the technical committee details about the administrative update to the TPB/FAMPO Agreement that will be presented at the Board meeting. It was noted that no comments or questions were received and that the FAMPO board has already approved the updated agreement.

Federal RAISE grants (TIGER/INFRA)

Staff informed the technical committee that the Federal RAISE grant applications are due in mid-July. Members were asked to contact Eric Randall (TPB) if they are seeking a letter of endorsement from the TPB. Mr. Srikanth (TPB) noted there is interest from Board members that the region should be thinking about applying for these grants.

Transit within Reach – May 3

Staff informed the technical committee about the Transit within Reach solicitation. The application and abstract form was released earlier in the week. The program will fund up to 30% design and engineering projects to improve walk and bike access to high capacity transit. The optional abstract is due May 18 and the application is due July 1. Any questions about this should be directed to John Swanson or Nicole McCall.

Visualize 2045 Phase 2 public outreach

Staff shared with the technical committee information about phase 2 of the public outreach for Visualize 2045. Next steps will to brief the committee on the focus groups and analysis and to begin the second phase of outreach which will be focused on aspirational initiatives.

Vision Zero Workshop

Staff informed the technical committee about the April 23rd Vision Zero workshop on Arterial Design. This was part of a series of regional workshops sponsored by the Bicycle and Pedestrian Subcommittee. Representatives from NACTO, MDOT, VDOT, DDOT, Montgomery County, and Prince George's county gave presentation which can be found on the TPB website along with meeting minutes.

Street Smart

Staff informed the technical committee that the spring campaign for Street Smart is wrapping up. There was a paid internet advertising campaign and transit advertising along with a media tour and press kit.

Regional Roadway Safety Program

Staff informed the technical committee that 11 applications were received for the first round of the Roadway Safety Program earlier this year. The selection panel's recommendations will be presented to the committee at the June 4 meeting. These recommendations are expected to go for Board approval at the June 16 meeting. The second round of applications is expected to begin in July will be open for two months.

Mr. Schermann also introduced a new staff member, Janie Nham.

TAP application opportunities

Staff reminded the technical committee about the TAP applications are due soon for Maryland (May 17) and DC (May 12). Virginia pre-applications are open on May 17 and run through July 1. The applications will be due October 1. Projects that meet the aspirational initiatives are encouraged.

Jurisdiction Level Voices of the Region Survey Summary

Staff updated the technical committee about the Voices of the Region Survey summary and noted that the data will be available at a jurisdictional level in the coming weeks.

Resiliency Study Update

Staff updated the technical committee on the Resiliency study. Conversations with county staff are scheduled for next week. Consultants are developing a technical memorandum to help document what's happening in the region and where we can go next along with a whitepaper.

CAV webinar

Staff informed the technical committee about the CAV webinar that was rescheduled for May 25. The meeting is at 10am and is open to all. TPB staff will be presenting on various aspects from whitepaper.

DOD Military Installation Resilience Review

Staff informed the technical committee about the DOD Military Installation Resilience review. The program looks at investments outside of the fence line in the community that can help with resilience on the base. Staff noted the investments can be transportation related. More information can be found on the meeting materials page.

Climate and Energy Leadership Awards

Staff informed the technical committee about the Climate and Energy Leadership Awards program. It is used as a way to highlight projects and programs that address climate issues in the region. Since 2014, twenty-one awardees have been recognized. The application period will be from April 22 – June 30 and 2 awards will be given out. More information can be found on the meeting materials page or you can contact Leah Boggs or any TPB staff.

12. ADJOURN

No other business was brought before the committee.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DC DOT	Chloe Delhomme – City of Manassas
Kristin Calkins – DCOP	Sree Nampoothiri – NVTA
Jason Groth – Charles County	Dan Goldfarb – NVTC
David Edmondson – Frederick County	Meagan Landis – Prince William County
MiYoung Park – City of Gaithersburg	Betsy Massie – PRTC
Kari Snyder – MDOT	Maria Sinner – VDOT
Gary Erenrich – Montgomery County	Regina Moore – VDOT
Victor Weissberg – Prince George’s County	Ciara Williams – VDRPT
Jen Slesinger – Alexandria	Xavier Harmony – VDRPT
Dan Malouff – Arlington County	Katherine Youngbluth - VDRPT
Malcolm Watson – Fairfax County	Christine Hoeffner – VRE
Robert Brown – Loudoun County	Mark Phillips – WMATA

OTHERS / MWCOG STAFF PRESENT

Lyn Erickson
Kanti Srikanth
Tim Canan
Andrew Meese
Mark Moran
Stacy Cook
Karen Armendariz
Sergio Ritacco
Leo Pineda
Abigail Zenner
Sarah Bond
Andrew Austin

Nicole McCall
Lynn Winchell- Mendy
Dusan Vuksan
Charlene Howard
Eric Randall
Jane Posey
Bill Bacon
Wanda Owens
Nazneen Ferdous
Janie Nham
Cory Hopwood