



TRANSPORTATION PLANNING BOARD

Wednesday, October 20, 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, October 19, 2021 to be relayed to the board at the meeting.
- 12:15 P.M.** **2. APPROVAL OF THE SEPTEMBER 22, 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**
Charles Allen, TPB Chair

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwkog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

ACTION ITEMS

12:50 P.M. 7. OPTIMIZING LAND USE AROUND HIGH CAPACITY TRANSIT AND ELEVATING EQUITY EMPHASIS AREAS

*Chuck Bean, COG Executive Director
Kanti Srikanth, TPB Director*

At their annual retreat this past July, the COG Board of Directors and policy committee leadership discussed optimizing the land use around High-Capacity Transit Station areas (HCTs) in ways that could advance the regional goals related to Equity, Housing, and Climate Change. Participants also discussed ways to prioritize and elevate Equity Emphasis Areas (EEAs) as a decision-making consideration. HCTs and EEAs are both TPB planning products and part of TPB's planning priorities. The COG Board will consider resolutions at the October 13 meeting to adopt regional priorities for optimizing land use around HCTs and elevating Equity Emphasis Areas throughout all of COG's planning. The TPB will consider endorsing the COG resolutions recognizing these as unified planning constructs for regional planning.

Action: Approve Resolution R4-2022 to adopt HCTs and EEAs as planning constructs for the region to optimize land use around transit and elevate equity.

INFORMATION ITEMS

1:00 P.M. 8. STATUS REPORT ON THE 2021 ENHANCED MOBILITY GRANT PROGRAM

Lynn Winchell-Mendy, TPB Transportation Planner

TPB, with COG as its administrative agent, is the designated recipient of the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. The board will be briefed on the program and the status of the 2021 solicitation and selection process. The board is scheduled to approve funding recommendations at its November meeting.

1:10 P.M. 9. PBPP: DRAFT TRANSIT SAFETY TARGETS

Eric Randall, TPB Transportation Engineer

The board will be briefed on draft regional targets for transit safety performance measures, including fatalities, injuries, safety events, and system reliability, as required under the federal performance based planning and programming (PBPP) rulemaking for public transportation providers and MPOs. The board will be asked to approve the regional targets at its November meeting.

1:20 P.M. 10. BUS TRANSIT SERVICE AND FARE EQUITY

Eric Randall, TPB Transportation Engineer

The board will be briefed on a white paper and webmap prepared on bus transit equity in the region, looking specifically at local bus service coverage and frequency in relation to the travel needs of traditionally disadvantaged populations. In addition, the board will be briefed on a memo summarizing national and local transit fare relief initiatives and experiences.

**1:45 P.M. 11. MOVING TOWARDS IMPLEMENTATION OF CLIMATE PLAN STRATEGIES:
VEHICLE ELECTRIFICATION**

Jeff King, COG Department of Environmental Planning

Members will be briefed on regional and local efforts and opportunities for vehicle electrification. The primary focus will be on zero emission vehicle strategies and actions for light duty vehicles and transit and school buses. A proposed joint effort to coordinate transportation electrification planning will be presented and discussed.

2:00 P.M. 12. ADJOURN

The next meeting is scheduled for November 17, 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 October 2021 TPB Meeting
DATE: October 20, 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 September 2021 TPB meeting and noon on Tuesday, October 19, 2021, the TPB received 3 comments. All three comments were submitted by the same person via email.

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

PUBLIC COMMENT

Arlene Montemarano – Email – September 22, September 26, and October 15, 2021
Montemarano, resident of Silver Spring, sent three emails.

The first, from September 22, included a comment that was skeptical of the I-495/I-270 project and its rebranding as OP Lanes. The second, from September 26, included a link to a Washington Post article about highway widening in Utah with a comment that instead of building new infrastructure it is important to make better use of existing infrastructure. The third email, from October 15, was a link to an article with data that suggested that most public private partnerships end up being more expensive than initially estimated.

TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Wednesday, September 22, 2021 9:39 PM
Subject: Op Lanes Maryland

Categories: Blue category

Such exciting news! They changed the scam's name! I'm sure that must mean that there will not, after all, be hell to pay for the environment, broken and diminished communities, and a perpetual suck by Transurban of our financial resources far into the future.

Especially enjoy their hilarious use of language...*"with no action on I-495 east of the I-270 east spur at this time."*

Relax, citizens of Maryland. All is peachy-keen in Hogan-Land.

On 9/22/2021 3:41 PM, MDOT Op Lanes P3 Program wrote:



Options & Opportunities for All

Greetings,

I am emailing today to let you know that our public-private-partnership (P3) program will now be known as Op Lanes Maryland.

The P3 Program has evolved from when we began four years ago, and our new name, Op Lanes Maryland, reflects this evolution as we continue to collaborate with Montgomery, Frederick and Prince George's counties, community organizations, residents, businesses, agencies, regional partners and other stakeholders.

The New American Legion Bridge I-270 Traffic Relief Plan falls under the Op Lanes Maryland umbrella, replacing the 60-year-old American Legion Bridge and breaking one of the nation's worst bottlenecks.



Through Op Lanes Maryland, we will continue working on exciting new transformative transportation options and opportunities to provide a balanced transportation network that meets the multimodal travel needs of our residents and businesses as the National Capital Region continues to grow in the decades ahead.

The Phase 1: New American Legion Bridge I-270 to I-70 Traffic Relief Plan is the first major project under Op Lanes Maryland. Upon Maryland Board of Public Works approval in August 2021, we executed a Phase P3 Agreement and have begun robust predevelopment work with Accelerate Maryland Partners, LLC (AMP Partners) to collaborate with stakeholders on further reducing and avoiding potential impacts to advance Phase 1 South: American Legion Bridge I-270 to I-370 as the first section of the project.

This predevelopment work also will support completion of our ongoing Managed Lanes Study under the National Environmental Policy Act (NEPA). If selected at the conclusion of the study, the Phase 1 South preferred alternative will deliver a new wider American Legion Bridge and two dynamically priced high-occupancy toll (HOT) lanes in each direction from the vicinity of the George Washington Memorial Parkway across the bridge to I-270, and north on I-270 to I-370 with no action on I-495 east of the I-270 east spur at this time.

Buses and high occupancy vehicles (HOV3+) will be able to use the new HOT lanes free of charge while drivers with less than three occupants in their vehicles may choose to pay a dynamically priced toll for a more reliable trip when they need it. Meanwhile, the existing general-purpose lanes will remain free as they are today for all motorists.

Thank you for your continued interest as we move forward under Op Lanes Maryland. We look forward to continuing to share more information and collaborate with you in the years ahead. As always, if you have questions or comments, you may call [833-858-5960](tel:833-858-5960) or email oplanesmd@mdot.maryland.gov. For more information, visit our new website oplanesmd.com/, and follow us on our social media platforms at OpLanesMD.

Sincerely,

Jeffrey T. Folden, PE, DBIA
Deputy Director, I-495 & I-270 P3 Program



MDOT Op Lanes P3 Program | 707 North Calvert Street, Mail Stop P-601, Baltimore, MD 21

[Unsubscribe mikarl@starpower.net](mailto:mikarl@starpower.net)

[Update Profile](#) | [About Constant Contact](#)

Sent by oplanesmd@mdot.maryland.gov in collaboration with



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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

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TPB Comment

From: arlene Montemarano <mikarlgm@gmail.com>
Sent: Sunday, September 26, 2021 10:21 PM
Subject: Rethinking transportation

Categories: Blue category

“We need an approach to growth that is not dependent on us building new transportation infrastructure, but instead makes better use of the transportation infrastructure we’ve already built,”

Ya think??

(Bolding is mine.)

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https://news.google.com/articles/CAIiEGTz_82ZDWT6xphxI2pZeHcqGAgEKg8IACoHCAowjtSUCjC30XQwzqe5AQ?hl=en-US&gl=US&ceid=US%3Aen

How a quality-of-life award for a 12-lane Utah highway sums up the debate over the future of transportation
Sep. 24th, 2021

For years, drivers heading through the booming Utah city of Lehi would run into a bottleneck as Interstate 15 narrowed from six lanes in each direction to four. But last year a project to widen the busy freeway — a top priority of local leaders — was completed.

When a **national group representing state highway officials** presented the project with an award for community development and quality of life, citing its inclusion of pedestrian and bike paths, it looked like validation for a job well done.

“It’s about as multimodal as you can get,” said John Gleason, a spokesman for the state transportation department. “When you’re recognized for an award like this, it’s confirmation that we are doing things the right way.”

But when the award was announced with a photo online showing a tangle of concrete and asphalt seemingly devoid of life, the criticism arrived swiftly. “I think I’m gonna need a definition of ‘life’ and ‘quality’ from you,” wrote one Twitter user.

The announcement of an award by the American Association of State Highway and Transportation Officials (AASHTO) might seem an unlikely moment for an Internet pile-on, but the post highlighted a core dispute about what role cars and highways should play in the future of transportation. The debate has taken on significance as Congress

debates a \$1 trillion infrastructure proposal and the Biden administration tries to craft environmental and racial justice policies in a nation where driving is a necessity in most places.

Supporters tout the Lehi project's successes. Business leaders backed the widening, the state says it has cut evening commute times in half and it has been praised by the industry: **Roads & Bridges magazine** called it the top road of 2020, praising its "ingenuity and good old-fashioned smart design."

To advocates for a less car-dominated society, handing out an award for "quality of life" to a 12-lane highway flanked by frontage roads on each side seemed farcical.

"When a prize roadway project in the 'Quality of Life/Community Development' category shows signs of neither — not even a single person on foot, bike or transit — it deserves our scorn, not our praise," wrote Janette Sadik-Khan, a former New York City transportation commissioner. "By these Orwellian standards, there is no such thing as traffic failure."

The AASHTO said the award category is designed to recognize projects that "have significantly benefited the community in which they exist, especially in the form of economic growth and well-being of citizens. These projects better connect people to businesses, jobs, health-care facilities, and recreational activities while also encouraging a mix of transportation modes."

Tony Dorsey, a spokesman for the organization, said **award judges were anonymous and not available for an interview about why** they awarded the Utah project. He said the organization could have chosen a better photo to illustrate the features the award recognized.

Lehi is split by Interstate 15 and sits between Salt Lake City and Provo — its population surging from 47,400 in 2010 to 75,900 in 2020, placing it among the nation's fastest-growing cities. Software firm Adobe opened an office in 2012 and the area gained the nickname "Silicon Slopes."

"We've seen tremendous growth in the community in the last 10 years," said Cameron Boyle, the assistant city administrator.

But unlike other segments of Interstate 15, a **four-mile section running through the city** hadn't been widened. Local leaders worried congestion threatened to hamper growth. A group of businesses launched a website, flippintraffic.com, as part of a campaign to get the state to move up its construction schedule.

The \$415 million project began in 2018 and was finished last October. It involved construction on 17 bridges and building frontage roads to improve local traffic flow, along with access to a transit hub and a system of trails and pedestrian crossings.

Those trails connect to a network that stretches to Salt Lake City and nearly down to Provo.

"I understand that there may be this notion that DOTs are focused on simply moving cars," Gleason said. "I just don't think that's the reality anymore, nor can it be."

But critics of projects like the one in Utah question how committed states are to changing decades-old practices. Zabe Bent, design director at the National Association of City Transportation Officials (NACTO), said in the face of climate change, racial injustice and soaring road deaths, planners must look beyond marginal improvements, adding that **the transportation system needs to be rethought.**

“It’s not enough to champion a highway project that incorporates a bike lane,” she said.

Bent’s group, which is chaired by Sadik-Khan, is **AASHTO’s upstart younger sibling, challenging the dominance of state officials and highway building in the nation’s infrastructure system.** While success has typically been measured by how many and how quickly cars can move, advocates and planners are increasingly talking in terms of how projects guarantee access to economic, social and educational opportunities.

At least a half-dozen former city leaders with ties to NACTO now hold key positions in the Biden administration, including Deputy Transportation Secretary Polly Trottenberg. Ideas advanced by the group and other advocacy organizations have gained traction with House Democrats, who crafted a transportation bill that would have set new environmental standards, limit the construction of new roads and made major investments in transit.

Beth Osborne, director of advocacy organization Transportation for America and who served in the Obama administration, said she thinks the Utah award was misjudged, but that AASHTO seeking to champion quality of life is a sign that criticism she and others have leveled at the nation’s approach to transportation is starting to “sting.”

“They have gotten 70 years of this strategy and **it hasn’t worked yet,**” she said. “They’re on precarious ground.”

Yet states continue to expand their highways, trying to accommodate growth and keep traffic flowing. The House bill Osborne and her allies embraced has been pushed aside in favor of the bipartisan package brokered in the Senate that retains a greater focus on road spending, leaving many transit advocates and environmentalists feeling shortchanged. Over five years, the bill would provide about \$350 billion for highways, about \$107 billion for transit and \$66 billion for rail.

“The compromise bill is basically a highway bill with a veneer of handouts for everyone else to make the medicine go down easier,” he said.

Marohn, founder and president of advocacy group Strong Towns, said it’s hard to know what designing a more sustainable U.S. transportation system would look like in practice for much of the country, where driving has shaped communities for decades. He said lessons from Europe’s dense cities, where leaders have increasingly promoted cycling and have put limits on driving, might work along parts of the East Coast, but not as well elsewhere.

“We need an approach to growth that is not dependent on us building new transportation infrastructure, but instead makes better use of the transportation infrastructure we’ve already built,” he said.

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TPB Comment

From: Arlene <mikarlgm@gmail.com>
Sent: Friday, October 15, 2021 10:30 AM
Subject: How Canada learned a hard lesson on how to waste money
Categories: Blue category

About P3's...the one takeaway from this article for all of us to realize?

...."74 out of 75 projects ended up being more expensive than their initial value for money analyses had estimated—a total of \$8 billion more expensive."

P3's cost more.

(Bolding is mine.)

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<https://www.inthepublicinterest.org/guess-who-slipped-a-pro-corporate-america-provision-in-the-bipartisan-infrastructure-bill/>

www.inthepublicinterest.orginthepublicinterest.org

Guess who slipped a pro-corporate America provision in the bipartisan infrastructure bill
Oct. 14th, 2021

Odds are, the \$1.2 trillion Infrastructure Investment and Jobs Act—which is still up for debate but is expected to be passed by Congress later this month—will incentivize privatization in some form or fashion.

As it stands, the bill would allow for more use of private activity bond financing. Private activity bonds, or PABs, are a key financing tool for so-called “public-private partnerships,” or P3s.

P3s are essentially expensive loans that hand some level of control over roads, water systems, school buildings, and other public infrastructure to corporations and private investors. Meaning, despite the warm and fuzzy name, they’re definitely a form of privatization.

Particularly worrying, the bill would also require the use of a problematic procurement tool—called a “value for money” analysis—that’s been causing issues for state and local governments for years.

When a state, locality, or school district wants to explore using a P3 instead of using tried-and-true traditional public financing, they often perform one of these analyses. Sparing you the wonky details, **value for money analyses are often biased towards the private sector and chocked full of unfounded assumptions. In other words, they don’t provide an accurate comparison between private and public financing.**

Ontario, Canada, learned that the hard way. After going on a P3 frenzy starting in 2001, they decided to

take stock of their decision-making. A 2014 audit found that **74 out of 75 projects ended up being more expensive than their initial value for money analyses had estimated—a total of \$8 billion more expensive.**

Why would our federal government want to incentivize these types of deals? You tell me.

Senators Rob Portman (R-OH) and Joe Manchin (D-WV) slipped the requirement for value for money analyses on federally supported transportation loans into the bill in August. Maybe the fact that Manchin has received more campaign contributions from financial firms than any other industry—including from CBRE, a real estate firm actively pushing P3s—has something to do with it.

Regardless of why, we should prepare ourselves. That's why we just put out some guidance on value for money analyses—why they're often problematic and how to do them better.

It's wonky stuff—so don't be surprised if your eyes glaze over. The point is to get it into the hands of decisionmakers in your town, city, council, school district, and state.

Email this to your representatives and let them know what's coming with the infrastructure bill. As always, if you need help understanding or explaining things, get in touch.

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Member of Citizens Against Beltway Expansion, cabe495.com

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

September 22, 2021

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Charles Allen, TPB Chair – DC Council
Ella Hanson – DC Council
Brook Pinto – DC Council
Thomas Malone – DC Council
Kristin Calkins – DC Office of Planning
Mark Rawlings - DDOT
Anna Chamberlin – DDOT
Reuben Collins - Charles County
Jason Groth – Charles County
Denise Mitchell – College Park
Jan Gardner – Frederick County
Mark Mishler – Frederick County
Kelly Russell – 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
R. Earl Lewis, Jr. – MDOT
Canek Aguirre – Alexandria
Christian Dorsey – Arlington County
Dan Malouff – Arlington County
Walter Acorn – Fairfax County
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
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
David Reid – Virginia House
David Marsden – Virginia Senate
John Lynch – VDOT
Norman Whitaker - VDOT
Maria Sinner – VDOT
Rob Cary - VDOT

Mark Phillips - WMATA
Julie Koster -NCPC
Dan Koenig - FTA

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Nick Ramfos
Paul DesJardin
Tom Gates
Stacy Cook
Leo Pineda
Sergio Ritacco
Bryan Hayes
Andrew Austin
John Swanson
Dusan Vuksan
Deborah Etheridge
Nicole McCall
Jen Desimone
Jon Schermann
Christopher Laskowski – DC Council
Kari Snyder – MDOT
Regina Moore - VDOT

Materials referenced in the minutes, and a recording of the September TPB meeting, can be found here:
mwcog.org/events/2021/09/22/transportation-planning-board-tpb/

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 previous meetings. After each item, members would be asked to comment or vote by jurisdiction.

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

Ms. Erickson said that eight comments were received for the September TPB meeting, including one letter, six emails, and one phone call. She referred to the memo with a summary of the comments, with the full comments attached. She said that seven of the comments were in reference to the Maryland I-495/I-270 HOT lanes project. The letter was sent by the Coalition for Smarter Growth stating that the region must significantly reduce per capita vehicle miles traveled and proposed two suggestions for how to do that.

2. APPROVAL OF THE JULY 21, 2021 MEETING MINUTES

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

Ms. Sebesky seconded the motion.

The board approved the minutes for the July 21, 2021 TPB meeting.

3. TECHNICAL COMMITTEE REPORT

Chair Allen referred to the Technical Committee Report that was included with meeting materials and said that to save time the board would forego the full briefing.

Ms. Kostiuk asked if the report on vehicle characteristics showed any significant increase in electric vehicles.

Mr. Groth said that while there was an increase in electric vehicles, as a share of the all vehicle purchases, electric vehicles are of marginal proportion. He encouraged her to reach out to TPB staff for more detail.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Chair Allen referred to the Community Advisory Committee report that was included with meeting materials and said that to save time the board would forego a full briefing.

There were no questions about the CAC report.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth referred to the Director's Report that was included with the meeting materials. To save time he said he would not review all of the items in that report. He said that the Steering Committee approved a joint letter by the TPB, MWAQC, and CEEPC endorsing the current federal administration's proposal to strengthen the greenhouse gas emissions standards for passenger cars and light-duty trucks for model years all the way through 2026. He said that the change to emissions standards is important for reducing the greenhouse gas emissions from the transportation sector.

Mr. Srikanth highlighted three other items. First, he said that staff will share results from the Voices of the Region public outreach about the Aspirational Initiatives at a future meeting. Second, the theme of CEEPC's meeting earlier in the day, was electric vehicles with a panel discussion on electrifying transit vehicles. Finally, he referenced a letter from a number of transit agencies and governments in the Washington region to the congressional delegation making the case that more resources are needed to convert transit fleets to electric vehicles.

6. CHAIR'S REMARKS

Chair Allen welcomed members back from the summer break and said he hoped that members had taken some time off to rest and recoup from the busy year. He noted that the past three to four months had been particularly busy and active TPB meetings. He said that the board wrestled with some big issues and continued to work together, thinking about our region. He said he appreciated all the hard work that has gone into that and the respectful collegial work even when we have pushed and pulled on each other. He thanked staff for their work helping to navigate throughout the last few months. He concluded by noting his wishes for a very interesting, yet perhaps less hectic, remainder of 2021 as we continue to work our way forward.

ACTION ITEMS

7. REGIONAL CAR FREE DAY 2021 PROCLAMATION

Mr. Ramfos provided background on Car Free Day. He said that it started in Europe in the 1990s and that the region has been celebrating Car Free Day since 2007. The presentation on this item includes more detail about Car Free Day, jurisdiction and corporate partners, planned events, and promotional efforts. He encouraged board members and the public to register to participate at carfreemetrodc.org.

Mr. Ramfos asked the board to approve the Regional Car Free Day proclamation.

Board members said that Prince George's County, Rockville, and Takoma Park have already passed Car Free Day resolutions.

Chair Allen made a motion to proclaim September 22, 2021 as Car Free Day in the Washington Region.

Ms. Russell seconded the motion.

Chair Allen read the proclamation, which encouraged citizens to take that pledge to be car-free or car-lite at carfreemetrodc.org, and encouraged TPB members' jurisdictions to adopt similar proclamations.

The chair signed the proclamation.

8. TRANSIT WITHIN REACH

Ms. McCall introduced Transit Within Reach as the newest TPB technical assistance program. She said that the program will help people walk and bike to and from bus stops, train stations, and other transit opportunities. She said that in the future more houses and jobs will be located near transit stations. She said that in many places there is missing or unsafe infrastructure that makes it difficult to access transit by walking or on bike. She said that the board identified walk and bike access to transit as a regional priority. She said the Transit Within Reach program provides technical assistance to jurisdictions to help them move high-impact projects that improve walk or bike access to transit into preliminary design or engineering.

Ms. McCall said that the solicitation was open from May to July. Six applications were submitted. She said that program priorities are to improve bike-ped access to high-capacity transit, including Metrorail, commuter rail, light rail, streetcar, and bus rapid transit. She said the program focuses on high-priority locations and seeks to improve access for low-income communities and communities of color. She described the selection panel and the process for selecting projects.

Ms. McCall said that three applications were recommended for technical assistance. The projects are located in the City of Manassas, Montgomery County, and Prince George's County. More detail on the projects can be found in the materials for this item.

Ms. Umstatt asked if the project in Montgomery County increases parking opportunities at the MARC station.

Ms. McCall said that this project focused on developing a shared-use path to make it easier to access the station. She does not recall any mention of increased parking in the application,

Ms. Umstatt asked if the shared-use path will allow people to park on residential streets or in office parking lots and use the path to get to the station.

Ms. McCall said that as the application was submitted, it focused primarily on connecting folks from nearby commercial and residential areas to the station.

Mr. Glass asked if there is a component of the technical assistance for the Montgomery County project to develop public education and signage.

Ms. McCall said the program focuses on preliminary design and engineering.

Chair Allen made a motion to approve Transit Within Reach technical assistance projects.

Ms. Sebesky seconded the motion.

The board approved the motion.

INFORMATION ITEMS

9. COG BOARD RETREAT

Mr. Srikanth said that one of the TPB planning priorities is to increase transit ridership as a means of reducing congestion, improving mobility, and reducing per capita VMT. To further this priority, the TPB had done work to identify locations where high-capacity transit stations (HCTs) are located or planned to be operating by 2030. He said that the TPB has also worked to identify Equity Emphasis Areas (EEAs) in the region. These are census tracts where there is a higher than average concentration of low-income and racial and ethnic minorities. He said that at their July board retreat, the COG board discussed High-Capacity Transit Station areas and Equity Emphasis Areas and now plan to adopt these as priority planning constructs for the region.

Mr. Bean referred to his presentation and thanked the TPB members that also serve on the COG board. He said that, as background to the current work, in 2019 the COG board had set housing targets for the region that were informed by TPB's Aspirational Initiative of bringing jobs and housing closer together. He added that in 2020, the COG board set regional climate goals for 2030. He said details on these targets, goals, and priorities can be found in the materials for this item.

Mr. Bean said that he would speak to the idea of optimizing the land use around High Capacity Transit stations and elevating Equity Emphasis Areas as we do this and other planning in the region. Speaking about the benefits of transit-oriented communities, he said that HCTs only take up 10 percent of the region's land mass, but 55 percent of new jobs, and 42 percent of new housing, will be in HCT areas. He said the COG board wants to optimize use in these areas, so that there is a variety of commercial use, housing types, and opportunities for people to live with mixed incomes.

Mr. Bean said that the COG board and the TPB approved equity resolutions in 2020. He said that COG and the TPB are going to weave an equity perspective into all their plans and programs. He said that this starts with taking a deep dive into the region's geography to understand how the region can link opportunity areas with areas of need. He said that of the 1,200 census tracts in the region, 350 are considered EEAs, and that 30 percent of the region's population lives in those 350 areas.

He noted that building transit oriented communities around the HCT stations with increased housing units and with 75% of the housing being affordable to low and middle income population would help the region achieve its housing goals, greenhouse gas reducing goals, transportation goals and address equity. He said that Housing, Climate Change, Equity and HCT stations formed the "fab four" of a unified planning construct. Mr. Bean said that the COG board is voting on an HCT resolution and an EEA resolution in October.

Chair Allen thanked Mr. Bean for his work and noted the fab four construct that ties several of the region's goals together. He recalled how the TPB had spent a lot of time working on aspirational goals and really trying to lay out a strong vision and that is great to see those pieces then get reflected in a larger plan for implementation. He said that the distinction between COG and the TPB and the nexus of them coming together is not always clear to the public. He asked if the TPB should consider endorsing the COG resolutions as a means of bringing further alignment in the work of the two board in a formal way.

Mr. Bean said that the most straightforward option is to have the TPB endorse the COG resolutions.

Mr. Dorsey echoed the unified planning approach that Mr. Bean had described. He said that the Unified Planning framework could guide us on how we take our great work and actually have follow-through as the outcome. He said that it is helpful to have a clear, tangible way of delivering outcomes in an effective way. He said it is important to recognize that looking at these approaches in isolation, while having merit, it is much better to look at them from an integrated perspective. He said that he would be happy to assist crafting a TPB response to the October COG board vote before the October TPB meeting.

Ms. Wheeler said that there are not many HCT stations in Prince William County. She said the county is studying how to make new development more accessible to transit stations. She cited the recent approval of housing units near GMU campus which is about three miles from a VRE station. She also noted similar opportunities around large commuter parking lots which support the ridesharing as another way to reduce single occupant vehicles.

Mr. Snyder said that there are a few major projects for bus-rapid transit projects being planned in northern Virginia that were not mentioned that have equity and transportation benefits. He said that in addition to the benefits of this unified planning approach Mr. Bean described there is the aspect of significant cost-effectiveness of such projects. He said if a jurisdiction can spend money that achieves equity, climate and other objectives, then the government is using taxpayer money well.

Mr. Bean said that there is positive peer pressure that jurisdictions in the region can employ to help reach these goals.

Mr. Collins said he is interested in an actual resolution that can be incorporated into Charles County's future policy initiatives that are consistent with EEAs.

Mr. Bean said that peer learning is the fastest way to achieve the goals of the resolutions. He said that staff may be able to provide some technical assistance.

Ms. Newton said that a recent groundbreaking in Rockville supports these resolutions. She said this project took ten years of planning to get to this point.

10. TPB CLIMATE CHANGE MITIGATION STUDY

Mr. Moran said during a 2020 discussion about the region's ability to attain COG's 2030 and 2050 greenhouse gas reduction goals, the TPB asked staff two questions. First, what level of VMT would be needed to attain goals. Second, what percent of the region's motor vehicle fleet should be converted to clean energy to attain these goals. He said that in response to these questions, TPB staff initiated the Climate Change Mitigation Study (CCMS). He said that Phase 1 of the study was a review of the past work conducted by the TPB and that the board was presented the results of Phase 1 at the May TPB meeting. He said that Phase 2 of the work is a scenario analysis and began in spring. He said this analysis began with a literature review of strategies and assumptions to reduce GHG and that this was presented to the board in July. He said that the study had analyzed a few high-level scenarios that answer the two questions the board had asked and that draft findings of this analysis will be presented today. He said the study is also proposing to examine ten additional scenarios which would be described today.

He said that given the limited time to complete the study, staff was most interested in board input on any adjustments to the strategies contained within the ten scenarios and that staff does not anticipate being able to add additional scenarios. He noted that these scenarios generally focus on broad policies and investments, and do not include analysis of individual transportation projects. He said that final report will be presented to the TPB in December.

Mr. Grant referenced the materials for this item and said that he would cover the scenarios quickly. He said that the intent of the literature review was to help understand what is currently happening in the region, and what other cities, states, and countries across the world are doing in terms of transportation greenhouse gas reductions. He said the purpose of this was to provide a basis to identify the strategies that would be considered in the scenario analysis. He noted that the study focused only on on-road transportation sources and the strategies that could achieve 50 and 8 percent GHG reducing goals. He said that three major pathways to reduce GHG had been identified. He described these as: vehicle travel activity; energy efficiency; and the carbon intensity of fuel. He said that the strategies to reduce greenhouse gases focus on these components: mode shift and travel behavior strategies; transportation system management and operation strategies; and changes in vehicle technologies and fuels.

Mr. Grant said that most previous studies show vehicle technology and fuel strategies having a large potential for greenhouse gas reductions and are often cited as very necessary components of any plans for greenhouse gas reduction and decarbonization. He said switching to a battery electric vehicle is estimated to reduce GHG emissions per vehicle by about 73 to 76 percent and that if the power grid was decarbonized then the vehicles could truly become zero emissions vehicles. He said that the primary constraints for achieving these reductions quickly is the rate of vehicle turnover, as most people hold on to their vehicles for many years, often eight to ten years or more. He said that mode shift and travel behavior strategies are also identified as important strategies and can have meaningful effects on greenhouse gas reduction, but on their own are not expected to achieve deep levels of greenhouse gas reductions. While individuals shifting from driving to walking or biking or other modes eliminates the emissions, at a regional scale most studies estimate reductions to be about 4 to 24 percent with the higher levels under more aggressive assumptions, often including significant policies related to road pricing and disincentives to driving.

Mr. Grant presented some initial findings from the scenario analysis. He said that to achieve the 2030 goal with VMT reduction alone, passenger vehicle travel would need to be reduced by about 57 percent from the 2018 level. He said the analysis shows it is not possible to meet the 2050 goal through VMT reduction alone. He said that a primary reason that this high level of VMT reduction is needed is that we're focusing on shifting passengers from driving on to transit, rideshare, walking, and other options and not the travel by trucks used for freight, commercial deliveries, even trash collection, as well as buses. He said that they generally don't see many opportunities to reduce vehicle travel from commercial vehicles and from bus services.

Mr. Grant said that similarly achieving the 2030 goal with vehicle technology alone, would require about 75 percent of the vehicles on the road to be electric vehicles by 2030. Under a scenario with a clean electric grid, a fully clean electric grid by 2035, still nearly half of the vehicles on the road would need to be electric vehicles to meet the goal. He said that the 2050 goal actually cannot be achieved through vehicle technology alone if we assume the current on-the-books pathway for carbon intensity for electricity. But under the case of a truly clean carbon grid it would be possible to achieve the goals through technology improvements alone with 80 percent of the vehicles on the road to be electric vehicles.

Mr. Grant said that based on the analysis it's extremely challenging to look solely at transportation and see the goals being met individually through VMT reduction alone or through technology change alone. He said therefore the study has developed ten scenarios that were built up, considering different strategies with VMT reduction and vehicle technology pathways and then a few scenarios that combine strategies from both VMT reduction and vehicle technology pathways. Based on the top-down analysis, he doesn't anticipate that any single pathway scenario can achieve the goals that are set out, but the combinations of strategies are what we're particularly interested in, and we see the layering of strategies resulting in a pathway towards the goals. He reviewed the ten scenarios and said that more detail on each of the ten scenarios and the strategies within them can be found in the materials for this item.

Chair Allen asked if the scenarios will break out data by jurisdiction.

Mr. Grant said that the analysis is regional in nature and will not break out by jurisdiction. He said one strategy about cordon pricing is focused on the District of Columbia.

Mr. Marsden mentioned the work of a company that wants to make every location in Virginia within 50 miles of a charging station for electric vehicles.

Ms. Rishell asked if the pricing scenario takes into consideration those that need to drive for work.

Mr. Grant said that this is an equity issue that they would want to highlight.

Mr. Lewis said that charging infrastructure is important. He added that it is critical that such infrastructure is accessible by people who live in urban areas, have lower incomes, or live in multi-family housing.

Chair Allen agreed about the importance of equity and charging infrastructure.

Mr. Phillips requested a top-down scenario analysis that factors in electric vehicle adoption rates from climate action plans.

Mr. Srikanth thanked members for submitting questions in the chat. He said staff is documenting them. He reminded the board that the analysis that will be presented to the board in December will not factor in feasibility.

Mr. Snyder asked about the timeline for the scenario analysis and also how the board could use the findings to take action.

Mr. Srikanth said that the findings of this study, due in December, will be reflected in the final Visualize 2045 updated plan document. He said as staff begins the next update to the plan the approach would be to look to each member jurisdiction's actions in terms of projects, programs and policies proposed to be included in the update and how those help implement the strategies this study finds are needed to achieve our GHG reduction goals. He said that he hopes the study findings will inform decision making at the local, state and sub regional levels.

11. ADJOURN

No other business was brought to the board. The meeting adjourned at 2:03 p.m.

Meeting Highlights TPB Technical Committee – October 1, 2021

The Technical Committee met on Friday, October 1, 2021. Meeting materials can be found here: mwcog.org/events/2021/10/1/tpb-technical-committee/

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

TPB AGENDA ITEM 8 – STATUS REPORT ON THE 2021 ENHANCED MOBILITY GRANT PROGRAM

The committee was briefed on the program and status of the 2021 solicitation and selection process for the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. The TPB is scheduled to approve funding recommendations at the November meeting.

TPB AGENDA ITEM 9 – PERFORMANCE-BASED PLANNING AND PROGRAMMING: DRAFT TRANSIT SAFETY TARGETS

The committee was briefed on the draft regional targets for transit safety performance measures, including fatalities, injuries, safety events, and systems reliability, as required under the federal performance-based planning and programming rulemaking for public transportation providers and MPOs. The board will be briefed on draft targets at the October meeting and will be asked to approve the regional targets in November.

TPB AGENDA ITEM 10 – TRANSIT SERVICE AND FARE EQUITY

The committee was briefed on a web map that visualized local bus service coverage and frequency in relation to the travel needs of traditionally disadvantaged populations. The committee will also be briefed on a memo summarizing national and local transit fare relief initiatives and experiences. TPB member jurisdictions and the interested public were encouraged to explore the web map (GIS Tool).

TPB AGENDA ITEM 11 – MOVING TOWARDS IMPLEMENTATION OF CLIMATE PLAN STRATEGIES – VEHICLE ELECTRIFICATION

The committee was briefed on regional and local efforts and opportunities for vehicle electrification. The primary focus was on zero emission vehicle strategies and actions for light duty vehicles, transit, and school buses. A proposed joint effort to coordinate transportation electrification planning was discussed.

The following items were presented for information and discussion:

VISUALIZE 2045 – PLAN DOCUMENT STATUS AND SCHEDULE

The committee was briefed on the development of Visualize 2045, including the outline of the plan document, new components, and the timeline for plan activities.

RTS IN-DEPTH ANALYSIS

The committee was briefed in-depth on 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.

UPDATED TRANSPORTATION IMPACTS OF THE COVID-19 PANDEMIC IN THE NATIONAL CAPITAL REGION

The committee was briefed on key multisectoral indicators on the impacts of COVID-19 in the National Capital Region. TPB staff highlighted findings of a recent analysis of regional travel that occurred before and after Labor Day 2021.

2015 OZONE SIP ANNOUNCEMENT

The committee was briefed on requirements for the 2015 Ozone Standard. This included information about the development of a State Implementation Plan and associated motor vehicle emissions budgets.

OTHER BUSINESS

- COG hybrid / in-person meeting status report
- COG-wide printing policy reminder
- Proposed rulemaking for CAFE standards
- Optimizing land-use around high-capacity transit and elevating Equity Emphasis Areas
- Resiliency Study Update
- Visualize 2045 – Photo request
- Regional Roadway Safety Program

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

September 24, 2021

Canek Aguirre, Chair

The Access for All Advisory Committee (AFA) met virtually on September 24 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.

VISUALIZE 2045 – RESULTS FROM FOCUS GROUP RESEARCH & UPDATE ON PUBLIC OUTREACH

Ms. Sarah Bond shared the results of a series of focus groups that were conducted earlier this year to provide input for Visualize 2045. Highlights included:

- How diversity of perspectives and backgrounds, rather than statistical significance, guided the selection of participants
- The extent of information collected
- The use of MAXQDA, qualitative data management software that identifies and manages emerging themes and does systematic comparisons
- A sampling of questions and responses on Equity, Safety, Climate Change, including specific quotes on issues such as bus stop and sidewalk safety, affordable housing accessible to transit, and telework as a solution to some concerns
- How the information collected will be used for further analysis and products, including a Voices of the Region story map

A member acknowledged similarities in the results to what she hears in her outreach to DC older adults and is interested in hearing more about the responses from the older (60+ population) and residents from east of the river in the report. Another felt that the information highlighted the issue of a living wage.

DISSERTATION ON WHEELCHAIR ACCESSIBILITY OF TNCs

Dr. Mahtot Gebresselassie, who previously invited AFA to take or share her survey of wheelchair users regarding TNC service, shared the findings from her dissertation “Wheelchair Users’ Perspective on Transportation Hailed Through Uber and Lyft Apps.”

The presentation included proprietary information since Dr. Gebresselassie will be publishing her findings, so specific details are not being shared in this summary. The presentation covered:

- Methods, participant recruitment, partner organizations who distributed the survey (including AFA)
- Statistics on participants
- Perceptions of service
- Experience using service
- Recommendations

AFA discussion following the presentation included:

- Concerns about access and the lack of ability to participate for those who are not tech savvy and/or do not have or cannot afford a smartphone
- The lack of paper surveys, which would have allowed for more participation and perspectives
- The difficulty to recruit drivers during the pandemic and continued recovery
- The importance of training drivers to work with people with disabilities

Dr. Gebresselassie acknowledged some of the shortcomings of her sample and reiterated that her work will continue through additional stages of talking with drivers and jurisdictions and organizations with oversight for TNCs.

DRAFT TPB PRINCIPLES ON CONNECTED AND AUTONOMOUS VEHICLES (CAV)

Mr. Andrew Meese shared background information on the TPB's role and work related to CAVs, including a white paper, discussions during four CAV webinars TPB hosted in 2020 and 2021, a review of the context of Visualize 2045 and other existing TPB policy documents, and AFA input provided in a survey and at the June 2, 2020 meeting. He then introduced draft CAV Principles, invited AFA feedback, which included:

- Concerns about legal responsibility when non-vehicles get injured and what kind of regulations for clarify of responsibility will be put in place
- CAVs having difficulty recognizing darker skin
- The larger picture and the importance of coordination wait at all levels – private sector, Federal government, local level

TPB staff will email the principles to all members and request feedback for consideration in developing the final version.

OTHER BUSINESS

Ms. Lynn Winchell-Mendy advised participants of the purpose of and AFA role in the Human Service Transportation Coordinated Plan in preparation for the 2022 update. The 2022 AFA agenda will focus heavily on this task.

2021 MEETING DATES

- Friday, November 12th, 12-2

District of Columbia	Virginia	TPB Staff
Angela Miller, Direct Action	Andrew Wexler, Arlington County	Andrew Meese
Heather Foote, Age Friendly DC Transportation Committee	Brittany Voll, DRPT	John Swanson
Nechama Maslianksy, S.O.M.E.	Clemmon Hammie, VDOT	Kanti Srikanth
Wendy Klancher, DFHV	Cynthia Alarico, Fairfax County Neighborhood & Community Services	Leonardo Pineda
Maryland	Karen Smith, Arc of Prince William/INSIGHT, Inc.	Lyn Erickson
Deborah Fisher, representing people with developmental disabilities	Mahtot Gebresselassie, PhD	Lynn Winchell-Mendy
Gloria Swieringa, Prince George's Commission for Individuals with Disabilities	MaryJo Hensler, Fairfax County Neighborhood & Community Services	Sarah Bond
Marci LeFevre, City of Hyattsville	Peter Leisen, The Arc of Northern Virginia	Unknown
Rob Malone, Arc of Prince William County	Roger Hoskin, representing older adults	myu000
Sara Fought, JCA Connect-A-Ride	Tom Furlong, Diamond Transportation	Chair
Shawn Brennan, Montgomery County Aging & Disability Services	Regional	Canek Aguirre, City of Alexandria Councilmember
Sherri Mohebbi, IT Curves	Angela White, National MS Society of Greater DC	
Yolanda Hipski, Tri-County Council for Southern Maryland	Brenda Richardson, Women Like Us	

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

October 20, 2021

Elisa Walton, CAC Chair

The Community Advisory Committee (CAC) to the TPB met on Thursday, October 14 for an online-only meeting. At the meeting, the committee learned about the Enhanced Mobility Program, staff work on connected and automated vehicles, and the Climate Change Mitigation Study of 2021.

TPB CLIMATE CHANGE MITIGATION STUDY OF 2021 - UPDATE

Erin Morrow, TPB Transportation Engineer, briefed the committee on the history and scope of the TPB Climate Change Mitigation Study of 2021 (CCMS). The CAC will be briefed on this topic again when the study is completed. The CAC also received the slides from the September TPB briefing on the CCMS for review following the meeting.

After the briefing, the committee divided into small groups and were given time to discuss two of the three following questions. What one question do you have about the CCMS? What are you excited to learn more about at the next CCMS briefing? How might the CCMS inform future CAC discussion? A summary of CAC responses to these questions, and initial reactions to the slides, can be found below. Staff will take these responses into consideration when planning future CCMS briefings for the CAC.

- What are the climate impacts of energy sources used to power the future electric vehicle fleet?
- How can the region set goals and measure success for shifting travel behaviors?
- How will TPB staff share results of the study with the board, TPB committees, and jurisdictions in the Washington region?
- How will TPB staff work with the CAC and others to make sure the findings are communicated widely and in an accessible way?
- Can the region's electricity infrastructure support increased demand on the grid as a result of increased electric vehicle use?
- What incentives can be put into place at the regional, state, and federal level to encourage use of electric vehicles?
- How will study findings relate to federal infrastructure legislation?
- A CAC member noted the interesting finding that neither a shift in Vehicle Miles Traveled, nor the shift to Electric Vehicles (EVs), can alone meet the need to reduce emissions, especially given the initial estimates for EV adoption.
- Another member noted that the slower shift to EVs will allow more time for needed infrastructure changes to support EVs; they also noted that subsidies or incentives for EV adoption should be considered.

The committee looks forward to engaging on the results of the CCMS later this year.

ENHANCED MOBILITY PROGRAM - UPDATE

Lynn Winchell-Mendy, TPB Transportation Planner, briefed the committee on the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program. The brief provided a brief history of the program and a status check on the 2021 solicitation and selection process.

Committee members wanted to know about how Enhanced Mobility funding can help organizations in their communities. They asked about different types of nonprofits and their eligibility, if there was technical assistance for organizations to help with their applications, and whether the TPB provided opportunities for organizations to collaborate on applications. The committee learned that there are many small nonprofits that participate in the program, while raising concerns that it may be hard for newer startups to get involved. There were also questions about WMATA and the City of Frederick's eligibility for Enhanced Mobility funding.

CONNECTED AND AUTOMATED VEHICLES

Andrew Meese, TPB Systems Performance Planning Program Director, briefed the committee on a draft set of regional principles for connected and automated vehicles (CAVs).

Following the briefing, the committee asked about their specific concerns related to CAVs and preparing for their widespread use. One member asked if the challenge of settling on liability law for CAVs would inhibit implementation. There were also questions about interoperability between CAVs and infrastructure and funding challenges related to CAVs, and whether principle 15 (provide public revenues that are no less than the costs they impose on infrastructure, transportation systems management, and communities) was realistic. The committee also asked for clarification about the TPB's role in planning for CAVs in the Washington region.

OTHER BUSINESS

- Bryan Hayes, TPB Transportation Planner, walked the committee through the October TPB agenda.

ATTENDEES

Members	
Elisa Walton, CAC chair	Ra Amin
Ashley Hutson	Solomon Haile
Dan Papiernik	Delia Houseal
Jeff Jamawat	Emmet Tydings
Lorena Rios	Audrey Nwaze
Michael Artson	Eyal Li
Nancy Abeles	Delia Houseal
Katherine Kortum	
Guests	
Bill Orleans	Tony Giancola
<i>Unnamed participants may have phoned into the meeting.</i>	
Staff	
Bryan Hayes	Andy Meese
John Swanson	Andrew Burke
Erin Morrow	Mark Moran
Lynn Winchell-Mendy	



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: October 14, 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: October 14, 2021

At its meeting October 1, the TPB Steering Committee reviewed and approved a joint letter from the TPB, MWAQC, and CEEPC providing comments to the National Highway Traffic Safety Administration (NHTSA) on its proposal to make the Corporate Average Fuel Economy (CAFE) Standards for model years 2024-2026 passenger cars and light trucks more stringent. Comments are due on or before October 26. Once the MWAQC Executive Committee and CEEPC have reviewed and approved the letter, TPB Chair Charles Allen will be asked to sign the letter on behalf of the TPB. This letter is similar to the joint letter to the U.S. Environmental Protection Agency (EPA) in support of a proposal to revise greenhouse gas (GHG) emissions standards for light-duty vehicles for 2023 and later model years that the Steering Committee approved last month.

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

- Draft joint comment letter from TPB, MWAQC, and CEEPC to NHTSA on revised CAFÉ standards

TPB Steering Committee Attendance – October 1, 2021 (only voting members listed)

TPB Chair/ DC rep.:	Charles Allen
TPB Vice Chair/MD rep.:	Reuben Collins
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Norman Whitaker
Technical Committee chair:	Jason Groth
Previous TPB Chair:	Kelly Russell



September 23, 2021

Acting Administrator Steven Cliff
U.S. National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Support for the Proposed Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks; Docket ID No. NHTSA-2021-0053

Dear Acting Administrator Cliff:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to offer our support for the proposed rule to revise existing corporate average fuel economy (CAFE) standards for model years (MY) 2024-2026 passenger cars and light trucks. We support your efforts to revise these standards to be more stringent than the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule standards, and the proposed rule aligns with our 2021 Legislative Priorities.¹ We sent a letter to the Environmental Protection Agency (EPA) in September offering our support for the proposed rule to revise national greenhouse gas (GHG) emissions standards for passenger cars and light trucks through MY 2026.²

MWAQC is the air quality planning commission for the National Capital region certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans to attain federal standards for air quality and improve air quality. The TPB is the metropolitan planning organization (MPO) for the National Capital Region jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia and so designated by the federal government. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing GHG emissions.

In a letter dated October 17, 2018, MWAQC, CEEPC, and the TPB provided comment on the proposed SAFE Vehicles Rule for CAFE and tailpipe carbon dioxide emissions standards for MY

¹ "COG Legislative Priorities," Metropolitan Washington Council of Governments, January 13, 2021, <https://www.mwcog.org/documents/2021/01/13/cog-legislative-priorities-legislative-priorities/>.

² Day, Robert, Chair, Metropolitan Washington Air Quality Committee (MWAQC), Deni Taveras, Chair, Climate, Energy and Environment Policy Committee (CEEPC), and Charles Allen, Chair, National Capital Region Transportation Planning Board (TPB). Letter to Michael S. Regan, Administrator, U.S. Environmental Protection Agency. "Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208." Letter, September 10, 2021.

2021-2026 passenger cars and light trucks.³ Our committees strongly opposed the proposed changes to certain existing CAFE and tailpipe carbon dioxide emissions standards for passenger cars and light duty trucks and urged the NHTSA to maintain more stringent CAFE standards for these vehicles as prescribed in the October 15, 2012 “Final Rule for 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards.”

NHTSA’s current proposal to strengthen CAFE standards for passenger cars and light trucks by setting stringent requirements for fuel economy improvements for MY 2024-2026 would provide critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program will achieve significant GHG emissions reductions and will result in substantial public health and welfare benefits, while providing consumers with savings from lower fuel costs. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by harmful environmental exposures, such as ambient air pollution and climate-change-related health impacts. Therefore, more stringent CAFE standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of seven unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. In the short term, strengthening CAFE standards for passenger cars and light trucks may have minimal impact on our region’s ability to realize the reductions in NOx emissions needed to comply with the 2015 Ozone NAAQS. However, in the long term, strengthening these standards will reduce NOx and PM2.5 emissions as shown by NHTSA’s forecasts in Table V-8 and Table V-10 of the Federal Register Notice.

Strengthening CAFE standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their GHG emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting

³ Hans Riemer, Mary Lehman, and Charles Allen to Andrew Wheeler and Elaine Chao, “Comment on the Proposed SAFE Vehicle Rule for CAFE and Tailpipe Carbon Dioxide Emissions Standards for Model Year 2021-2026 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2018-0283,” Letter, October 17, 2018.

Acting Administrator Steven Cliff
September 23, 2021

stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

In 2008, the *National Capital Region Climate Change Report* established regional climate goals to reduce GHG emissions by 20% below 2005 levels by 2020, and 80% below 2005 levels by 2050. In October 2020, the COG Board of Directors adopted new 2030 climate goals to supplement the previous goals, including a goal to reduce GHG emissions by 50% below 2005 levels by 2030. Emissions from the transportation sector are one of the major contributors of GHGs in the region. As such, MWAQC, CEEPC, and the TPB believe that revising the CAFE standards for MY 2024-2026 passenger cars and light duty vehicles to be more stringent than the SAFE Vehicles Rule is appropriate, feasible, and needed in order for the region to achieve its greenhouse gas reduction goals.

The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 34% and 38% of the region's GHG and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional GHG and NOx emissions reductions since these programs provide benefits across the marketplace. The federal government's leadership in establishing more stringent CAFE standards could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the NHTSA's proposal to strengthen CAFE standards for MY 2024-2026 passenger cars and light trucks.

Thank you for the opportunity to provide comments on the proposed rule to revise existing CAFE Standards for Model Years 2024-2026 Passenger Cars and Trucks.

Please contact Erin Morrow, TPB Transportation Engineer, at 202-962-3793 or emorrow@mwcog.org if you have any questions. Thank you for your consideration.

Sincerely,

Robert Day
Chair, Metropolitan Washington Air Quality Committee (MWAQC)

Deni Taveras
Chair, Climate Energy and Environment Policy Committee (CEEPC)

Charles Allen
Chair, National Capital Region Transportation Planning Board (TPB)



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: October 14, 2021

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



September 22, 2021

Administrator Michael S. Regan
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Re: Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to offer our support for the proposed rule to revise existing national greenhouse gas (GHG) emissions standards for passenger cars and light trucks through Model Year (MY) 2026. We support your efforts to revise these standards to be more stringent than the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule standards, and the proposed rule aligns with our 2021 Legislative Priorities.¹

MWAQC is the air quality planning commission for the National Capital region certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans to attain federal standards for air quality and improve air quality. The TPB is the metropolitan planning organization (MPO) for the National Capital Region jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia and so designated by the federal government. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing GHG emissions.

In a letter dated October 17, 2018, MWAQC, CEEPC, and the TPB provided comment on the proposed SAFE Vehicles Rule for Corporate Average Fuel Economy (CAFE) and tailpipe carbon dioxide emissions standards for MY 2021-2026 passenger cars and light trucks.² Our committees strongly opposed the proposed changes to certain existing CAFE and tailpipe carbon dioxide emissions standards for passenger cars and light duty trucks and urged the EPA to maintain more stringent tailpipe carbon dioxide emissions standards for these vehicles as prescribed in the October 15, 2012 "Final Rule for 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards."

¹ "COG Legislative Priorities," Metropolitan Washington Council of Governments, January 13, 2021, <https://www.mwcog.org/documents/2021/01/13/cog-legislative-priorities-legislative-priorities/>.

² Hans Riemer, Mary Lehman, and Charles Allen to Andrew Wheeler and Elaine Chao, "Comment on the Proposed SAFE Vehicle Rule for CAFE and Tailpipe Carbon Dioxide Emissions Standards for Model Year 2021-2026 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2018-0283," Letter, October 17, 2018.

The EPA's current proposal to strengthen federal GHG emissions standards for passenger cars and light trucks by setting stringent requirements for reductions through MY 2026 would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program will achieve significant GHG emissions reductions and will result in substantial public health and welfare benefits, while providing consumers with savings from lower fuel costs. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by environmental exposures, such as ambient air pollution and climate-change-related health impacts; therefore, more stringent universal GHG emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of seven unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. In the short term, strengthening the national GHG emissions standards for passenger cars and light trucks will likely have minimal impact on our region's ability to realize the reductions in NOx emissions needed to comply with the 2015 Ozone NAAQS. However, in the long term, strengthening these standards will reduce NOx and PM2.5 emissions as shown by EPA's forecasts in Table 44 and Table 45 of the Federal Register Notice.

Strengthening the GHG emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their GHG emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

In 2008, the *National Capital Region Climate Change Report* established regional climate goals to reduce GHG emissions by 20% below 2005 levels by 2020, and 80% below 2005 levels by 2050. In October 2020, the COG Board of Directors adopted new 2030 climate goals to supplement the previous goals, including a goal to reduce GHG emissions by 50% below 2005 levels by 2030.

Administrator Michael S. Regan
September 22, 2021

Emissions from the transportation sector are one of the major contributors of GHGs in the region. As such, MWAQC, CEEPC, and the TPB believe that revising the GHG emissions standards for passenger cars and light duty vehicles through model year 2026 to be more stringent than the SAFE Vehicles Rule is appropriate, feasible, and needed in order for the region to achieve its greenhouse gas reduction goals. Additionally, the program's inclusion of flexibilities to incentivize the production and sale of vehicles with zero and near-zero emissions technology would support COG's policy priorities to meet the region's climate goals.

The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 34% and 38% of the region's GHG and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional GHG and NOx emissions reductions since these programs provide benefits across the marketplace. The federal government's leadership in delivering effective regulatory limits on GHG emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to strengthen national GHG emissions standards for passenger cars and light trucks through MY 2026.

Thank you for the opportunity to provide comments on the proposed rule to revise existing National GHG Emissions Standards for Passenger Cars and Light Trucks through MY 2026.

Please contact Tim Masters, COG Environmental Planner, at 202 962 3245 or tmasters@mwcog.org if you have any questions. Thank you for your consideration.

Sincerely,



Robert Day
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



Deni Taveras
Chair, Climate Energy and Environment Policy Committee (CEEPC)



Charles Allen
Chair, National Capital Region Transportation Planning Board (TPB)



National Capital Region
Transportation Planning Board

October 12, 2021

Thomas Nelson, Jr., P.E., Division Administrator
 Federal Highway Administration
 400 North 8th Street, Suite 750
 Richmond, VA 23219-4825

Dear Mr. Nelson:

On behalf of the National Capital Region Transportation Planning Board (TPB), I am writing to inform you of a recent action by the TPB to designate Critical Urban Freight Corridors (CUFC) in the Virginia portion of the National Capital Region.

The Critical Urban Freight Corridors identified in this letter were developed in accordance with current FHWA guidance and in coordination with the Virginia Department of Transportation and the Virginia Office of Intermodal Planning and Investment.

Critical Urban Freight Corridor Certificate

I hereby certify that the public roads listed in the table below meet the requirements of 23 U.S.C. 167(f) as designated CUFC routes and connectors. I further certify that the applicable consultation requirements under 23 U.S.C. 167(f)(1) have been satisfied.

Table 1: Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region

State	Route Number	Start Point	End Point	Length (centerline miles)	CUFC ID*
Virginia	I-395	I-95	VA-DC Line	9.7	I, K
Virginia	US 29	Old Route 670	NCL Warrenton	2.5	K
Virginia	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
Virginia	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K
Virginia	US 29	500 ft. east of Tysons Oaks Ct.	I-66	3.4	J, K

* Criteria code:
 I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
 J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
 K: Is important to the movement of freight within the region, as determined by the MPO or the State

Resolution SR4-2022 (attached) designating these CUFCs was adopted by the Transportation Planning Board's Steering Committee on September 10, 2021.

Sincerely,

Kanathur Srikanth
 Director, TPB

Thomas Nelson, Jr., P.E., Division Administrator
October 12, 2021

Cc: Ms. Marsha Fiol, Transportation and Mobility Planning Director, Virginia Department of
Transportation

Cc: Mr. Jitender Ramchandani, OIPI Statewide Transportation Planning (STP) Manager, Virginia Office of
the Secretary of Transportation

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

**RESOLUTION TO DESIGNATE CRITICAL URBAN FREIGHT CORRIDORS
IN THE NATIONAL CAPITAL REGION PLANNING AREA**

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 enable the designation of Critical Urban Freight Corridors as part of the National Highway Freight Network; and

WHEREAS, provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the TPB) to designate public roads within its urbanized area as Critical Urban Freight Corridors in consultation with the State(s); and

WHEREAS, Critical Urban Freight Corridors are important complements to the Primary Highway Freight System designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities including planning, engineering, and construction; and

WHEREAS, the TPB adopted Resolution R6-2018 on November 17, 2017 designating Critical Urban Freight Corridors Maryland, District of Columbia, and Virginia portions of the National Capital Region; and

WHEREAS, TPB staff are updating the mileage for Critical Urban Freight Corridor CUFC VA.01 from the previously designated 10.5 miles to the correct figure of 9.7 miles, freeing up 0.8 CUFC miles for use on other Northern Virginia roadways; and

WHEREAS, the Virginia Office of Intermodal Planning and Investment (OIPI) has allocated an additional 2.6 roadway miles of Critical Urban Freight Corridors to the Northern Virginia portion of the National Capital Region; and

WHEREAS, TPB staff has collaborated with officials the Virginia Department of Transportation (VDOT), and the Virginia Office of Intermodal Planning and Investment to identify additional miles of Critical Urban Freight Corridors in Northern Virginia that meet the criteria for designation as set forth under provisions of the FAST Act; and

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the designation of the Virginia public roads listed in the attached tables as Critical Urban Freight Corridors, as described in the attached materials.

Approved by the TPB Steering Committee at its virtual meeting on September 10, 2021.

Table : Critical Urban Freight Corridors in the Virginia Portion of the National Capital Region

ID	Route Number	Start Point	End Point	Length (miles)	Criteria*
CUFC VA.01	I-395	I-95	VA-DC Line	9.7	I, K
CUFC VA.02	US 29	Old Route 670	NCL Warrenton	2.5	K
CUFC VA.03	VA 234 (Prince William Pkwy)	University Blvd	I-66	3.5	J, K
CUFC VA.04	VA 7	VA 267 (Dulles Toll Rd)	VA 123 (Chain Bridge Rd)	1.4	J, K
CUFC VA.05	US 29	500 ft. east of Tysons Oaks Ct.	I-66	3.4	J, K

* Criteria code:

- H: Connects an intermodal facility to the PHFS, the Interstate System, or an intermodal freight facility
- I: Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement
- J: Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land
- K: Is important to the movement of freight within the region, as determined by the MPO or the State



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: October 14, 2021

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: TPB, Technical Committee and Steering Committee Dates for Calendar Year 2022
DATE: October 14, 2021

The Transportation Planning Board (TPB), TPB Technical Committee and TPB Steering Committee meeting dates for calendar year 2022 have been set. Please use the table below to mark your calendars accordingly.

This year, TPB falls on the third Wednesday of every month (except August, where we don't meet). Due to the July and September holidays, Technical/Steering Committees meet the 2nd Friday, as opposed to the Friday that falls on the holiday weekend.

2022 TPB, TPB TECHNICAL COMMITTEE AND TPB STEERING COMMITTEE DATES			
	TPB Technical Committee	TPB Steering Committee	Transportation Planning Board
	1st Friday at 9 AM	1st Friday at 12:15 PM	3rd Wednesday at 12 Noon
January	7	7	19
February	4	4	16
March	4	4	16
April	1	1	20
May	6	6	18
June	3	3	15
July	8 (2 nd Friday due to holiday)	8 (2 nd Friday due to holiday)	20
August	No meetings	No meetings	No meetings
September	9 (2 nd Friday due to holiday)	9 (2 nd Friday due to holiday)	21
October	7	7	19
November	4	4	16
December	2	2	21



MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner
SUBJECT: Status Report on the Visualize 2045 long-range transportation plan 2022 update
DATE: October 14, 2021

This memorandum provides a brief status update on the development of the Visualize 2045 long-range transportation plan 2022 update. For more information on Visualize 2045, please visit the plan's new website [Visualize2045.org](https://visualize2045.org).

BACKGROUND

On December 16, 2020, the TPB approved the Technical Inputs Solicitation for the update to the technical inputs for the air quality conformity analysis of the TPB's long-range transportation plan, Visualize 2045, and the Transportation Improvement Program (TIP). The TPB staff provided a public comment and interagency review period for the technical inputs in the spring of 2021. Through actions at its June and July 2021 board meetings, the TPB approved the technical inputs that are presently being used to conduct the required federal air quality conformity analysis, approximately a nine-month task. The TPB staff are undertaking other tasks at this time to develop the Visualize 2045 plan, 2022 update, to ensure the plan meets all federal requirements and responds to the TPB's priorities. The remainder of this memorandum briefly summarizes the plan contents and organization, highlights new content and provides a copy of the schedule for development.

PLAN ORGANIZATION

The plan applies an equity lens and an integrated planning approach as the region works toward shared regional goals, with a renewed emphasis on safety and climate resilience. The plan that is under development is organized into nine chapters, a list of the chapters with a brief summary follows:

1. About the Plan –
A review of the regional planning process, opportunities to engage, roles, responsibilities, and where to find more information. Federal requirements are summarized. (Note. Appendix K will provide detailed information on how the plan demonstrate federal compliance).
2. Where are We Now?
A description of today's planning context, including a summary of the transportation system and its use, demographics, and environment and equity considerations.
3. Visualizing our Future Together
A description of the TPB's Policy Framework
4. What Factors Affect Our Future?
An introduction to emerging and significant factors that TPB considers as the region plans for 2045.

5. How does TPB Engage the Public?

A summary of the TPB's public engagement for the Visualize 2045 update, known as Voices of the Region, and a description of the comment periods, the Community Advisory Committee, and other communications with the public.

6. Strategies for a Brighter Future

A review of the TPB and its members' regional coordination, planning areas, and associated activities. This chapter includes a description of planning for the Aspirational Initiatives, transportation modal options, the future factors and federal planning factors, and other planning areas. For each topic, the chapter includes a discussion of how the TPB, and its members consider equity in planning.

7. Funding the Regional Transportation System

A summary of the financially constrained element. This section will include a summary of how the projects in the constrained element respond to the TPB policy priorities.

8. Planning for Performance

An overview of TPB's performance planning activities as documented through the federally-mandated performance-based planning and programming (PBPP) and congestion management process (CMP).

The chapter includes the system performance analysis of the constrained element of Visualize 2045.

Staff will also be producing a whitepaper to provide a background on equity considerations in transportation, summarize recent findings on planning for equity in the region and offer analytic insights to inform future planning efforts.

9. Conclusion

A summary of future planning needs in response to insights gathered from the system performance analysis, the Climate Change Mitigation Study of 2021, other TPB studies and whitepapers.

Note on response to the TPB's Equity Resolution:

To respond to the TPB policy on Equity as established in resolution R1-2021, staff are incorporating equity considerations throughout the plan. In addition to TPB staff equity discussions and training, recent staff equity-focused activities related to regional planning tasks include but are not limited to:

- Amplifying the voice of under-represented/historically disadvantaged groups in the Voices of the Region public outreach
- Conducting focus groups to discuss equity issues in transportation
- Asking questions in surveys that inform regional planning on issues of equity
- Amplifying equity discussions and perspectives throughout the chapters of Visualize 2045
- Developing performance measures and other analysis that inform planning for a more equitable region
- Incorporating equity into TPB studies on climate mitigation and resilience, transit, and safety
- Providing information on which projects in the constrained element are in an EEA or connect an EEA to an Activity Center, as well as narrative descriptions provided by the project sponsors about equity considerations in planning for each project in the constrained element.
- Like all past plans, the federally required environmental justice (EJ) analysis will be conducted after approval of the plan. Staff intend to update the Equity Emphasis Areas (EEAs) using 2020 census data in 2022, when all new census data required for the analysis is available, prior to conducting the EJ analysis for the updated plan.

NEW CONTENT HIGHLIGHTS

The following is a list of new content highlights to be included in the Visualize 2045 update (2022).

- The plan applies an equity lens and an integrated planning approach as the region works toward shared regional goals, with a renewed emphasis on safety and climate resilience.
- The plan provides more information on planning process and how the TPB's vision is implemented in and beyond the constrained element.
- The discussion of the current planning context includes an enhanced discussion of demographics, and summarizes findings from the decennial Regional Travel Survey. It also includes a new discussion of environmental and equity considerations.
- Climate considerations are emphasized in the plan and the results of the Climate Change Mitigation Study of 2021 and TPB Resiliency Study will be reflected in Chapter 6, Strategies for a Brighter Future.
- The Strategies for a Brighter Future includes a new transit-focused section.
- The TPB Technical members' responses to the regional and federal policy questions will be integrated into the document.
- Findings from the public engagement activities for the plan, known as Voices of the Region (Survey, Focus Groups, summer QR code/sign event known as Aspiration to Implementation) are integrated throughout the document as data and narratives to elevate the transportation system user experience, preferences and perspectives.
- The Planning for Performance chapter will now include trends data for the PBPP performance measures, where available, comparing them to the previously established targets.

PLAN AND TIP UPDATE SCHEDULE

The development of the Visualize 2045 update and the Transportation Improvement Program (TIP) remain on schedule.

2020	12/16/20	The TPB will be asked to approve the Technical Input Solicitation document to initiate the Call for Projects.
	2/12/21	Project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff.
2021	3/5/21, 4/2/21	The TPB Technical Committee will review the conformity project inputs table in March and the draft inputs to the Plan and the draft AQC scope of work in April.
	4/2/21-5/3/21	Public comment period on inputs to the Plan/AQC analysis, and AQC scope of work. MWAQC TAC will review this information during the April meeting.
	4/21/2021	TPB will receive a briefing on the draft inputs to the Plan/AQC analysis and the draft AQC scope of work.
	5/19/21	The TPB will receive a summary of the public comments on the draft inputs to the Plan and AQC analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses.
	6/16/21	The TPB will review responses to comments and updates to inputs to the Plan and scope of work for the AQC analysis. The TPB will be asked to approve the inputs and scope, authorizing staff to begin analysis.
	3/11/22	Transportation Improvement Program (TIP) inputs due for the FY 2023-2026 TIP
2022	4/1/22	The TPB Technical Committee will review the draft results of AQC analysis for the updated Plan and FY 2023-2026 TIP.
	4/1/22 - 5/1/22	Public comment period on the results of AQC analysis Determination for the updated Plan and FY 2023-2026 TIP.
	4/2022	MWAQC and MWAQC TAC will review the draft results of the AQC analysis during their meetings.
	4/20/22	The TPB will review the draft Plan, draft TIP, and AQC analysis and Determination.
	5/18/22	The TPB will review the draft results of the AQC analysis for the Plan and FY 2023-2026 TIP. The TPB will also receive a summary of the comments received on the analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses to comments.
	6/15/22	The TPB will review the responses to the comments and the results of the AQC analysis. The TPB will be asked to approve the results of the AQC analysis and adopt the updated Plan and the FY 2023-2026 TIP.



MEMORANDUM

TO: Transportation Planning Board
FROM: Jon Schermann, TPB Systems Performance Analysis Manager
SUBJECT: State DOT Roadway Safety Updates
DATE: October 14, 2021

This memorandum compiles roadway safety input received from the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT).

BACKGROUND

At Transportation Planning Board (TPB) meetings in September and October of 2019, MDOT, VDOT, and DDOT safety officials briefed the board on the safety activities they were engaged in to reduce fatalities and serious injuries on the region's roadways. Since then, there continues to be an unacceptably high number of roadway fatalities in the Region, and it seems right to hear again from the three DOTs on the topic of safety. However, due to the current high demand for time on the board's agenda, staff requested written input to be included in the Director's Report for the TPB's October 20, 2021 meeting, in lieu of presentations to the board. This input has been received and is provided below.

SUMMARY OF THE REQUEST

Staff requested 5-7 pages of material from each DOT and noted that while the content was completely up to each DOT, the following topics were recommended likely to be of interest to board members:

- 1) A review of safety outcomes since their last presentation to the TPB
- 2) An update on how traffic safety has been affected by the pandemic
- 3) A summary of actions their agency is taking to improve roadway safety, highlighting any new efforts since their last presentation
- 4) Any other safety-related information they would like to share with the TPB

RESPONSES

Maryland and Virginia Input:

- MDOT and VDOT responses are included verbatim in their respective sections.

District of Columbia Input:

- TPB staff received a copy of the *District of Columbia Highway Safety Office FY2020 Annual Report* (Annual Report) in response to the request. In lieu of including the full 70-page report with this memorandum, TPB staff have outlined highlights from the report. The full report is available at:
<http://www.ddot-hso.com/assets/docs/annualrpt/FY2020%20Annual%20Report.pdf>.

The following pages of this memorandum contain the safety summaries for: 1) Maryland (starting on page 3); 2) Virginia (starting on page 10); and 3) the District of Columbia (starting on page 17).

MARYLAND DEPARTMENT OF TRANSPORTATION

Maryland Highway Safety Update

- 1) A review of safety outcomes in Maryland since your last presentation to the TPB
- 2) An update on how traffic safety in Maryland has been affected by the pandemic
- 3) A summary of actions your agencies are doing to improve roadway safety, highlighting any new efforts since your last presentation
- 4) Any other safety-related information you would like to share with the TPB

In March 2020, the world experienced the COVID-19 pandemic which contributed to significant changes in roadway travel and driver behavior. Reduced vehicle miles traveled, and open roadways resulted in an increase in speed and other risky driving behaviors. Consequently, 573 people died in traffic-related crashes on Maryland's roads, representing one of the highest totals of the last decade and an increase of more than seven percent from the previous year's total of 535. Pedestrian and bicycle fatalities comprised over one-quarter of the State's roadway deaths.

One of the biggest developments in 2020 was the completion of the new Strategic Highway Safety Plan (SHSP) which will serve as an overarching guide to Maryland's safety programs through 2025. The SHSP continues its focus on core emphasis areas such as impaired driving, speeding, occupant protection, and pedestrian and bicycle safety and incorporates new areas of focus including autonomous vehicles and other vulnerable road users such as slow-moving farm vehicles. The SHSP strengthens the collaborative efforts between MDOT agencies and incorporates tenets of the Vision Zero program that was adopted by the Maryland General Assembly in 2019. The SHSP continues to use a data-driven approach to set safety targets, to guide our investments, and to maximize the use of our resources to improve highway safety in the State.

Highway Safety Performance Measures

Maryland has highway safety performance targets that are quantifiable, data driven, and based on state crash data (unless noted otherwise). Targets and performance measures are outlined in the following chart for overall statewide fatality and serious injury targets, including actual and projected numbers and occurrence rates. While progress has been made in several areas, based on data through 2019, Maryland is not on track to attain its established performance targets. Due to the traffic patterns during the height of the pandemic, serious injury crashes and rates will show a decrease once 2020 data is included. As mentioned earlier however, the increase in fatalities in 2020 will adversely affect those measures.

Performance Measures	Target Period	Target Year(s)	Target Value FFY 21 HSP	Data Source*/FFY 21 Progress Results	On Track to Meet FFY 21 Target
Total Traffic Fatalities	5-year	2017-2021	473.2	2015-2019 FARS 526.6	No
Serious Injuries in Traffic Crashes	5-year	2017-2021	2,406.3	2015-2019 State 3,093.4	No
Fatalities/VMT	5-year	2017-2021	0.791	2015-2019 FARS 0.887	No
Serious Injury Rate Target	5-year	2017-2021	4.075	2015-2019 State 5.221	No
Non-Motorized Fatalities and Serious Injuries	5-year	2017-2021	558.0	2015-2019 FARS + State 634.4	No

Over the past year, and moving forward into 2022, the Maryland Department of Transportation Motor Vehicle Administration’s Highway Safety Office (MHSO) will continue to implement programs and activities based on NHTSA’s *Countermeasures that Work* guidelines to reduce the number of crashes, injuries, and fatalities on Maryland’s roadways. Figure 1 provides a graphic description of the components of the 2021-2025 SHSP. The MHSO will continue to target each of these highway safety programs through collaborative partnerships among State and local government agencies, legislative and judicial leaders, regional authorities, and non- governmental organizations. Together, these kinds of agencies and professionals are collaborating as Maryland’s Emphasis Area Teams (EATs) with a mission to strengthen and enforce driving laws and educate the public about safe driving behaviors.

The following section provides a brief description, by program area, of several efforts that either have been underway during the past two years, or will be underway heading into the new year. Each activity falls into a section of the SHSP and through continued collaboration, communication, and coordination between MHSO, SHA, and its safety partners, will help to reduce the burden of motor vehicle crashes in Maryland.

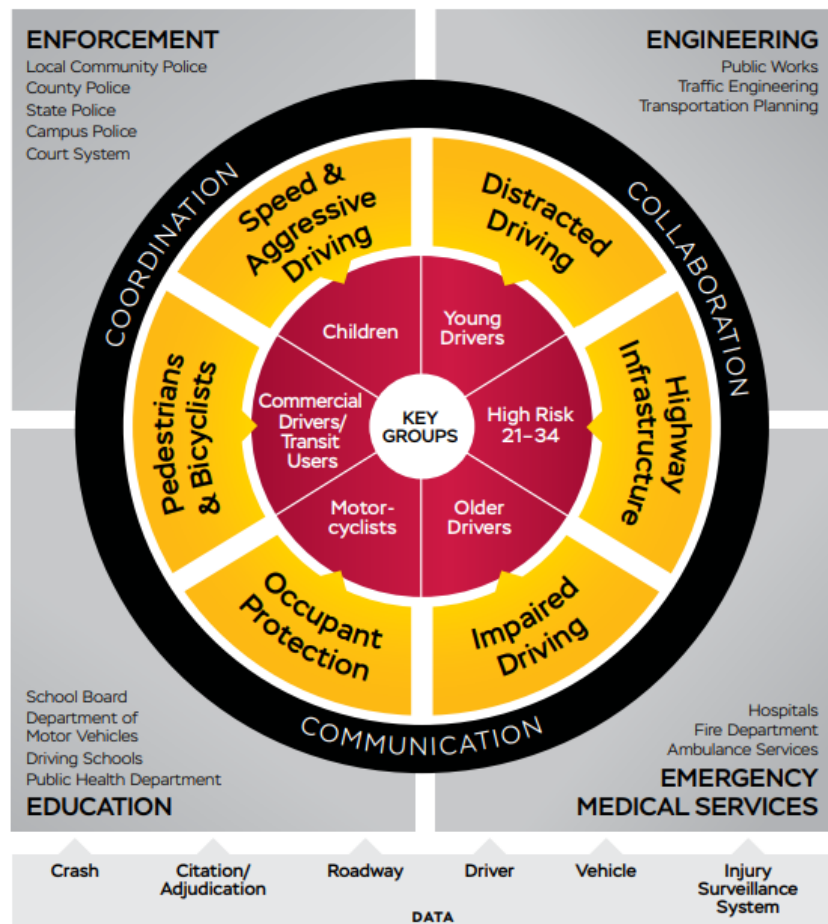


Figure 1. Maryland's Strategic Approach to Reduce Fatalities and Serious Injuries
 Data is the foundation for the SHSP's development, implementation of strategies, and progress tracking. The four Es are the cornerstones of the action plan that are driven by coordination, collaboration and communication amongst the six EA teams.

Impaired Driving

The MHSO will continue to be an active participant in NHTSA's HVE national mobilizations in August, November, and December each year. Numerous other high-visibility enforcement waves will be determined by the MHSO. Law enforcement efforts are coordinated to support national mobilizations using data-driven media, outreach, education, and HVE efforts, such as those cited in the impaired driving problem identification. The MHSO's enforcement plans directly address the need for collaboration during national mobilizations.

The MHSO will continue to fund the State Police Impaired Driving Reduction Effort (SPIDRE), including a new team dedicated to the Washington Metro Region and will invest heavily in accompanying education and media components to prevent drivers from getting behind the wheel after consuming alcohol. The MHSO's new campaign, Be the Driver, has a subtheme focused on impaired driving that encourages personal responsibility for drivers to either Be the SOBER Driver or Be the MAKE A PLAN Driver. The MHSO provides resources to encourage people to join the fight against impaired driving by providing or securing safe rides for friends, targeting educational efforts primarily to identified high-risk driving populations, ages 21–34.

Maryland also utilizes a Traffic Safety Resource Prosecutor (TSRP), and coordinates efforts with public and private partners, such as Mothers Against Drunk Driving (MADD) and the Washington Regional Alcohol Program (WRAP). In addition to the TSRP, the MHSO has received funding from the American Bar Association (ABA) in a grant to fund a State Judicial Outreach Liaison (SJOL). This position greatly enhances the MHSO's outreach to judges in both circuit- and district- level courtrooms, particularly in relation to impaired driving case adjudication.

Occupant Protection

Maryland coordinates enforcement and education activity through the State's Occupant Protection EAT. Data-driven projects are developed under SHSP strategies and include education and media activities such as Click It or Ticket and additional enforcement of Maryland's seat belt laws.

Child Passenger Safety (CPS) efforts also form a key component of Maryland's Occupant Protection Program as the State continues to certify and support trained CPS technicians and instructors at fitting stations throughout the State, especially in jurisdictions with high-risk groups. Child safety seats are distributed through CPS partners and local health departments. Virtual car seat events are also available where in-person activities are limited.

Outreach is coordinated with hospitals and other CPS partners that continue to promote child passenger safety (both best practices and Maryland law) to care providers of children from birth to age 8.

Speed/Aggressive Driving

As an emphasis area of Maryland's SHSP, the MHSO's Speeding/Aggressive Driving Prevention Program continues to utilize data-driven education and enforcement strategies as primary methods for addressing speeding and aggressive motorists. The largest component of the Speeding/Aggressive Driving Prevention Program is the Be the SLOW DOWN Driver subtheme of the MHSO's Be the Driver campaign, which is a combination of enforcement and education, during concentrated mobilizations, that seeks to eliminate the dangers posed by speeding and aggressive drivers. Grant support for overtime enforcement is provided for multiple speeding and aggressive driving enforcement waves, as well as year-round HVE for select agencies. The target violators are speeding and aggressive drivers, and crash data related to speed- and aggressive driving- related crashes determine locations for enforcement activities. Training and equipment purchases are provided as a component of many of these programs, along with media and education campaigns to address characteristics of speeding and aggressive driving.

Pedestrian and Bicycle Safety

Maryland has three principal campaigns for pedestrian and bicycle safety in the Washington, D.C. and Baltimore metropolitan areas. The first one is the Be The Driver subtheme, Be the SHARE THE ROAD Driver. The campaign reminds all road users that no matter how you travel to your destination, we should work together to get there safely. This includes stopping for pedestrians, giving bicyclists at least 3 feet of space when passing and using crosswalks or intersections. The second campaign is known as Street Smart and has been historically focused around metropolitan Washington, D.C., including numerous Maryland counties. The third effort, known as Look Alive has been adopted in the Baltimore metropolitan area. Pedestrian safety funds will be coordinated with all campaigns to coincide with media-centered awareness, education, and enforcement efforts. Local safety partners and others distribute educational material throughout the year. The MHSO also supports National Walk to School Day events, designed to improve education and awareness for children and parents. Maryland has an avid bicycling population and incorporates special planning into traffic safety activities to meet the needs of these road users. With infrastructure improvements as a key element of the SHSP, Maryland traffic safety officials seek to make the bicycling environment as safe as possible through infrastructure improvements, social media information, and the integration of bicycle safety messaging within statewide pedestrian safety campaigns and motorist safety materials.

HSIP Implementation Plan

The purpose of the Highway Safety Improvement Program (HSIP) Implementation Plan is to define strategies and projects that will result in Maryland reaching or making substantial progress toward achieving its Safety Performance Targets for FY2022 and

beyond. This is a requirement established in Federal law, 23 U.S.C. 148(i), and it will continue to apply to Maryland until those annual targets are met. MDOT SHA created HSIP Implementation Plans in both 2020 and 2021. According to the Implementation Plan, we planned safety projects with a total cost of \$93,130,999 and obligated \$37,418,802 HSIP funds in Federal Fiscal Year (FFY) 2021, and just planned another \$42,439,000 for traffic safety improvements in FFY2022. The safety projects include hot-spot improvements, or Candidate Safety Improvement Locations (CSIL), systemic improvement, and CAV/ITS projects.

In Maryland about ¼ fatalities and serious crashes occurred on roadways maintained by local agencies. Therefore, HSIP fund, which is a federal fund aimed to improve traffic safety on all roadways, needs to be allocated to local roads to improve their traffic safety. MDOT SHA developed the HSIP Local Fund Program and started the program in FFY2021. Draft Guideline and application forms were provided to local agencies. Eligible Counties must have a Local Road Safety Plan (LRSP). Cities and municipalities can also participate through their county. For the first 1~2 years of the new program, systemic improvements are being prioritized and spot improvement will be eligible in later years. MDOT SHA received applications from various Counties in Maryland during the application period. Projects were reviewed utilizing the same standard as state projects. In FFY2022 (10/1/2021 to 9/30/2022), local projects from three Counties with a total cost of \$1,135,000 will be obligated utilizing HSIP funds. This is an annual program and we look forward to supporting more local projects with HSIP funds in future years.

Context Driven

In 2019, MDOT SHA began implementing its “Context Driven – Access and Mobility for All Users” version 1.0 guide that focuses on creating a safe, accessible, and balanced multimodal transportation system. A core tenet reestablished in this guide was the need to appropriately balance accessibility and mobility. In this guide, MDOT SHA established six context zones, ranging from urban core to rural, to ensure this balance is set to meet the specific needs of Maryland’s varied communities. MDOT SHA began to pursue context-appropriate improvements that reinforce or newly implement the appropriate balance between accessibility and mobility.

The Context Guide also encourages flexibility and innovation to develop low-cost, high-impact solutions for each unique area. Proactive countermeasures may include speed limit reductions, high-visibility crosswalks, signal timing adjustments or several other proven safety strategies. Since 2019, MDOT SHA has completed 216 of these proactive Context Driven projects Statewide.

In 2020, MDOT SHA launched a new web resource for related Context Driven activities. The Context Driven web portal provides access to an improved user-friendly online and

printable version of the Context Guide, as well as a Context Driven Project Map and other features. Finally, the Context Driven web portal highlights other ongoing Context Driven efforts like the development of MDOT SHA's first Pedestrian Safety Action Plan. The Plan, guided by principles established in Maryland's Strategic Highway Safety Plan (SHSP) and the Context Guide, will identify areas of need and recommend safety countermeasures by employing a Context Driven approach which considers the appropriate balance between access and mobility, based on how a range of customers use the roadway. MDOT SHA anticipates completing the Plan in 2022. Other Context Driven efforts underway include trainings and the development of case studies.

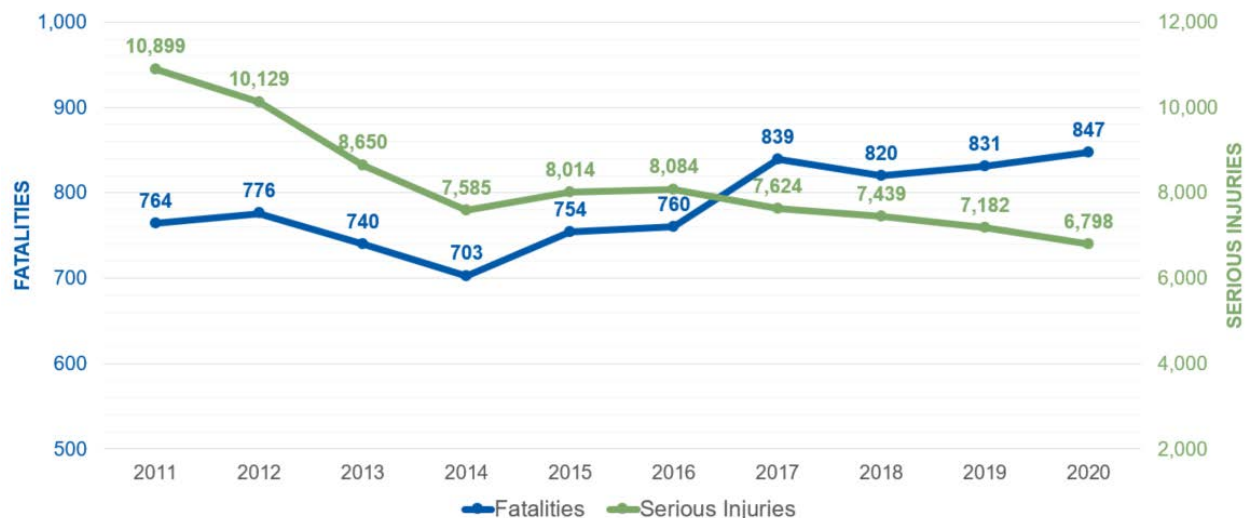
VIRGINIA DEPARTMENT OF TRANSPORTATION

The State of Highway Safety in Virginia:

Virginia and Northern District Severe Crash Outcomes

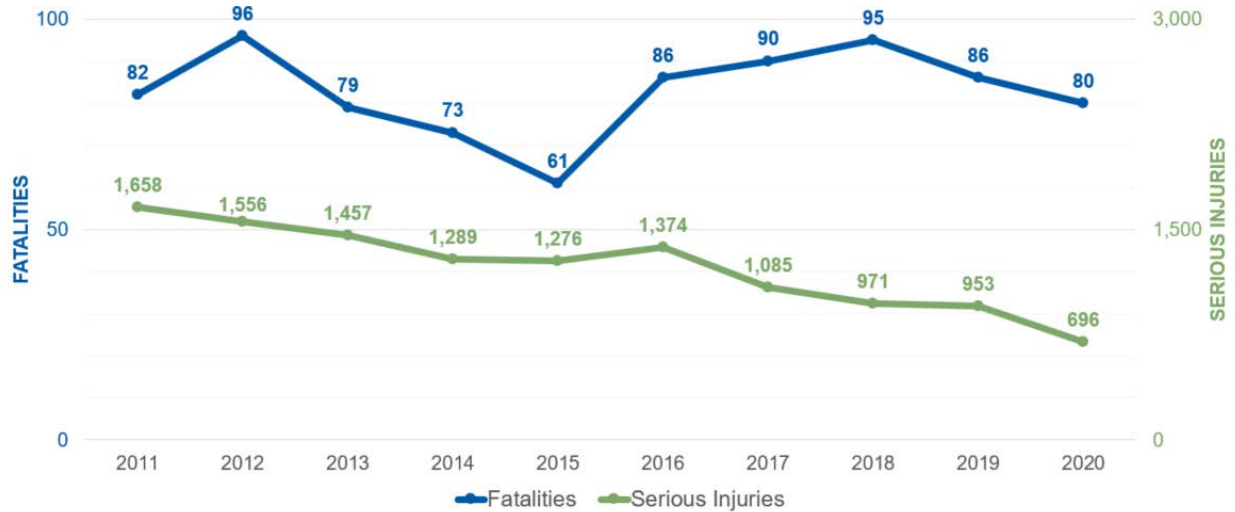
The state of highway safety in Virginia is a tale of two stories when looking at the severe crash outcomes in recent years. Figure 1 shows that both Fatalities (F) and Serious Injuries (SI) declined to all-time lows in 2014. Then fatalities started to steadily increase until 2020, even with minimal increase in 2018 and 2019 and about 11 percent less vehicles miles travelled in 2020 due to the COVID-19 pandemic. However, except for 2020, fatal crashes have remained about 0.6 percent of all reported crashes during the 10 years. Serious injury outcomes were declining by about 10 percent per year until 2014. After slight increases for a couple of years reductions of 2.4 to 5.7 percent per year have occurred, with 787 less serious injuries in 2020 than in 2014.

Figure 1 Virginia Statewide Motor Vehicle Crash Fatalities and Serious Injuries (2011-2020)



For the Virginia Department of Transportation (VDOT) Northern Virginia (NoVA) district jurisdictions there is a similar history, as shown in Figure 2. Note, however that the low year was later in 2015, followed by a larger percent increase in fatalities. Thankfully, fatalities have declined slightly in the last three years. In 2020 the fatalities in NoVA district jurisdictions were reduced by seven percent while the state had a two percent increase. Serious injury outcomes in the NoVA district plateaued but are declining proportionally more each year than for the Commonwealth. In 2020, statewide serious injuries reduced 5.4 percent while NoVA experienced a five-fold 27 percent decline. The NoVA district experiences about 10 percent of the statewide fatalities and serious injuries, but has 22 percent of the VMT (in 2019 pre-pandemic). See more on the pandemic impacts below.

Figure 2 Virginia DOT Northern District Motor Vehicle Crash Fatalities and Serious Injuries



Virginia is presently updating its Strategic Highway Safety Plan (SHSP), *Arrive Alive!*, for the five-year period of 2022 to 2026. For the stakeholder and partner outreach, the plan emphasis areas fatalities and serious injury trends were compiled in Figures 3 and 4, respectively. Young drivers are those under 21, while aging users, drivers and non-motorized, are 65 and older. Heavy vehicles are any six-plus tire truck over 10,000 pounds gross weight, or a bus for 9 or more persons. Note that heavy vehicle involvement does not indicate fault or cause of the crash. Occupant protection (OP) refers to the lack of seat belt and child seat use. Finally, impaired drivers includes the “4Ds” of: drinking, drugged, distracted and drowsy.

Although the emphasis area crash factors and types can overlap (for example speeding, unbelted (OP) and road departure), these figures show NoVA progress in reductions while others are fluctuating. The top five emphasis areas for fatalities have increased and then decreased in the last five years. Note speeding, unbelted, and road departure fatalities increased from 2019 to 2020, which tend to be common factors in rural areas. Serious injuries for all emphasis areas have been declining except for the unbelted, which has recently been level.

Figure 3 Virginia DOT Northern District SHSP Emphasis Area Fatalities (2016-2020)

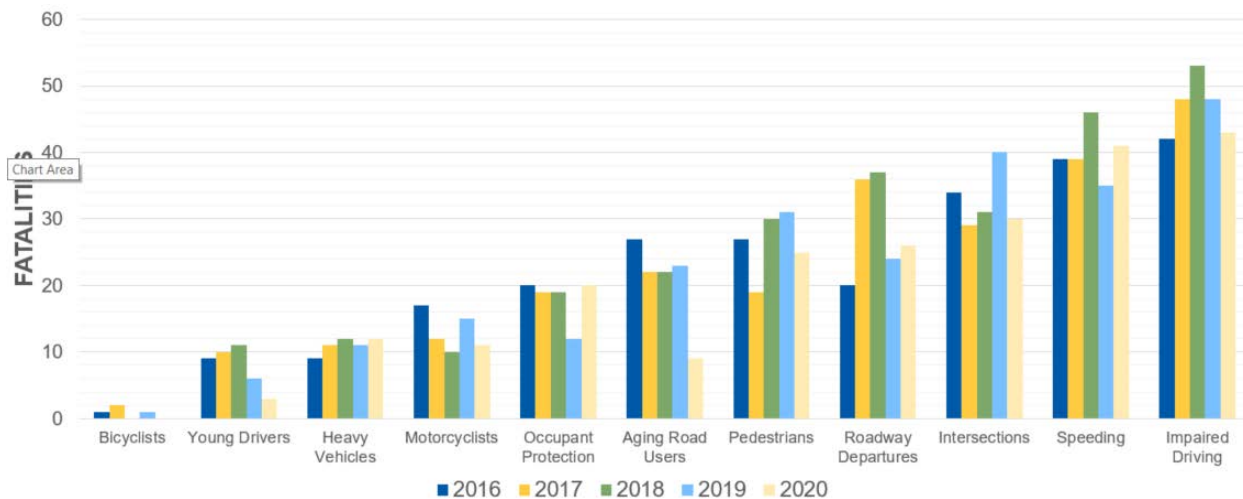
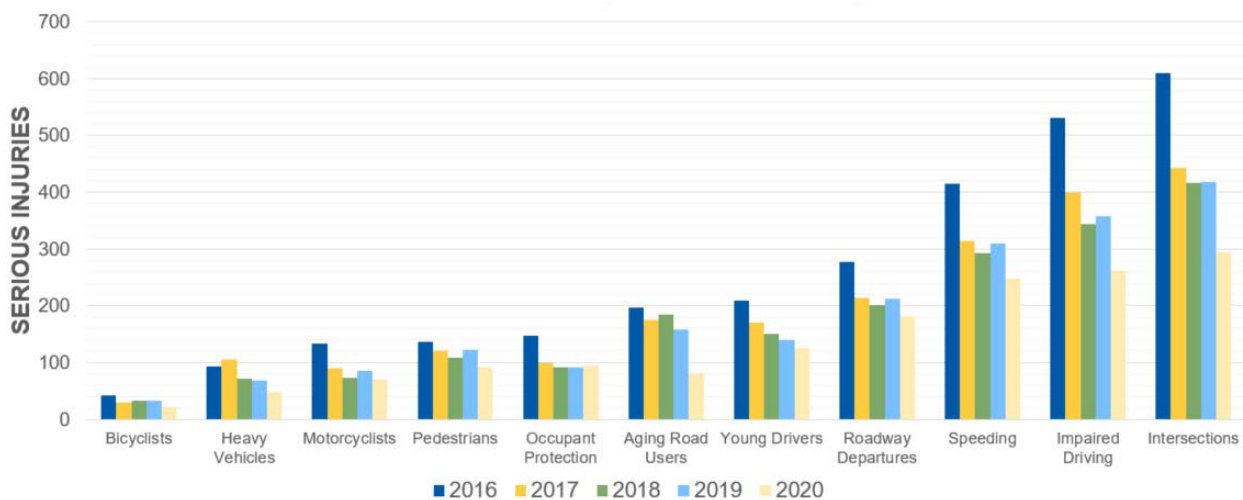


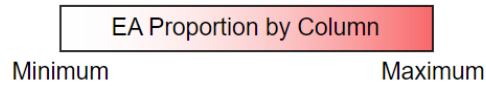
Figure 4 Virginia DOT Northern District SHSP Emphasis Area Serious Injuries (2016-2020)



As noted above, multiple emphasis areas (EA) can overlap, Figure 5 illustrates overlapping factors in fatal and serious injury crashes for the 2016 to 2020 period. The analysis provides initial insights into possible multi-sectoral mitigation actions in northern Virginia. As expected, the overlap of the top five EAs make up the highest proportions of fatal and serious injury crashes (shown as the darkest red cells in each EA column). There are some notable intersection-related outcomes that are different from other regions in Virginia. More pedestrian (58%) and bicyclist (63%) severe outcomes occurred at intersections than elsewhere in Virginia, where mid-block severe collisions are more common. Young driver and aging user crashes also occur more frequently at intersections- than elsewhere in Virginia. About 50 percent of road departures involve speeding and impairment, while 20 percent are unbelted indicating a combination of behaviors.

Figure 5 Virginia DOT Northern District SHSP Emphasis Areas Intersects (2016-2020 F + SI)

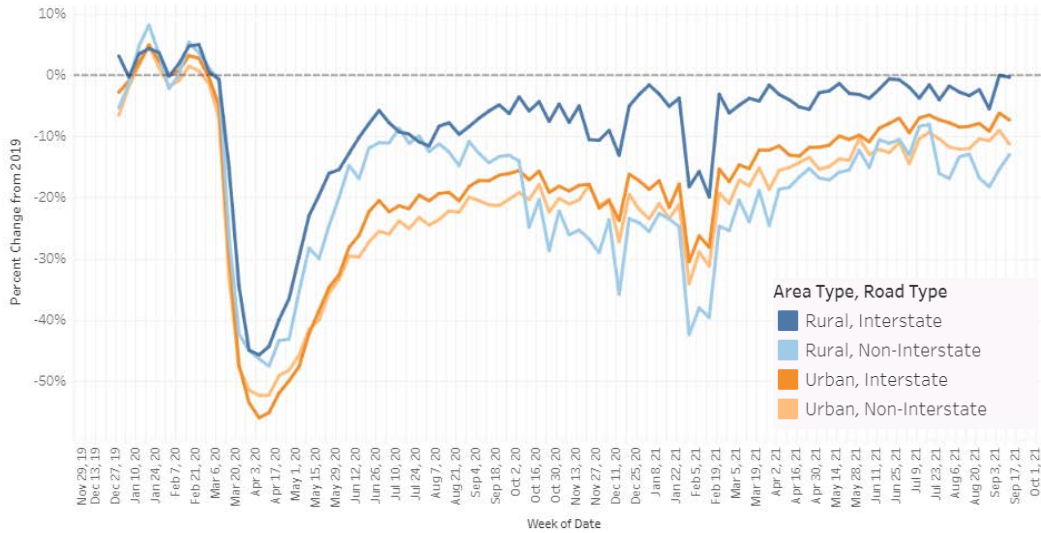
	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
Total	2,128	1,779	615	1,228	2,345	834	164	712	896	517	443
Impaired Driving	-	806	334	648	838	312	38	258	248	129	156
Speeding	806	-	315	615	550	298	6	69	228	200	184
Occupant Protection	334	315	-	264	219	97	0	4	60	0	61
Roadway Departure	648	615	264	-	0	202	5	0	95	122	95
Intersections	838	550	219	0	-	344	103	414	485	166	114
Young Drivers	312	298	97	202	344	-	29	43	74	41	33
Bicyclists	38	6	0	6	103	30	-	0	30	1	4
Pedestrians	267	71	4	0	414	45	0	-	169	0	37
Aging Road Users	250	230	60	95	485	74	30	169	-	54	61
Motorcyclists	130	200	0	123	169	43	1	0	54	-	14
Heavy Vehicles	156	184	61	95	114	33	4	37	61	14	-



Pandemic Effects in Northern Virginia

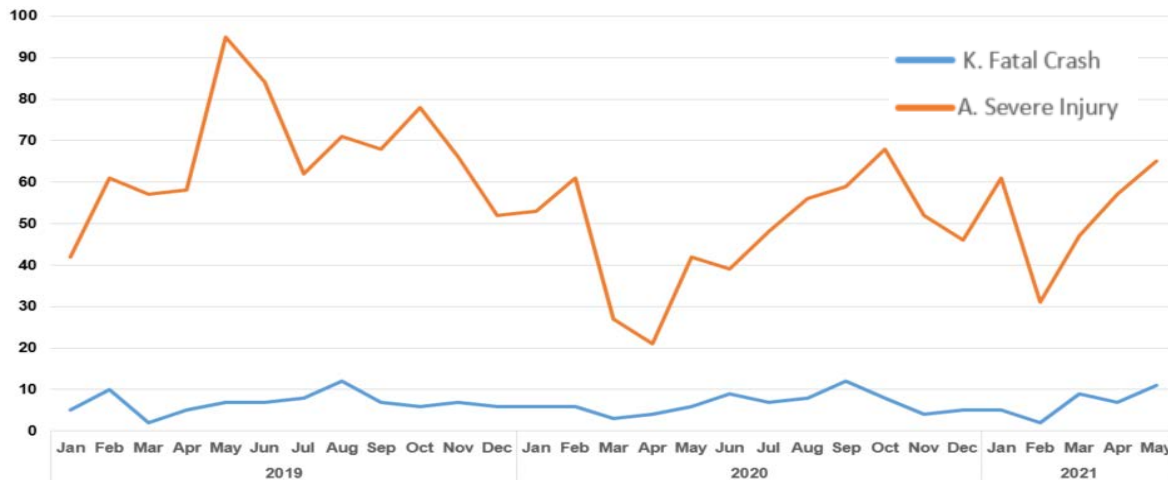
Traffic volume growth slowed in Virginia in the years before 2020, but the COVID-19 pandemic restrictions had the most pronounced impact on travel in urbanized areas like NoVA district. Figure 6 below shows an estimate of the percent change in traffic from January 2020 to September 2021 compared to the same week in 2019. The combined effects of the pandemic and severe weather on travel can be seen in late 2020 to early 2021. Estimates of NoVA 2020 VMT indicate about a 26 percent decline in 2020 compared to the average of the previous three years.

Figure 6 Northern Virginia District Estimate of Percent Change in Traffic Volumes from 2019 (Weekly)



However, as shown in Figure 7, fatal crashes in NoVA did not follow the rapid 2020 decline in travel and similar higher fatal crashes were experienced in the summer of 2020 as in other regions of Virginia. As noted above, the NoVA district experienced an overall decline in 2020 fatalities compared to 2019 with the lowest number in five years. Notably, the serious injury crashes followed the monthly travel trends but declined overall proportionally more than all of Virginia.

Figure 7 Northern Virginia District Fatal and Serious Injury Crashes (2019- May 2021)



The end result was an increase in the fatality rate (per 100MVT) from the 2017 to 2019 average of 0.47 to 0.56 in 2020, which is a 20 percent increase (yet remaining half of the Virginia wide 2020 rate). The serious injury rate declined from 5.16 per 100MVT to 4.86. This is a six percent decrease while Virginia wide rate increased 3.2 percent.

Virginia Highway Safety Infrastructure Improvements

VDOT has embraced spending more federal Highway Safety Improvement Program (HSIP) funding on systemic countermeasures that are lower cost and spread across the highway network. National studies have shown that the systemic approach has larger crash reductions and return on investment by focusing on countermeasure for specific crash types than higher cost spot improvements at individual intersections or curves, for example. The VDOT programmed systemic projects focus on the intersection, pedestrian and roadway departure emphasis areas in the SHSP. Higher cost infrastructure projects that benefit safety will continue to also be funded through programs such as SMART SCALE, Revenue Sharing, and Local projects.

Figure 8 identifies the four intersection-related and four roadway departure-related countermeasure project types that are funded and scheduled in each VDOT district on state-maintained roads. Note the longer term needed for the pavement-related countermeasures. While some rumble strip(e)s may be installed on existing pavements, a longer term resurfacing cycle is needed to cover more miles. As these countermeasure projects are completed, new systemic initiatives will be developed and funded.

Figure 8 VDOT Systemic Safety Countermeasures and Schedules¹



Implementation of the systemic countermeasure projects is tracked for each district. NoVA presently has \$37.7 million of HSIP funding allocated to systemic projects. NoVA district will complete the two VDOT traffic signal improvements in 2021. Work on the pedestrian signal and crossing enhancement and the stop-controlled signing and marking enhancement projects is beginning. NoVA curve delineation

¹ For VDOT maintained roadway network

signing is about 30 percent complete and centerline rumble stripes are about 40 percent complete. Pavement shoulder wedge (a 30 degree angle of the asphalt edge to permit smoother recovery should the shoulder have rutting) and shoulder rumble strip(e)s projects are newly underway. Additionally, there are 18 spot or corridor ongoing safety projects with \$17.6 million HSIP funding in NoVA district on VDOT and locality roadways with some that include systemic countermeasure elements.

DISTRICT DEPARTMENT OF TRANSPORTATION

Staff note: This section of the memorandum summarizes TPB staff observations of the District of Columbia's fiscal year 2020 safety outcomes and programming as reported in the District of Columbia Highway Safety Office's (HSO) FY 2020 Annual Report. TPB staff contacted the District Department of Transportation (DDOT) for a written safety update for the Directors Report and received a copy of the 2020 District of Columbia Highway Safety Office Annual Report (Annual Report) in response. TPB staff have outlined highlights from the report below. The full report is available at: <http://www.ddot-hso.com/assets/docs/annualrpt/FY2020%20Annual%20Report.pdf>.

It is important to note that the document reports safety data on a fiscal year basis (October 1, 2019 through September 30, 2020), therefore the following summary reflects safety information for 2019 as well as 2020. In addition, the safety outcomes reported for 2020 are preliminary.

FY 2020 PERFORMANCE ON SAFETY MEASURES

The District of Columbia's Highway Safety Office (HSO) measures safety performance in 16 areas, in accordance with the Fixing America's Surface Transportation (FAST) Act and the District's safety program objectives. In addition, the District develops a Highway Safety Plan (HSP) annually, which establishes goals for each of the 16 core performance measures as part of its strategy to reduce highway fatalities and serious injuries.

According to page 7 of the *Annual Report*, during 2019, the District met 14 of its 16 core performance measure targets (see, **Table 1**). For 2020, the District expected to meet 15 of the 16 performance targets based on preliminary data. The targets are based on annual trend projections, five-year rolling average trend projections, or a blended projection using both trendlines.

Table 1 FY 2019 and FY 2020 Safety Performance Results

Performance Measure	Assessment of Results in Achieving Performance Targets for FY20 and FY19								
	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY2020 Progress Result (Jan – Oct)	On Track to Meet FY20 Target Y/N **	Target Year(s)	Target Value FY19 HSP	Data Source/	Met FY19 Target Y/N
C-1) Total Traffic Fatalities	5 year	2016-2020	40	2016 – 2020 FARS/STATE 33	Y	2015-2019	31	2015 – 2019 FARS 23	Y
C-2) Serious Injuries in Traffic Crashes	5 year	2016-2020	414	2016 – 2020 FARS/STATE 270	Y	2015-2019	417	2015 – 2019 STATE 352	Y
C-3) Fatalities/VMT	5 year	2016-2020	1.07	2016 – 2020 FARS/STATE 0.89	Y	2015-2019	0.85	2015 – 2019 FARS 0.62	Y
C-4) Unrestrained Passenger Vehicle Occupant Fatalities, All Seat Positions	5 year	2016 – 2020	6	2016 – 2020 FARS/STATE 7	N	2015-2019	8	2015-2019 FARS 5	Y
C-5) Alcohol-Impaired Driving Fatalities	5 year	2016 – 2020	17	2016 – 2020 FARS/STATE 1	Y	2015-2019	10	2015-2019 FARS 6	Y
C-6) Speeding-Related Fatalities	5 year	2016 – 2020	17	2016 – 2020 FARS/STATE 15	Y	2015-2019	13	2015-2019 FARS 13	Y
C-7) Motorcyclist Fatalities	5 year	2016 – 2020	6	2016 – 2020 FARS/STATE 6	Y	2015-2019	5	2015-2019 FARS 3	Y
C-8) Unhelmeted Motorcyclist Fatalities	5 year	2016 – 2020	1	2016 – 2020 FARS/STATE 1	Y	2015-2019	1	2015-2019 FARS 1	Y
C-9) Drivers Age 21 or Younger Involved in Fatal Crashes	5 year	2016 – 2020	3	2016 – 2020 FARS/STATE 0	Y	2015-2019	1	2015-2019 FARS 3	N
C-10) Pedestrian Fatalities	5 year	2016 – 2020	15	2016 – 2020 FARS/STATE 9	Y	2015-2019	10	2015 – 2019 FARS 9	Y
C-11) Bicyclist Fatalities	5 year	2016 – 2020	5	2016 – 2020 FARS/STATE 1	Y	2015-2019	1	2015 – 2019 FARS 1	Y
B-1) Observed Seat Belt Use for Passenger Vehicles, Front Seat Outboard Occupants (State Survey)	Annual	2020	90	State survey/ 95.7	Y	2019	90	State survey/ 95.4	Y

Source: District of Columbia Highway Safety Office FY 2020 Annual Report

Assessment of Results in Achieving Performance Targets for FY20 and FY19									
Performance Measure	FY 2020					FY 2019			
	Target Period	Target Year(s)	Target Value FY20 HSP	Data Source*/ FY2020 Progress Result (Jan – Oct)	On Track to Meet FY20 Target Y/N **	Target Year(s)	Target Value FY19 HSP	Data Source/	Met FY19 Target Y/N
C-12) Alcohol-Impaired Driving Injuries	5 year	2016 – 2020	120	2016 – 2020 STATE 99	Y	2015-2019	169	2015 – 2019 STATE 94	Y
C-13) Unrestrained Passenger Vehicle Occupant Injuries, All Seat Positions	5 year	2016 – 2020	83	2016 – 2020 STATE 38	Y	2015-2019	89	2015 – 2019 STATE 41	Y
C-14) Speeding-Related Injuries	5 year	2016 – 2020	200	2016 – 2020 STATE 144	Y	2015-2019	143	2015 – 2019 STATE 170	N
C-15) Pedestrian Injuries	5 year	2016 – 2020	572	2016 – 2020 STATE 247	Y	2015-2019	619	2015 – 2019 STATE 447	Y
C-16) Bicyclist Injuries	5 year	2016 – 2020	415	2016 – 2020 STATE 163	Y	2015-2019	478	2015 – 2019 STATE 334	Y

Source: District of Columbia Highway Safety Office *FY 2020 Annual Report*

Traffic Fatalities

A notable safety outcome for fiscal year 2020 was an increase in traffic fatalities, while serious injuries declined. As described on page 9 of the *Annual Report*, the District had 23 traffic fatalities in 2019, which was a 26 percent decline (or eight fewer fatalities) compared to 2018. Preliminary data for January through October 2020, however, reveal an increase in the number of traffic fatalities during the first 10 months of the year. According to the *Annual Report*, as of October 2020, the District’s traffic fatality count was 33 deaths, a 38 percent increase over 2019 levels for the same period. The *Annual Report* states that the District still expects to meet its 2020 target of 40 traffic fatalities.

The HSO also analyzed the District’s traffic fatality rates for 2019 and 2020 [the number of traffic fatalities per vehicle miles traveled (VMT)]. Data from page 10 of the *Annual Report* shows that the District’s 2019 traffic fatality rate was 0.62 deaths per 100 million VMT, which fell well below its target rate of 0.85 for that year. As of October 2020, the *Annual Report* shows that the city’s 2020 traffic fatality rate is 0.89 fatalities per VMT, based on preliminary data. The *Annual Report* states that the District still expects to meet its 2020 target rate of 0.95 fatalities per VMT.

In the *Annual Report*, the HSO primarily attributes the increase in traffic fatalities to an increase in speed-related crashes as a result of less congested roadways during the COVID-19 pandemic. A more detailed discussion of the HSO’s analysis of the pandemic’s impact on roadway safety outcomes in the District is provided in the Covid-19 Impacts section below.

Serious Injuries

As described on page 9 of the *Annual Report*, the number of serious injuries from traffic crashes in the District declined between from 364 serious injuries in 2018 to 352 serious injuries in 2019, a decrease of 12 (or 3.3%). Preliminary data for 2020 show that serious injuries continued to decline

in 2020, with 270 serious injuries occurring between January and October of that year. According to the *Annual Report*, the District expects to meet its 2020 target of 394 serious injuries, based on a five-year rolling average.

Covid-19 Impacts

As described on page 18 of the *Annual Report*, the District's response to the COVID-19 pandemic led to a decrease in VMT, which resulted in safety impacts across the city. At the end of the second quarter of FY2020, the District issued a stay-at-home order which was lifted on May 29, 2020; however teleworking was strongly recommended for non-essential workers.

The implementation of the stay-at-home orders and subsequent telework drastically reduced VMT in the District which also reduced the number of crashes compared to previous years. According to the HSO, the reduction in traffic volume combined with "driver perception that officers were either busy dealing with the pandemic or hesitant to engage in direct contact, drivers could not resist the temptation to engage in risky driving behaviors such as excessive speeds, not wearing a seatbelt, and driving under the influence." (page 18) The *Annual Report* conveys data from the District's automated photo enforcement program which shows that traffic citations increased by 10 percent (or 115,279 citations) between 2019 and 2020.

As described earlier, the number of traffic fatalities for the first 10 months of 2020 are 38 percent higher than in 2019 for the same period, based on preliminary data. Among fatal crashes, the number of crashes involving risky driving behavior have increased, as indicated on pages 18 and 19 of the *Annual Report*.

- Traffic fatalities involving a single vehicle hitting a fixed object increased from 2 crashes in 2019 to 7 crashes in 2020.
- Traffic fatalities involving speeding increased from 11 crashes in 2019 to 15 crashes in 2020.
- Traffic fatalities involving unrestrained occupants increased from 2 crashes in 2019 to 7 crashes in 2020.

The *Annual Report* also notes that preliminary data for 2020 suggests that at least five crashes involve drug-impairment. Data on traffic fatalities involving alcohol impairment was not available at the time that the HSO published its *Annual Report*.

LEGISLATION UPDATES

In addition to the activities of the HSO, the *Annual Report* stated that the DC Council also passed legislation to support the District's VisionZero initiative during the fiscal year. On September 22, 2020, the DC Council unanimously approved the Vision Zero Enhancement Omnibus Amendment Act of 2019. The law became effective December 23, 2020. As described in the *Annual Report*, "the law accelerates improvements to bicycle and pedestrian infrastructure, expands the city's automated traffic enforcement program, and boosts traffic safety education. It also aims to address transportation equity concerns, setting procedures to identify high-risk intersections and areas where access to transit requires improvement." The law's specific provisions are described on pages 17 and 18 of the *Annual Report*.

FY 2020 SAFETY PROGRAMMING

In addition to measuring and tracking safety outcomes, the HSO collaborates with other agencies, private organizations, and non-profit entities to implement programs that advance the District's highway safety program. In particular, the HSO has the responsibility of identifying safety emphasis areas that should receive investment for targeted programming each year. The *Annual Report* states that in 2020, the HSO focused grant funding in five safety programming areas: impaired driving, occupant protection, pedestrian/bicyclist safety, traffic records, and aggressive driving.

Impaired Driving

As outlined in pages 21 to 25 of the *Annual Report*, during fiscal year 2020 the HSO partnered with various agencies to implement programs that supported the prosecution of impaired driving cases and promoted sober driving. These include:

- Strengthening implementation of impaired driving laws – partnering with the Office of the Attorney General (OAG) to effectively prosecute impaired drivers and to provide training to prosecutors and law enforcement on the complexities of an impaired driving case.
- Chemical/Drug Testing – partnering with Office of the Chief Medical Examiner (OCME) to increase the detection of drugs and other elicit substances to strengthen impaired driving cases and to reduce the testing turnaround .
- Enforcement– partnering with the Metropolitan Police Department (MPD) to expand saturated patrols and underage drinking at various establishments .
- Education and awareness campaigns – partnering with the Washington Regional Alcohol Program (WRAP) and the McAndrew Company to increase awareness throughout the District and the region.

Occupant Protection

As outlined in pages 31 to 35 of the *Annual Report*, during fiscal year 2020 the HSO applied grant funding to projects that expanded access to child passenger seats and collected data on seat belt usage in the District.

- Enforcement – partnering with the Metropolitan Police Department. The District has a primary seatbelt law, this allows police to stop a vehicle solely because its driver and/or passenger are not properly buckled up (pg. 32).
- Child passenger safety – partnering with the District Department of Transportation to promote child car seat safety including proper fitting workshops and low-cost car seats (pg. 32).
- Education and awareness campaigns – partnering with the McAndrew Company to provide outreach and awareness on the importance of wearing a seatbelt (pg. 32).
- Data Collection – partnering with Howard University to conduct its annual seatbelt survey to track the city's seatbelt use rate. The study found a 95.7 percent seatbelt compliance rate, which is above the national average rate of 86 percent (pg. 35).

Aggressive Driving

As outlined in pages 36 and 37 of the *Annual Report*, during fiscal year 2020 the HSO expanded its definition of aggressive driving to include the following - exceeding the posted speed limit; racing; operating motor vehicle in erratic, reckless, careless, negligent, or aggressive manner; ran red light;

or ran STOP sign. The HSO continued enforcement and education efforts with partner agencies as per the *Annual Report*.

- Enforcement – partnering with the Metropolitan Police Department on enforcing the District traffic laws.
- Education and awareness campaigns – partnering with the McAndrew Company to provide outreach and awareness on the dangers of aggressive driving.

Pedestrian and Bicycle Safety

As outlined in pages 38 to 48 of the Annual Report, during fiscal year 2020 the HSO focused grant funding on community education and outreach projects that support pedestrian and bicycle safety.

- Education and awareness campaigns – HSO partnered with the Metropolitan Washington Council of Governments (MWCOCG), Washington Area Bicycle Association (WABA) and McAndrew Company to provide outreach and awareness. The District contributed funding to the MWCOCG’s regional roadway safety education campaign, *Street Smart*. It also engaged WABA to conduct outreach in underserved and under-resourced wards (Wards 4, 7, and 8) that experience a high volume of non-motorized crashes. The District also contracted with the McAndrew Company to raise awareness of specific traffic enforcement efforts.

Traffic Records

As outlined in pages 58 to 63 of the Annual Report, during fiscal year 2020 the HSO allocated grant funds towards projects that improve the timeliness, accuracy, and completeness of traffic crash data.

- **MIRE Fundamental Data Elements (FDE) Data Collection and Automation** – This project developed additional data scripts to support automated data extraction of Model Inventory of Roadway Elements (MIRE) data.
- **Out-of-State Data-Entry Convictions** – This effort supported the entry of paper traffic violation and conviction records received from other jurisdictions into the DC Department of Motor Vehicles (DMV) database.
- **HAAS Alert** – In FY 2020, DC Fire and Emergency medical Services (FEMS) completed the deployment of the HAAS Alert system which provides oncoming drivers with advance notice when emergency crews are enroute to a call or scene.
- **Police Traffic Services / e-Citation Grant** – This project built a web-based application that enabled MPD officers to electronically prepare and issue Notices of Infractions (NOIs).

October 18, 2021

Acting Administrator Steven Cliff
U.S. National Highway Traffic Safety Administration
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Re: Support for the Proposed Corporate Average Fuel Economy Standards for Model Years 2024-2026 Passenger Cars and Light Trucks; Docket ID No. NHTSA-2021-0053

Dear Acting Administrator Cliff:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to offer our support for the proposed rule to revise existing corporate average fuel economy (CAFE) standards for model years (MY) 2024-2026 passenger cars and light trucks. We support your efforts to revise these standards to be more stringent than the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule standards, and the proposed rule aligns with our 2021 Legislative Priorities.¹ We sent a letter to the Environmental Protection Agency (EPA) in September offering our support for the proposed rule to revise national greenhouse gas (GHG) emissions standards for passenger cars and light trucks through MY 2026.²

MWAQC is the air quality planning commission for the National Capital region certified by the governors of Maryland and Virginia and the mayor of the District of Columbia to develop plans to attain federal standards for air quality and improve air quality. The TPB is the metropolitan planning organization (MPO) for the National Capital Region jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia and so designated by the federal government. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing GHG emissions.

In a letter dated October 17, 2018, MWAQC, CEEPC, and the TPB provided comment on the proposed SAFE Vehicles Rule for CAFE and tailpipe carbon dioxide emissions standards for MY

¹ "COG Legislative Priorities," Metropolitan Washington Council of Governments, January 13, 2021, <https://www.mwcog.org/documents/2021/01/13/cog-legislative-priorities-legislative-priorities/>.

² Day, Robert, Chair, Metropolitan Washington Air Quality Committee (MWAQC), Deni Taveras, Chair, Climate, Energy and Environment Policy Committee (CEEPC), and Charles Allen, Chair, National Capital Region Transportation Planning Board (TPB). Letter to Michael S. Regan, Administrator, U.S. Environmental Protection Agency. "Support for the Proposed Rule to Revise Existing National Greenhouse Gas Emissions Standards for Passenger Cars and Light Trucks through Model Year 2026; Docket ID No. EPA-HQ-OAR-2021-0208." Letter, September 10, 2021.

2021-2026 passenger cars and light trucks.³ Our committees strongly opposed the proposed changes to certain existing CAFE and tailpipe carbon dioxide emissions standards for passenger cars and light duty trucks and urged the NHTSA to maintain more stringent CAFE standards for these vehicles as prescribed in the October 15, 2012 “Final Rule for 2017 and Later Model Year Light-Duty Vehicle Greenhouse Gas Emissions and Corporate Average Fuel Economy Standards.”

NHTSA’s current proposal to strengthen CAFE standards for passenger cars and light trucks by setting stringent requirements for fuel economy improvements for MY 2024-2026 would provide critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program will achieve significant GHG emissions reductions and will result in substantial public health and welfare benefits, while providing consumers with savings from lower fuel costs. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by harmful environmental exposures, such as ambient air pollution and climate-change-related health impacts. Therefore, more stringent CAFE standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of seven unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. In the short term, strengthening CAFE standards for passenger cars and light trucks may have minimal impact on our region’s ability to realize the reductions in NOx emissions needed to comply with the 2015 Ozone NAAQS. However, in the long term, strengthening these standards will reduce NOx and PM2.5 emissions as shown by NHTSA’s forecasts in Table V-8 and Table V-10 of the Federal Register Notice.

Strengthening CAFE standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their GHG emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting

³ Hans Riemer, Mary Lehman, and Charles Allen to Andrew Wheeler and Elaine Chao, “Comment on the Proposed SAFE Vehicle Rule for CAFE and Tailpipe Carbon Dioxide Emissions Standards for Model Year 2021-2026 Light-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2018-0283,” Letter, October 17, 2018.

Acting Administrator Steven Cliff
October 18, 2021

stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

In 2008, the *National Capital Region Climate Change Report* established regional climate goals to reduce GHG emissions by 20% below 2005 levels by 2020, and 80% below 2005 levels by 2050. In October 2020, the COG Board of Directors adopted new 2030 climate goals to supplement the previous goals, including a goal to reduce GHG emissions by 50% below 2005 levels by 2030. Emissions from the transportation sector are one of the major contributors of GHGs in the region. As such, MWAQC, CEEPC, and the TPB believe that revising the CAFE standards for MY 2024-2026 passenger cars and light duty vehicles to be more stringent than the SAFE Vehicles Rule is appropriate, feasible, and needed in order for the region to achieve its greenhouse gas reduction goals.

The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 34% and 38% of the region's GHG and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional GHG and NOx emissions reductions since these programs provide benefits across the marketplace. The federal government's leadership in establishing more stringent CAFE standards could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the NHTSA's proposal to strengthen CAFE standards for MY 2024-2026 passenger cars and light trucks.

Thank you for the opportunity to provide comments on the proposed rule to revise existing CAFE Standards for Model Years 2024-2026 Passenger Cars and Trucks.

Please contact Erin Morrow, TPB Transportation Engineer, at 202-962-3793 or emorrow@mwcog.org if you have any questions. Thank you for your consideration.

Sincerely,



Robert Day
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



Deni Taveras
Chair, Climate Energy and Environment Policy Committee (CEEPC)

Acting Administrator Steven Cliff
October 18, 2021



Charles Allen
Chair, National Capital Region Transportation Planning Board (TPB)

ITEM 7 – Action
October 20, 2021

Optimizing Land Use Around High Capacity Transit
and Elevating Equity Emphasis Areas

Action: Approve Resolution R4-2022 to adopt HCTs and EEAs as planning constructs for the region to optimize land use around transit and elevate equity.

Background: At their annual retreat this past July, the COG Board of Directors and policy committee leadership discussed optimizing the land use around High-Capacity Transit Station areas (HCTs) in ways that could advance the regional goals related to Equity, Housing, and Climate Change. Participants also discussed ways to prioritize and elevate Equity Emphasis Areas (EEAs) as a decision-making consideration. HCTs and EEAs are both TPB planning products and part of TPB’s planning priorities. The COG Board will consider resolutions at the October 13 meeting to adopt regional priorities for optimizing land use around HCTs and elevating Equity Emphasis Areas throughout all of COG’s planning. The TPB will consider endorsing the COG resolutions recognizing these as unified planning constructs for regional planning.

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

**RESOLUTION ENDORSING THE METROPOLITAN WASHINGTON COUNCIL OF
GOVERNMENTS' COMMITMENT TO PRIORITIZE HIGH-CAPACITY TRANSIT STATION AREAS
AND EQUITY EMPHASIS AREAS IN PLANNING DECISIONS**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the National Capital Region, has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act to carry out continuing, cooperative, and comprehensive metropolitan transportation planning for the Region; and

WHEREAS, the TPB, as part of its metropolitan planning process, develops a fiscally constrained long-range transportation plan (presently called Visualize 2045) based on a set of priorities as articulated in its policy documents, The Vision, Regional Transportation Priorities Plan, and Aspirational Initiatives; and

WHEREAS, the priorities include (but are not limited to) developing an interconnected multimodal transportation system that enhances quality of life, promotes a strong economy, and enhances and protects the region's environment, with better coordination of transportation and land use planning, while providing reasonable access at reasonable cost to everyone in the region, and reducing congestion with an emphasis on projects and programs that reduce reliance on single-occupant vehicles and increase transit, ridesharing, walking, and bicycle modes of travel; and

WHEREAS, the above policy priorities were reaffirmed in a set of recent resolutions starting with TPB Resolutions R8-2018 and R12-2018 that adopted the Aspirational Initiatives to inform future long-range transportation plans, including an initiative which specifically called attention to land use as a transportation strategy by 'Bringing Jobs and Housing Closer Together; and

WHEREAS, the TPB called for, in TPB Resolution R10-2019, and completed work that has identified existing high-capacity transit (HCT) stations and those planned to be built, and called for members to prioritize these station areas for locating jobs and housing and also to prioritize projects that would make these stations more accessible through non-motorized modes of travel including via the National Capital Trail Network; and

WHEREAS, the TPB is housed by the Metropolitan Washington Council of Governments (COG) and works closely with COG's Board of Directors ("COG Board") and its regional policy advisory committees, including the COG Planning and Housing Directors, and

WHEREAS, the COG Board working with its Planning Directors Technical Advisory Committee pursued the TPB's Aspirational Initiative of 'Bringing Jobs and Housing Closer Together' in regional activity centers (RAC) and near HCT stations and, in 2019 adopted regional housing amount, accessibility, and affordability targets, stating that at least 320,000 housing units

should be added in the region by 2030, with at least 75 percent built in ACs or near HCT stations, and 75 percent affordable to low- to middle-income households; and

WHEREAS, the COG board recognizes that optimizing land use in HCTs means building communities that have a variety of services and amenities through mixed-land use, within walk, bike, or micro-transit distances, with housing that is affordable at all income levels, jobs, access to fresh food, health services, education, and other needs; and

WHEREAS, optimizing the land use in HCT station areas also means providing the community with safe and convenient access to HCT stations, which can increase transit usage, reduce greenhouse gasses, reduce household transportation costs, and provide a wider range of travel options for residents and workers, particularly essential workers; and

WHEREAS, on October 13, 2021 the COG board adopted Resolution, R46-2021, endorsing HCT station areas as a key planning concept and tool to inform decision making and action; and

WHEREAS, equity has been a policy priority for the TPB and is reflected in its 1995 Vision statement that calls for a transportation system that is affordable and accessible to all, including persons with special accessibility needs, recently affirmed in TPB's enhanced Environmental Justice Analysis of its 2018 Visualize 2045 plan that identified census tracts in the region with higher than average concentrations of low-income and racial/ethnic minority populations as Equity Emphasis Areas (EEA), and

WHEREAS, this commitment to equity was reaffirmed in July 2020 when the TPB adopted its Equity statement, TPB Resolution R1-2021, establishing equity as a fundamental value and integral part of all TPB's work activities, and

WHEREAS, given COG's commitment to integrate equity considerations in all of its work activities, using the EEA planning construct along with the RACs and HCTs is a way to enable equity considerations in land use, environment and transportation planning to advance the region's housing, transportation, and climate change mitigation goals; and

WHEREAS, on October 13, 2021 the COG board adopted Resolution R47-2021, endorsing EEAs as a key planning concept and tool to inform decision making and calling to make prioritize EEAs for special consideration in regional and local planning and decision making; and

WHEREAS, the TPB believes that the COG board action calling for optimizing the land use and transportation around HCT station areas and elevating the EEAs as a planning construct for decision making advances the TPB's transportation planning priorities and will help provide for a more efficient, safe, affordable, multi-modal, and equitable transportation system.

NOW THEREFORE BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD:

1. Endorses COG board Resolution R46-2021 adopting High-Capacity Transit (HCT) station areas as a key planning concept and tool to inform decision making and action; and
2. Endorses COG board Resolution R47-2021 adopting Equity Emphasis Areas (EEAs) as a key planning concept and tool to inform decision making and action; and
3. Calls upon its member agencies to adopt the principles of the above two resolutions while making transportation planning and programming decisions for future updates to the TPB's long-range transportation plan and transportation improvement programs.

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002

RESOLUTION ENDORSING HIGH-CAPACITY TRANSIT STATION AREAS AS A KEY PLANNING CONCEPT
AND TOOL TO INFORM DECISION MAKING AND ACTION

WHEREAS, the Metropolitan Washington Council of Governments (COG) comprises the region's 24 local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, area jurisdictions have a shared vision, *Region Forward*, for a more prosperous, accessible, livable, and sustainable future which has guided the region's evolution over the past two decades into a national leader in transit-oriented development; and

WHEREAS, the region has adopted a set of goals and targets to realize its aspiration for an equitable, prosperous, and sustainable region including in the areas of housing, climate change, and accessibility; and

WHEREAS, the COG Board has articulated building transit-oriented communities as a multi-sectoral planning priority to achieve multiple regional goals including those in housing, climate change, and accessibility; and

WHEREAS, the region's Transportation Planning Board (TPB) in 2018 identified the need for additional housing units and bringing housing closer to jobs as land use and transportation strategies to advance the region's accessibility and climate change goals while also optimizing transportation system performance, and recommended that COG advance land use solutions to address this need; and

WHEREAS, in 2019 the COG Board adopted regional housing amount, accessibility, and affordability targets, stating that at least 320,000 housing units should be added in the region by 2030, with at least 75 percent built in Regional Activity Centers (RACs) or near High-Capacity Transit Station Areas (HCTs), and 75 percent accessible to low- to middle-income households; and

WHEREAS, the region has a well-established system of HCTs that includes heavy urban and commuter rail, light rail, streetcar, and Bus Rapid Transit (BRT) services; and

WHEREAS, local governments have supported these HCTs through their zoning and land use planning decisions, identifying them as good locations to concentrate future growth to promote desirable development patterns; and

WHEREAS, the TPB has identified 225 areas (occupying just 10 percent of the region's land area), which currently serve as or are planned to serve as HCTs by 2030 (to be updated periodically), as opportune locations to optimize land use and transportation system connectivity; and

WHEREAS, the COG draft Round 9.2 Cooperative Forecasts project that between 2020 and 2030 the region will add 406,000 jobs to the existing 3.4 million, 592,000 more residents to the existing 5.7 million, and 250,000 more households to the existing 2.1 million, and further that 55 percent of new job growth, 39 percent of new population growth, and 42 percent of new household growth will occur within one-half mile of the 225 HCT stations; and

WHEREAS, at the COG Leadership Retreat in July 2021, the board engaged in discussions on optimizing land use around the 225 HCTs, and connecting them to their surrounding communities, both to get the most out of the infrastructure investments already made and to build successful mixed-use, mixed-income transit-oriented communities as a means to achieve the region's housing, climate change, and accessibility goals in an equitable manner; and

WHEREAS, optimizing the land use in HCTs means building equitable and successful communities that have a variety of services and amenities, within walk, bike, or micro-transit distances, such as housing that is affordable at all income levels, jobs, access to fresh food, health services, education, and other needs through mixed-land use; and

WHEREAS, optimizing the land use in HCTs also means providing the community with safe and convenient access to HCTs, particularly those within an RAC, which can increase transit usage, reduce household transportation costs, particularly to the transit-dependent population groups, and provide a wider range of travel options for residents and workers (particularly essential workers); and

WHEREAS, the TPB has further identified two specific initiatives that support both the goal to provide better connectivity within and between transit-oriented communities and access to HCTs, one which includes removing barriers to walking to the HCT stations and the second to complete the National Capital Trail Network (NCTN), a 1,400 mile network of region-wide trails suitable for non-motorized use, of which about 50 percent exists today; and

WHEREAS, to plan for the expected growth in the region in a way that advances multiple regional goals and prioritizes opportunities for affordable and effective means of mobility for all people, the region must optimize its land use and transportation systems to develop communities that leverage current and planned assets.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. HCTs should be prioritized for special consideration in land use and transportation planning and programming decision making at local and regional levels to achieve our housing, accessibility, transportation, and climate change goals in an equitable manner.
2. COG committees and staff should discuss and consider strategies, as appropriate, to optimize land use and transportation systems in and around HCTs anticipated by 2030, in regional planning and programming activities.
3. Local governments should commit to provide safe and convenient walk, bike, and micro-transit access to HCTs as a means to make transit a viable mode of travel for all trip purposes and reduce automobile travel and related greenhouse gas emissions.

4. Local governments should commit to complete the NCTN as a means to connect communities in and around HCTs and provide active modes of transportation to access a variety of economic opportunities and help reduce automobile travel and related greenhouse gas emissions.
5. Local governments should strongly consider adopting local resolutions committing to optimizing access improvements to HCTs, including completing the NCTN, in all local planning efforts.

**I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors
October 13, 2021
Janele Partman
COG Communications Specialist**

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET, NE
WASHINGTON, DC 20002

RESOLUTION ENDORSING EQUITY EMPHASIS AREAS AS A KEY PLANNING CONCEPT AND TOOL TO
INFORM DECISION MAKING AND ACTION

WHEREAS, the Metropolitan Washington Council of Governments (COG) comprises the region's 24 local governments and their governing officials, plus area members of the Maryland and Virginia legislatures and the U.S. Senate and House of Representatives, and COG provides a focus for action on issues of regional concern; and

WHEREAS, in July 2020 the COG Board passed Resolution R26-2020, affirming that its work together will be anti-racist and will advance equity, and that equity will be woven into COG's *Region Forward Vision* to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all area residents and throughout COG's analyses, operations, procurement, programs, and priorities; and

WHEREAS, in 2018 the Transportation Planning Board (TPB) adopted a methodology to identify census tracts in the region that contain higher concentrations of low-income or racial or ethnic minorities compared to the rest of the region, to ensure its long-range plan does not have disproportionate adverse impacts on these communities; and

WHEREAS, the most recent analysis revealed that 351 of the 1,222 census tracts across the region (a number that will be updated periodically) meet the adopted low-income and racial or ethnic minority concentration thresholds and have been identified as Equity Emphasis Areas (EEAs); and

WHEREAS, these 351 EEAs constitute about 10 percent of the region's land area and house about 30 percent of the region's population, with 214 EEAs located within one-half mile of High-Capacity Transit Station Areas (HCTs) and 340 located within one mile of a Regional Activity Center (RAC); and

WHEREAS, COG's multi-faceted regional planning efforts extend beyond transportation and include housing, health, and environment; and

WHEREAS, at the COG Leadership Retreat in July 2021 the board took an in-depth look at the TPB's EEA designations and engaged in discussions on how EEAs can be used to advance racial equity in local and regional planning, project implementation, and decision making across all sectors of COG work; and

WHEREAS, given COG's commitment to integrate equity considerations in all of its work activities, using the EEA planning construct along with the RACs and HCTs is a way to enable equity considerations in land use and environment and transportation planning to advance the region's housing, transportation, and climate change goals; and

WHEREAS, COG member jurisdictions could also use EEAs in a wide range of their jurisdictional activities and services such as housing, education/employment opportunities, environment, and livability, to cultivate a deeper understanding of the nature and magnitude of equity disparities across their jurisdiction and help inform important policy discussions that seek to address disparities.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS THAT:

1. EEAs should be prioritized for special consideration in regional and local planning and decision making as a means to further the *Region Forward Vision* for an accessible, livable, sustainable, and prosperous region.
2. COG committees and staff should explore and implement strategies, as appropriate, to further incorporate the consideration of EEAs in planning areas including but not limited to transportation, land-use, housing, climate, and water resources and COG should serve as a forum to elevate the conversation around these topics to provide regional thought leadership and demonstrate the connection between equity and greater prosperity for all.
3. Local governments should prioritize efforts that provide safe and convenient walk, bicycle, and micro-transit access to all of the HCTs and to complete the National Capital Trail Network as a means to provide enhanced mobility and accessibility options to the traditionally underserved population groups in the EEAs.
4. Local governments should consider adopting local resolutions committing to prioritizing EEAs identified within their jurisdiction.

**I HEREBY CERTIFY THAT the foregoing resolution was adopted by the COG Board of Directors
October 13, 2021
Janele Partman
COG Communications Specialist**

OPTIMIZING HCT STATION AREAS ELEVATING EQUITY EMPHASIS AREAS

Unified Planning Construct

Kanti Srikanth
Director, TPB

Transportation Planning Board
October 20, 2021



Unified Planning Framework FOR 2030

**OPTIMIZE HIGH-CAPACITY
TRANSIT**



**ELEVATE EQUITY
EMPHASIS AREAS**



**MEET REGIONAL
CLIMATE GOALS**



**ACHIEVE REGIONAL
HOUSING TARGETS**



COG RESOLUTION: R46-2021

HIGH CAPACITY TRANSIT STATION AREAS

1. Should be prioritized for special consideration in land use and transportationdecision making at local and regional levels to achieve our **housing, accessibility, transportation,** and **climate change** goals in an **equitable** manner.
2. COG committees and staff should discuss and consider strategies, ... to optimize land use and transportation ..in and around HCTs
3. Local governments should commit to provide safe and convenient walk, bike, and micro-transit access to HCTs.....
4. Local governments should commit to complete the NCTN ...to connect communities in and around HCTs ...to access a variety of economic opportunities ..reduce ... travel and ...greenhouse gas emissions.
5. Local governments should strongly consider adopting local resolutions committing to optimizing access improvements to HCTs, including completing the NCTN, in all local planning efforts.



COG RESOLUTION R47-2021: EQUITY EMPHASIS AREAS

1. Should be prioritized for special consideration in regional and local planning and decision making ..to further the Region Forward Vision for an accessible, livable, sustainable, and prosperous region.
2. COG committees and staff should explore and implement strategies.. to further incorporate the consideration of EEAs in planning areas including but not limited to transportation, land-use, housing, climate, and water resources and COG should serve as a forum to elevate the conversation around these topics to provide regional thought leadership.....
3. Local governments should prioritize efforts that provide safe and convenient walk, bicycle, and micro-transit access to all of the HCTs and to complete the National Capital Trail Network ..to provide enhanced mobility and accessibility ..to the traditionally underserved population groups ...
4. Local governments should consider adopting local resolutions committing to prioritizing EEAs identified within their jurisdiction.



TPB RESOLUTION R4-2022:

1. Endorses COG board Resolution R46-2021 adopting High-Capacity Transit (HCT) station areas as a key planning concept and tool to inform decision making and action; and
2. Endorses COG board Resolution R47-2021 adopting Equity Emphasis Areas (EEAs) as a key planning concept and tool to inform decision making and action; and
3. Calls upon its member agencies to adopt the principles of the above two resolutions while making transportation planning and programming decisions for future updates to the TPB's long-range transportation plan and transportation improvement programs.



Kanti Srikanth

Director, TPB

(202) 962-3257

ksrikanth@mwkog.org

mwkog.org/TPB

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002

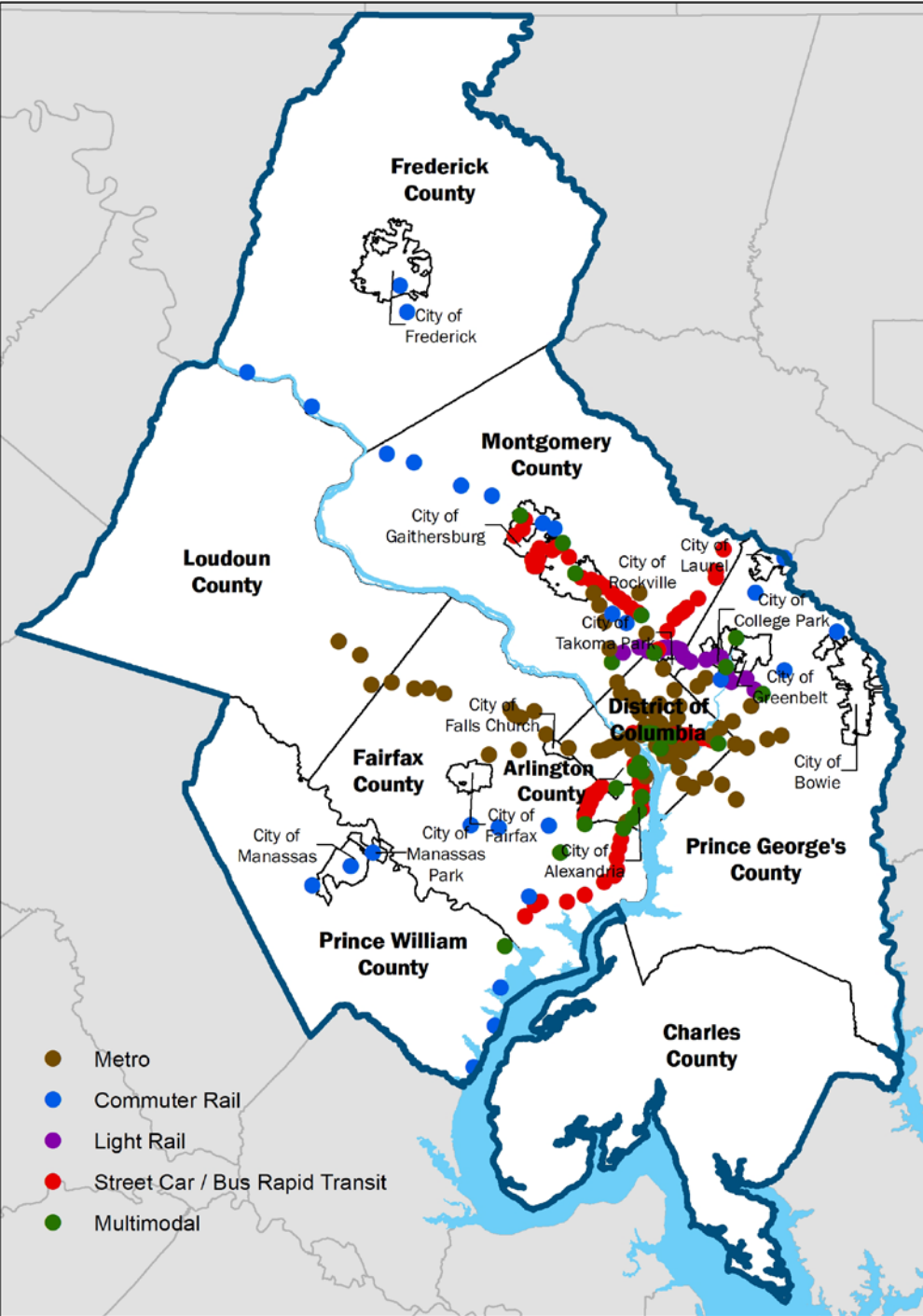


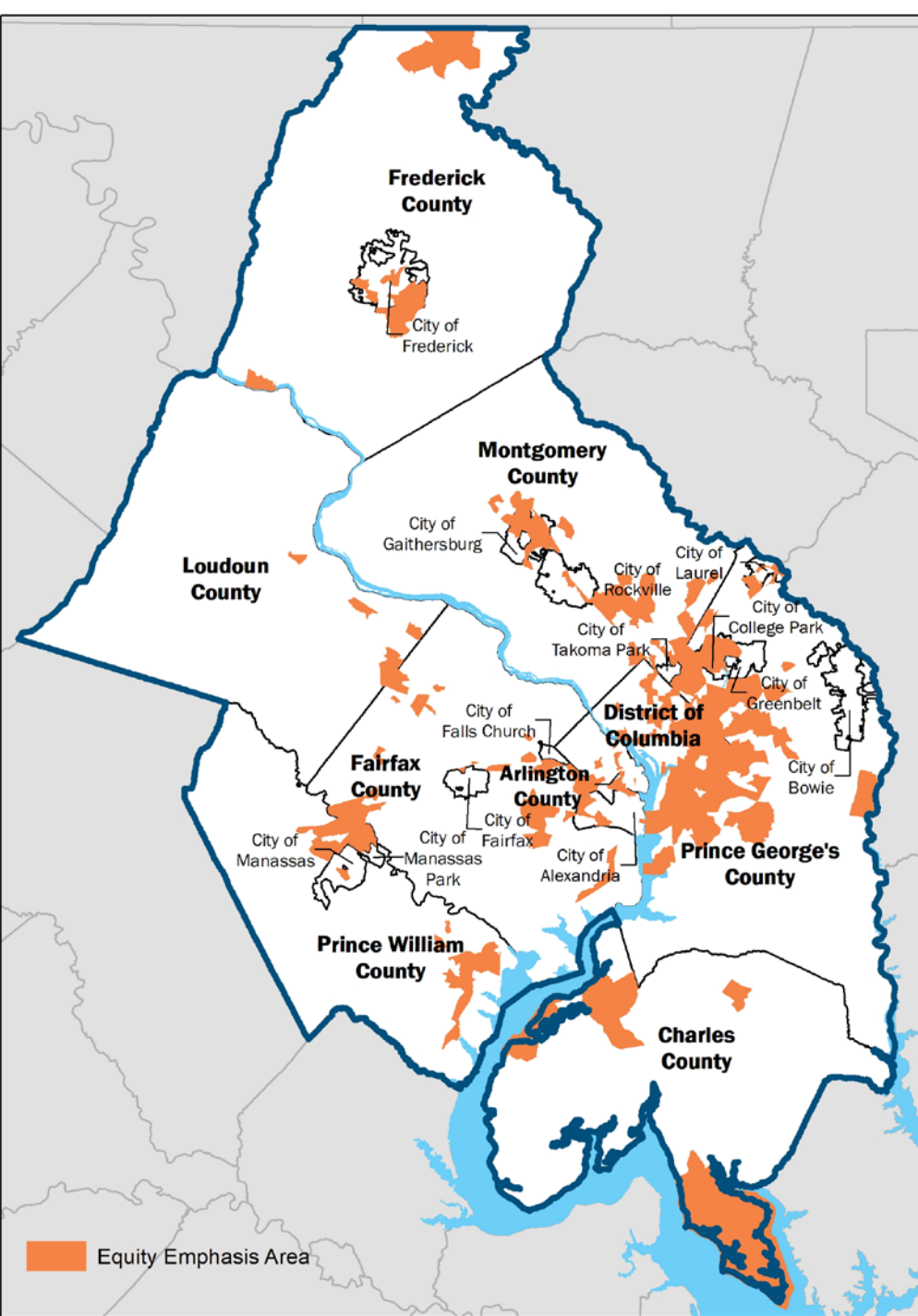
National Capital Region
Transportation Planning Board

Optimize 225 High-Capacity Transit (HCT) Station Areas

Locations around Metrorail, Commuter Rail, Light Rail, Bus Rapid Transit (BRT), and Streetcar.

mwcog.org/highcapacitytransit

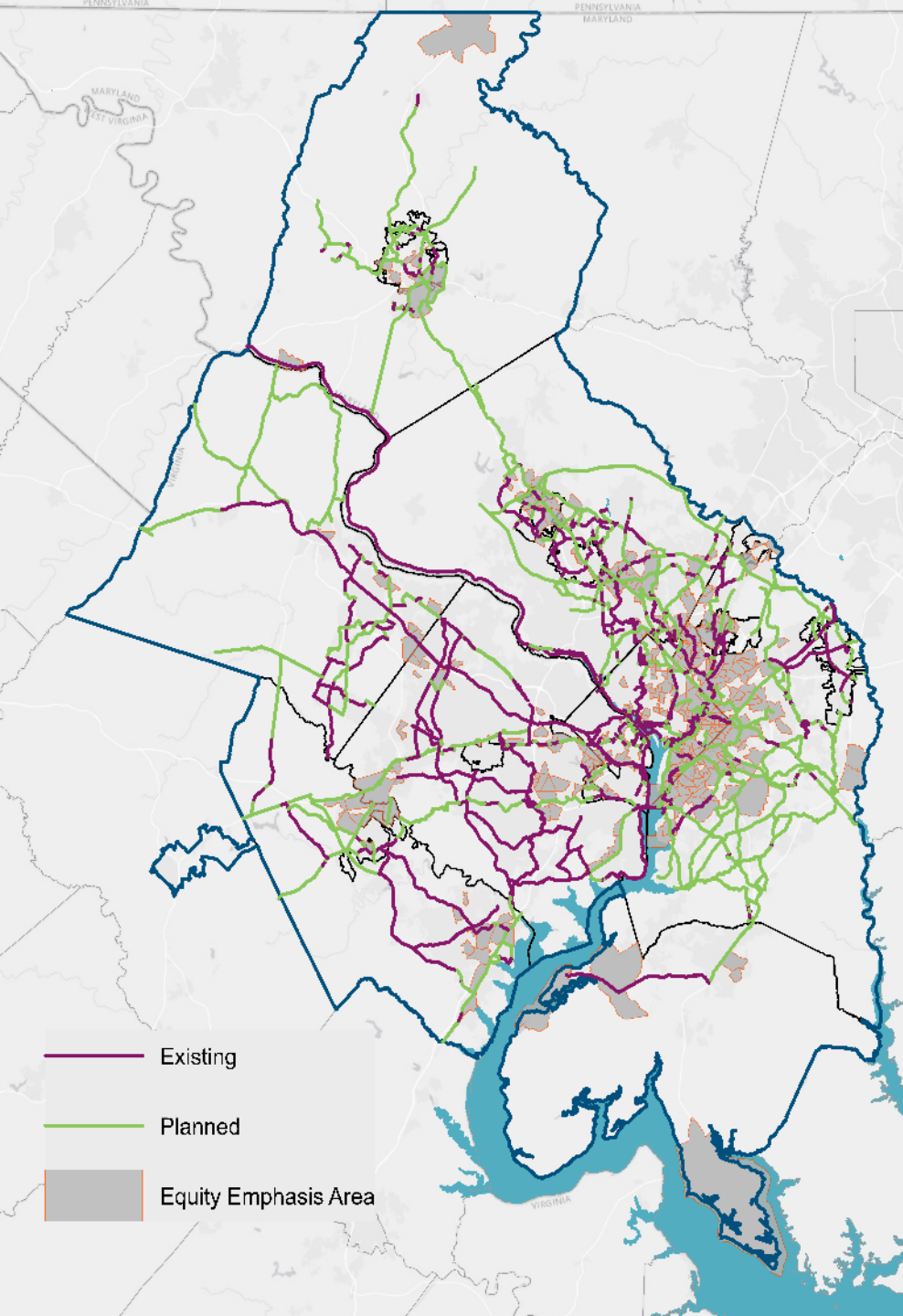




Elevate 350 Equity Emphasis Areas (EEAs)

Areas with high
concentrations of
underserved groups.

mwcog.org/equityemphasisareas

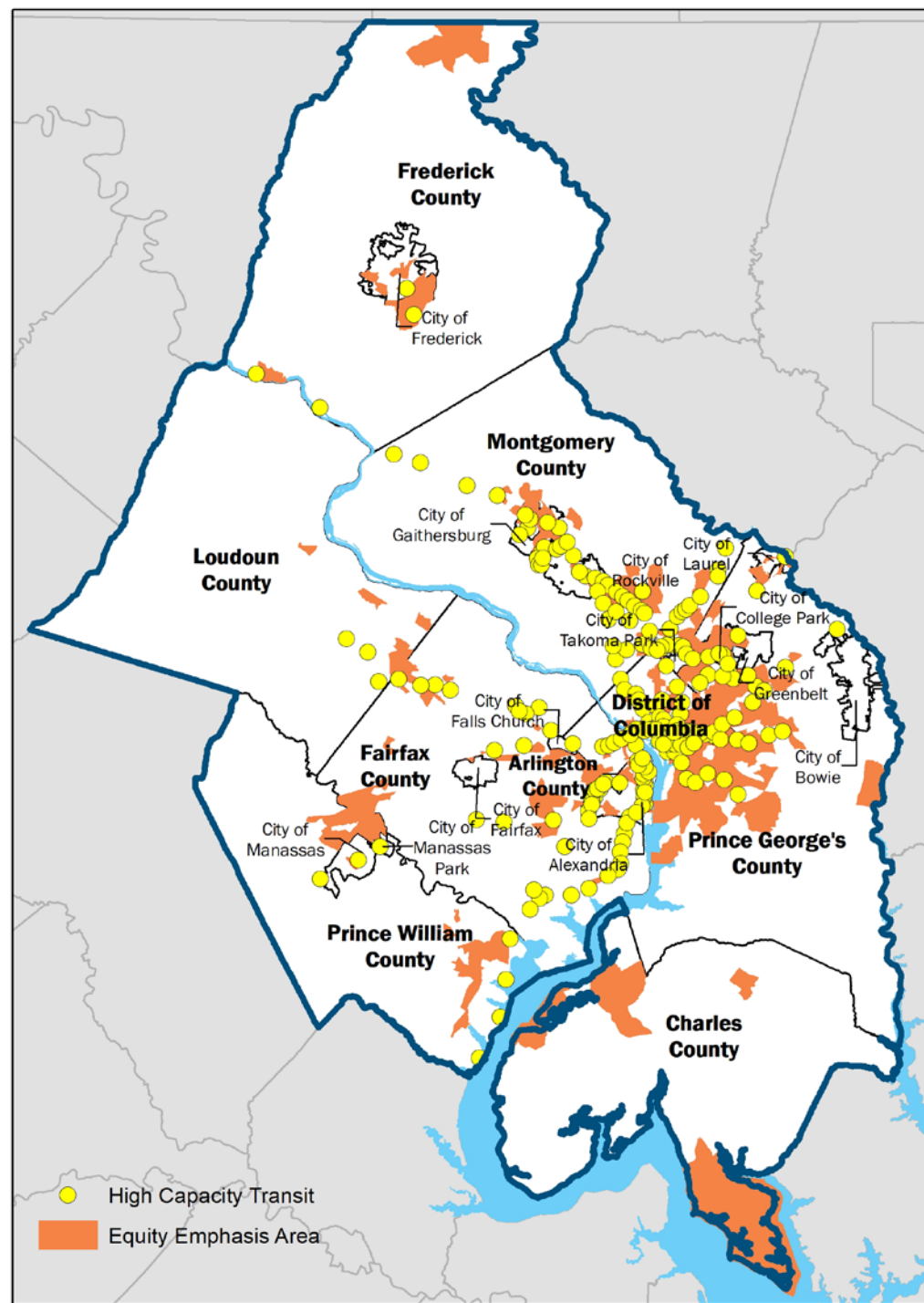


Example: National Capital Trail Network (NCTN)

- Long-distance, off-street trails accessible for people of all ages and abilities and suitable for both transportation and recreation.
- 180 of 225 HCTs are within half a mile.
- 55% of the network is unbuilt.

High- Capacity Transit Station Areas & Equity Emphasis Areas, 2030

mwcog.org/HighCapacityTransit



Metropolitan Washington
Council of Governments

ITEM 8 – Information

October 20, 2021

Status Report on the 2021 Enhanced Mobility Grant Program

Background:

TPB, with COG as its administrative agent, is the designated recipient of the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. The board will be briefed on the program and the status of the 2021 solicitation and selection process. The board is scheduled to approve funding recommendations at its November meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lynn Winchell-Mendy, TPB Transportation Planner
Sergio Ritacco, TPB Transportation Planner
SUBJECT: Status Report on the 2021 Solicitation for Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Grant Applications
DATE: October 14, 2021

This memorandum provides an overview of the TPB's 2021 solicitation for Enhanced Mobility grant applications which began on July 1 and ended on September 1, 2021. A selection committee held their initial meeting in late-September to review 23 applications requesting over \$11.1 million in federal Enhanced Mobility funds. TPB officers will review funding recommendations in late-October and, after their concurrence, the TPB will be asked to approve the recommendations at its November meeting. Applicants will be notified about the funding recommendations after the expected November board action.

BACKGROUND

The Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program provides matching grants for transportation for people with disabilities and older adults unable to use or access public transit. COG is the Designated Recipient for this program for the Washington DC-VA-MD Urbanized Area ([see map](#)), where funds must be used for projects serving residents in this area. The TPB solicits and selects grant applications for funding every other year. For the 2021 solicitation, approximately \$6.6 million in Federal funds were available. The applicants must match the federal funds: 20 percent for capital or mobility management projects and 50 percent for operating projects.

2021 SOLICITATION FOR ENHANCED MOBILITY GRANT APPLICATIONS

The 2021 solicitation for the Enhanced Mobility program was conducted from July 1 through September 1, 2021. More than 3,000 contacts received notice of the availability of grant funds. The grant opportunity was also promoted through TPB News, the Transportation Planning Board's email newsletter, and COG and TPB social media accounts. TPB staff conducted seven virtual pre-application conferences for interested organizations on the application process, the federal requirements, and project eligibility.

After the solicitation period closed, 22 eligible applications (one was determined to be ineligible) were forwarded to the selection committee for consideration. The federal funding requests totaled over \$11.1 million, more than two times the amount of funding available.

SELECTION COMMITTEE PROCESS

After the solicitation period closed, TPB staff thoroughly reviewed the applications received and when necessary, asked for clarifications or a revised budget from the applicants. TPB staff developed summary materials and scored each application based on the selection criteria described below. In late-September, TPB member Canek Aguirre chaired the selection committee meeting where five members, experts in aging, disability, transit and human service transportation coordination, conducted a thoughtful and deliberative process. Currently staff is finalizing the selection committee recommendations to be forwarded to TPB officers for concurrence.

Selection Criteria

The TPB is focused on ensuring that its Enhanced Mobility program funding supports a broad set of services that will have the greatest impact on improving the mobility of people with disabilities and older adults. The TPB's Coordinated Plan outlines selection criteria that places a strong emphasis on applicants who can effectively deliver the services and have the institutional capacity to manage and administer an FTA grant. There are numerous federal requirements under the Enhanced Mobility program. The selection criteria also emphasize an applicant's prior grant performance.

Selection Criteria for Enhanced Mobility Funding

Criterion	Maximum Points
Coordination among jurisdictions and agencies	25
Responsiveness to the TPB's Coordinated Plan: Priority Projects (up to 12 points) Strategies (up to 8 points)	20
Institutional capacity to manage and administer an FTA grant	20
Project feasibility	15
Regional need	10
Customer focus and input	10
Total	100

FUNDING RECOMMENDATIONS AND NEXT STEPS

Funding recommendations are currently under development for TPB officer concurrence and are on schedule to be presented at the TPB's November meeting for approval. If approved, approximately \$6.6 million Enhanced Mobility funds will be awarded.

- Applicants will be notified of the funding recommendations after TPB action at the November meeting. Any applicant with a project that isn't recommended for funding will receive suggestions for strengthening the application for the next solicitation and offered the opportunity for a debrief with TPB staff.
- Following the TPB approval, staff will develop the submittal materials for FTA approval. Upon FTA approval, staff will work with the applicants to administer the grants.
- The TPB will conduct the next solicitation for grant applications in 2023.

FTA SECTION 5310 ENHANCED MOBILITY PROGRAM

Providing matching grants for projects serving Older
Adults and People with Disabilities

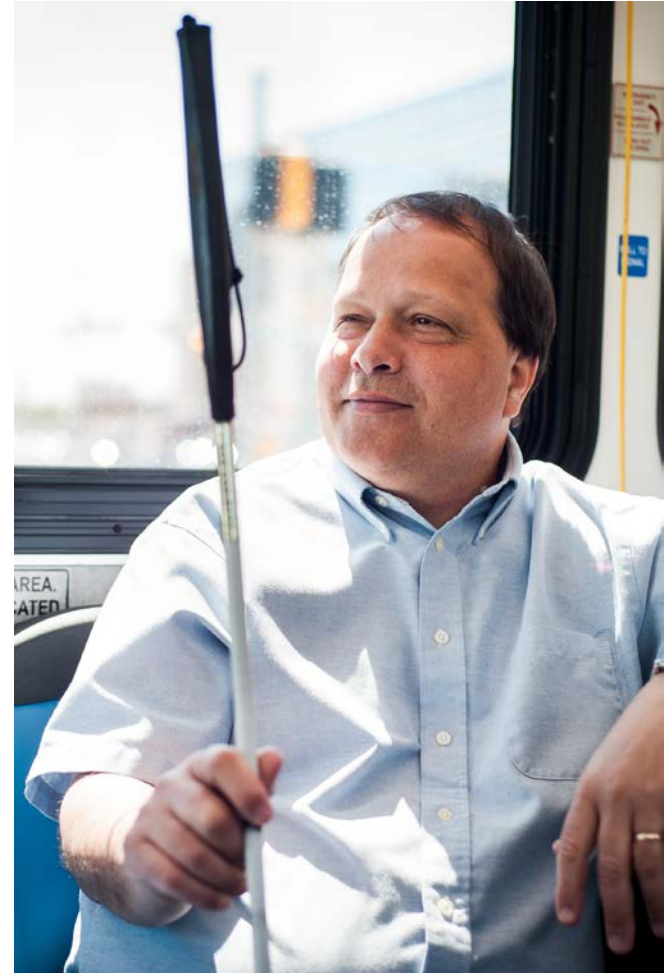
Lynn Winchell-Mendy
Transportation Planner

Transportation Planning Board
October 20, 2021



Purpose

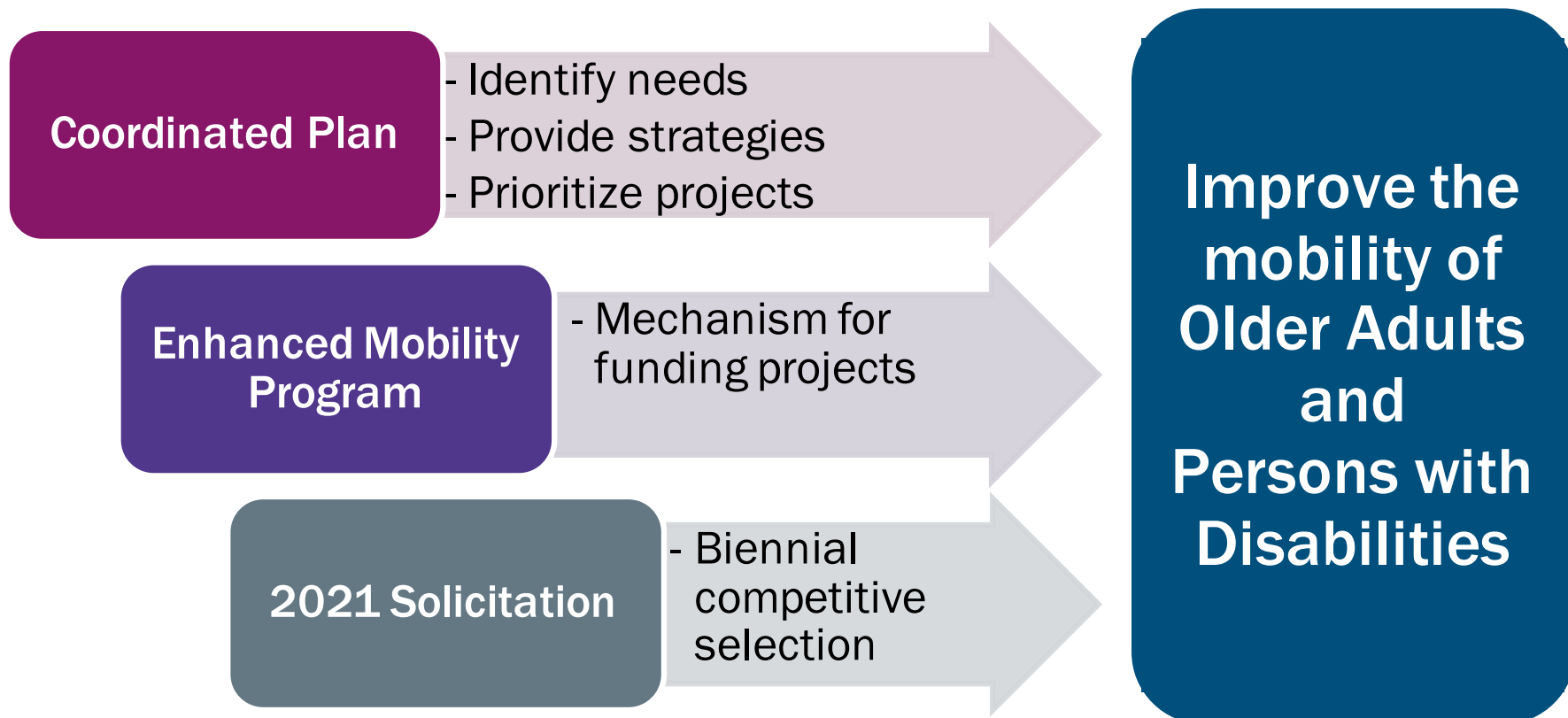
- Provide an overview of the Section 5310 Enhanced Mobility program
- Review solicitation process
- TPB action in November to approve funding recommendations



Source: NADTC

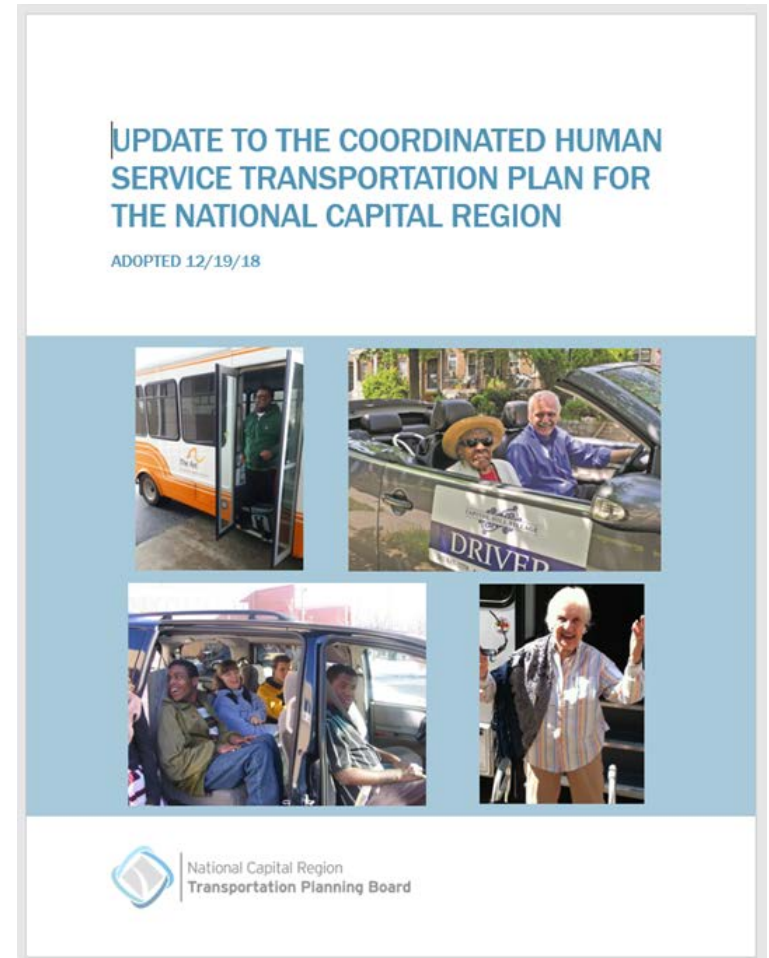


Process and Goal

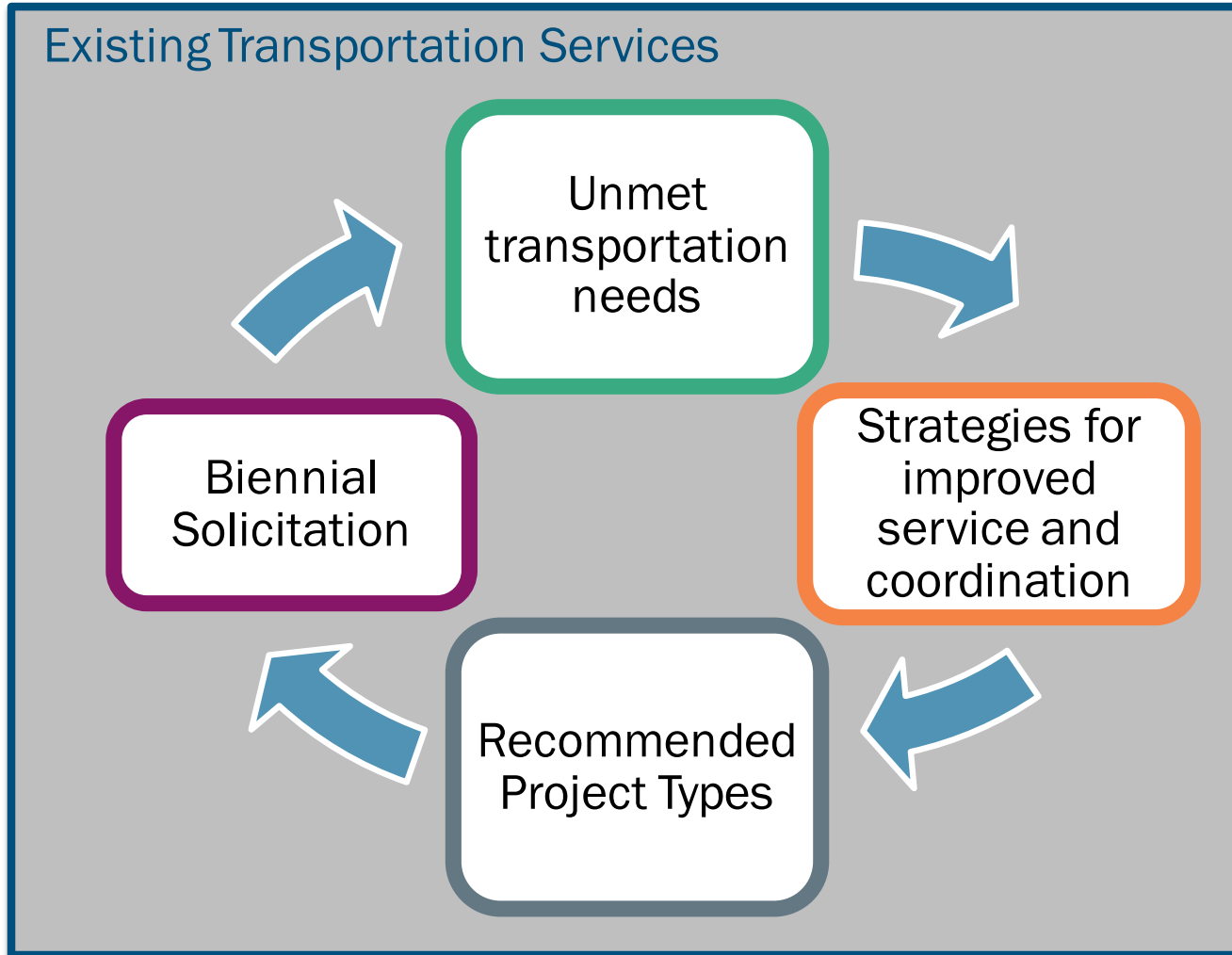


Coordinated Plan

- FTA required plan to guide implementation of the Enhanced Mobility program
- Updated every 4 years
- Developed with input from TPB's Access for All Advisory Committee
- To be updated in 2022



Tackling Unmet Need



Tackling Unmet Need - Strategies

- I. Expand availability and coordination of transportation options
- II. Increase awareness of existing transportation services
- III. Improve accessibility of transportation options
- IV. Make transportation options more affordable and sustainable



Source: Jewish Council for the Aging VillageRides



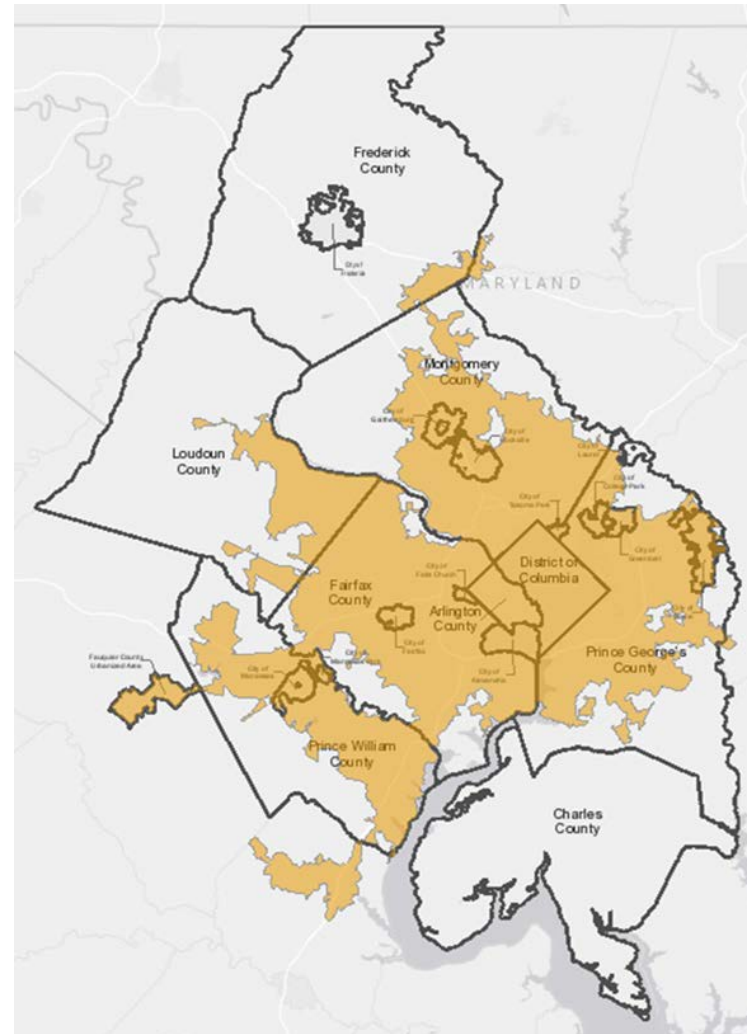
Tackling Unmet Need - Priority Projects

- Mobility Management
- Coordinated Planning Efforts
- Travel Training
- Door-through-door or Escorted Transportation Service
- Increase Access to Transit Stations
- Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services
- Volunteer Driver Programs
- Tailored Transportation Service for Clients of Human Service Agencies (Vehicle Acquisition)



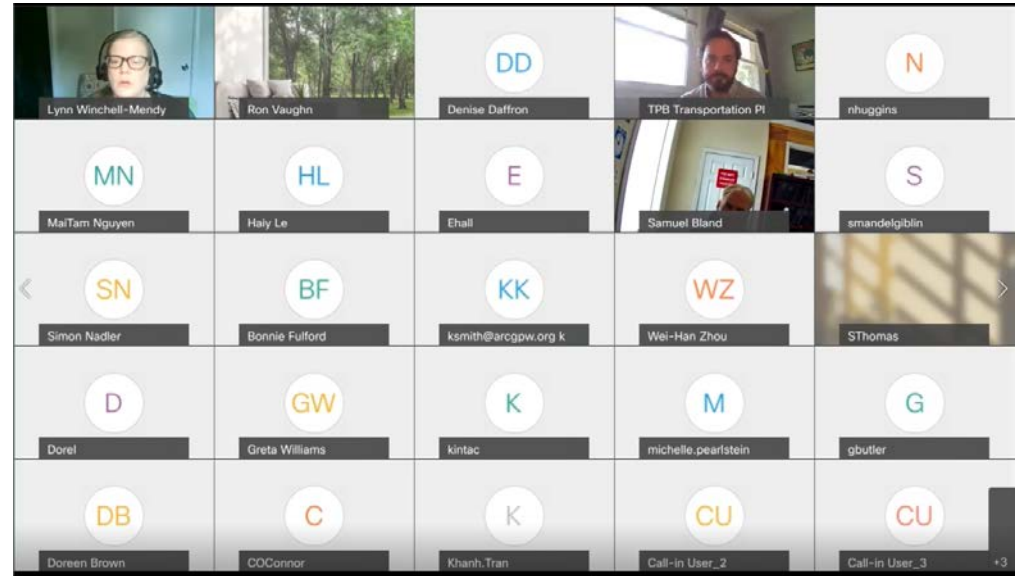
Enhanced Mobility Program

- Must benefit populations in the Washington DC-VA-MD Urbanized Area
- Unique TPB role to prioritize and select while COG implements
- Approximately \$3.0 million per year in matching grants
- Matching required
 - 20% for Capital or Mobility Management
 - 50% for Operating



2021 Solicitation

- July 1 through September 1, 2021
- Five virtual pre-application conferences
- Promoted through *TPBNews* and social media



2021 Solicitation

3,000+	Contacts received notice
23	Applications submitted
\$11.1 M	Requested in federal dollars
\$6.6 M	In federal funding available including reallocated dollars
\$1.68	Requested for every \$1 available
109	Wheelchair accessible minivans and buses requested



2021 Selection

- Chaired by a member of the TPB
- Selection committee of local and national experts
- Recommend projects based on selection criteria:

Criterion	Maximum Points
Coordination among jurisdictions and agencies	25
Responsiveness to the TPB's Coordinated Plan: Priority Projects (up to 12 points) Strategies (up to 8 points)	20
Institutional capacity to manage and administer an FTA grant	20
Project feasibility	15
Regional need	5
Equity Emphasis Areas	5
Customer focus and input	10



Next Steps

- **October**
 - Complete Selection Committee recommendations
- **November**
 - Tech notice with review of applications received
 - TPB approval and TIP amendment
 - TPB staff notify applicants and begin submission process with FTA
- **Next Solicitation**
 - Summer 2023



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National Capital Region
Transportation Planning Board

ITEM 9 – Information

October 20, 2021

PBPP: Draft Transit Safety Targets

Background:

The board will be briefed on draft regional targets for transit safety performance measures, including fatalities, injuries, safety events, and system reliability, as required under the federal performance based planning and programming (PBPP) rulemaking for public transportation providers and MPOs. The board will be asked to approve the regional targets at its November meeting.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Performance-Based Planning and Programming (PBPP): 2021 Regional Transit Safety Targets - DRAFT
DATE: October 14, 2021

This memorandum provides an overview on implementation of the federal performance-based planning and programming (PBPP) target-setting requirements for the area of transit safety. Applicable providers of public transportation are required to annually set targets for four performance measures, following which metropolitan planning organizations (MPOs) are required to establish overall transit safety targets for their planning area.

TRANSIT SAFETY RULEMAKING

The Public Transportation Agency Safety Plan (PTASP) rule became effective on July 19, 2019, with one year for implementation. The 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 were required to develop and certify Public Transportation Agency Safety Plans. In addition, they are required to set annual targets for the four transit safety performance measures.

TRANSIT SAFETY 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 (COLLISIONS, DERAILMENTS, FIRES, OR LIFE SAFETY EVACUATIONS)	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

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, paratransit (demand response), and vanpool.

Regional recipients of FTA Section 5307 (urbanized area) funding and the modes they operate:

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

Regional sub-recipients of FTA Section 5307 funding, including:

- 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 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 or identified for each applicable provider of public transportation in the region. Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Incidents – total number for all providers of that mode.
- Rate of Fatalities/Serious Injuries/Incidents – 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).
- 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.

2021 REGIONAL TRANSIT SAFETY TARGETS – DRAFT

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 is proposed as draft targets for the region for 2021.

2021 Regional Transit Safety Targets – DRAFT

	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	9500

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

* Includes preliminary measures not yet finalized by a provider



2021 TRANSIT AGENCY SAFETY TARGETS – DRAFT

Performance-Based Planning and Programming

Eric Randall
TPB Transportation Engineer

Transportation Planning Board
October 20, 2021



Presentation Items

- Transit Agency Safety Plans Rule
- Transit Safety Performance Measures
- Applicability
- Calculation of Regional Targets
- 2021 Regional Transit Safety Targets – **DRAFT**
- Adopted 2020 Regional Targets
- Next Steps



Federal Requirement – Transit Agency Safety Plans

- Federal Performance Based Planning and Programming (PBPP) regulations requires applicable providers of public transportation to develop and certify an agency safety plan
- Applicable transit providers are required to annually set targets for four (4) Transit Safety performance measures,
 - First annual targets adopted by transit providers in 2020, though could be waived due to pandemic
- MPOs have 180 days following to adopt Transit Safety targets for the metropolitan planning area (i.e., regional targets)



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

*Collisions, derailments, fires, or life safety evacuations



Applicable Regional Agencies

- Transit safety requirements apply to providers of public transportation that are recipients and sub-recipients of federal Section 5307 funding under FTA regulation
 - WMATA: Metrorail, Metrobus, MetroAccess
 - DDOT: DC Circulator, DC Streetcar
 - MDOT-MTA: MTA Commuter Bus
 - PRTC: Bus and paratransit
 - and local systems in Suburban Maryland:
 - VanGo (Charles Co.)
 - TransIT (Frederick Co.)
 - Ride On (Montgomery Co.)
 - The Bus (Prince George's Co.)



Calculation of Regional Safety Targets

Targets for the region based on those adopted or identified by each provider of public transportation

Measures are calculated for each mode:

- Number of Fatalities/Serious Injuries/Incidents – total number for all providers of that mode
- Rate of Fatalities/Serious Injuries/Incidents – 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)
- 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

2021 Regional Transit Safety Targets - **DRAFT**

Draft targets for the region based on the adopted or preliminary measures for each mode

	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

* Includes preliminary measures not yet finalized by a provider



Adopted 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	3	2.28	2	3.80	10,000
Urban Bus (MB)	0	0	452	0.74	602	0.98	21,645
Commuter Bus (CB)	0	0	12	0.19	185	3.00	11,593
Demand Response (DR)	0	0	69	0.00	207	0.97	48,422

Rate - Per 100,000 Vehicle Revenue Miles

MDBF = Mean Distance Between Failures



Observations

- Actual safety data is submitted by all transit providers in the region to the FTA's National Transit Database. Outcomes in 2020 were affected by reduced operations during the pandemic
 - Fatalities: 3 on Heavy Rail; 2 on Urban Bus
 - Serious Injuries: 11 on Heavy Rail; none on Urban Bus
 - Safety Events: up on Heavy Rail; down on Urban Bus
- For the 2021 targets
 - Added new mode: Vanpools
 - Zero fatalities for all modes: no change
 - Setting improved (lower) targets for Serious Injuries, Safety Events, Reliability (MDBF) for most modes



Next Steps

- Take any comments on draft regional transit safety targets
- November 17 – TPB adopt final regional transit safety targets

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National Capital Region
Transportation Planning Board

REGIONAL TARGETS FOR TRANSIT SAFETY

Performance-Based Planning and Programming

2021 Report - **DRAFT**



National Capital Region
Transportation Planning Board

Regional Targets for Transit Safety – 2021 Report Draft

September 24, 2020

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

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Contributing Editors: Andrew Meese

Design: COG Communications Office

Photo Credit: Eric Randall

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 – Draft 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	9500

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

October 20, 2021

Bus Transit Service and Fare Equity

Background:

The board will be briefed on a white paper and webmap prepared on bus transit equity in the region, looking specifically at local bus service coverage and frequency in relation to the travel needs of traditionally disadvantaged populations. In addition, the board will be briefed on a memo summarizing national and local transit fare relief initiatives and experiences.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Bus Transit Service Equity White Paper and Webmap
DATE: October 14, 2021

This memorandum reviews the purpose and findings of a white paper analysis of bus transit service and equity in the National Capital Region, prepared by consulting firms ICF Consulting and Foursquare Integrated Transportation Planning for the Transportation Planning Board (TPB).

PURPOSE OF THE WHITE PAPER

In March 2020, bus transit agencies across the region drastically cut bus service in response to the coronavirus pandemic. Since then, transit agencies have gradually restored bus service. In response to requests to identify bus service that should be a priority for restoration, the firms ICF Consulting and Foursquare Integrated Transportation Planning were contracted to produce a white paper to inform regional decision makers about equity considerations when restoring transit service and improving transit service equity in the longer-term post-pandemic.

Questions to be addressed with the analysis included:

- How does bus transit access for traditionally underserved groups compare to the region's overall population's transit access?
- How does bus transit access for COG's Equity Emphasis Areas (EEAs) work compare to the region's overall population's transit access?
- How does bus transit access to peak, high-frequency service (15 minutes or better) compare for traditionally underserved groups?
- How does bus transit access to jobs for low-wage work and essential jobs compare to the region's overall population's transit access to jobs?

The white paper analysis assessed bus service (route coverage, frequency, time of day, and span of service) as of March 15, 2021 for those living in COG's Equity Emphasis Areas (EEAs), historically disadvantaged populations, and essential workers. The analysis assessed whether service is distributed equitably and identified gaps in that service that could be filled to improve equity, both for service as of March 15 and for pre-pandemic service.

GEOGRAPHIC ANALYSIS AND WEBMAP TOOL

The bus transit service equity analysis focused on the geographic distribution of transit service compared to various demographic and employment groups of interest. Initially, the analysis produced static maps showing the density of select population groups within a ¼ mile of a bus stop in blue, and density outside of a ¼ mile of a bus stop in red. Select groups included:

- Total population density
- Total household density
- Persons of color population density
- Persons with disabilities density
- Low-income household density
- Zero/one-car household density
- Language other than English (LOTE) density
- Veteran population density
- All workers home location density
- Low-wage workers home location
- Total job density
- Density of essential service jobs
- Density of low-wage jobs

Static maps were succeeded by a dynamic map in ArcGIS Online format (AGOL) available at the following link. The full white paper is also available on this site in the introductory pop-up window.

<https://fitp.maps.arcgis.com/apps/webappviewer/index.html?id=dd131b91ef5148fbadd4778015f19cc9>

KEY FINDINGS

The white paper analysis had the following key findings:

Gaps in Service vs. Population

- While 60 percent of the total population in the TPB region is within one-quarter mile of fixed route bus service, only 68 percent of that group have access to 15-minute or better service in the AM peak period.
- Overall, transit service, major corridors, and population density are generally congruent.
- There are select block groups across the region that are high in population density (both total and specific equity subgroups) that are not within one-quarter mile of a bus stop.
 - Areas with concentrations of these block groups include Prince George's County outside the Beltway (such as in Laurel and Bowie); Prince William County around Dale City and parts of Manassas; and portions of Loudoun County south of Leesburg.

Gaps in Service vs. Employment

- Overall, transit service, major corridors, and job density are generally congruent, particularly in the region's core.
- Overall, 73% of all jobs are within a ¼ mile of a bus stop, reflecting the fact that a significant amount of transit service is directed towards job centers and jobs access.
- A higher density of low-wage jobs with no transit access can be seen primarily in Loudoun County around Dulles Airport and in and around Manassas and Manassas Park.
 - Other significant areas include the edges of the City of Frederick; Stafford County; and Prince George's County outside of the Beltway (such as Laurel, College Park, and Bowie).
 - Essential jobs follow the same patterns, but with additional underserved essential job hotspots in Fairfax County and on the eastern boundary of Prince George's County.

Disparities in Access to Bus Transit

- Overall, most persons of color, people with low incomes, and zero and one-car households have higher access to bus stops than the overall population (total population and total households).
 - However, many of these percentages fall when looking at frequent bus service in the peak periods (15 minutes or better).
- When looking at low-wage workers, only 61 percent are within one-quarter mile of a bus stop, and this figure drops to 41 percent in the peak periods.
- While marginalized population groups overall have more access to transit service compared to the general population, a smaller share (41 to 55 percent) have access to high-frequency service (15 minutes or better in the AM Peak) compared to the 62 to 68 percent of the transit-accessible population overall.
- The low percentage of access to frequent service for all groups, even in the peak periods, remains a concern, particularly for quality of life and jobs access.
- Equity Emphasis Areas (EEAs) have a higher percentage of residents within one-quarter mile of a bus stop for every analyzed sub-group, often by a factor of 20 percentage points.
 - However, this is compared to the region as a whole, which is overall less dense than the EEAs.
- When looking at low-wage jobs within a quarter mile of transit compared to all jobs, the percentage drops five percentage points, indicating that those in this higher need category have less slightly less access to their employment location.
 - When looking at essential jobs (work location) the figure rises slightly to 75%
 - When evaluating the peak periods however, access drops significantly, with only 56% of jobs within a ¼ mile of 15-minute or better service in the AM peak period, during the PM Peak period this rises slightly to 57%.
 - For low-wage jobs this drops to 41% in the AM peak and 48% in the PM peak.
 - Access to essential jobs (work location) in the AM peak period remains on par with overall access to jobs (56%).

Network Job Accessibility Analysis

- The service period with the highest quantity of jobs accessible is the weekday peak period, followed by weekday midday, Saturday, and weekday late night.
- For all time periods, low-wage workers have access to fewer jobs compared to all workers.
- Job access for all job types and all workers decrease consistently from the peak, to midday, to the late periods.
- More jobs are accessible for people living within EEAs compared to those living outside of them.
- The highest levels of job access are found in the dense core of the District of Columbia and radiate out along major corridors. However, Montgomery County shows generally better access along its corridors compared to Prince George's County and Northern Virginia.

Transit Level of Service Change

- Areas that lost the greatest amount of service during the pandemic included:
 - Burke (Fairfax County)
 - McLean (Fairfax County)
 - City of Falls Church
 - Fort Washington, Mitchellville, and Crofton (Prince George's County)

Areas which Lost High-Frequency Service

- The loss of high-frequency service (service that comes every 15 minutes or more) was most prevalent across the District of Columbia and along Columbia Pike in Fairfax County.
- Other smaller pockets saw a loss of high-frequency service in Arlington County, the City of Falls Church, and throughout Montgomery County and the northern end of Prince George's County.

Transit Equity Need Index

- The Transit Need Equity Index measures demographic characteristics at the block group level which are known to indicate likelihood of transit use and/or transit dependency. These variables measure population and households at their home location and are therefore indicators for access on the origin side.
- There is a large degree of overlap between the areas which scored high on this index and Equity Emphasis Areas (EEAs): The eastern and southwest portions of the District of Columbia; the inner beltway regions of Prince George's County and Montgomery County; adjacent to major corridors in Northern Virginia; and, the densest areas of the region's satellite communities such as Rockville, Frederick, and Manassas.
- Clusters of high-scoring areas outside EEA boundaries can be found primarily in Prince George's and Charles Counties.

Level of Service (LOS) Change Index

- The Level of Service (LOS) Change Index measures how much service changed in each block group from before the pandemic until now. The change in number of trips per period calculations were used to create the LOS Change Index.
- The highest scoring areas (those that experienced the most significant losses in service) are in Northern Virginia (including Fairfax County, Falls Church, McLean, and Burke) and Prince George's County (around Fort Washington, Bowie, and Laurel).

Gap Analysis Index

- The Gap Analysis Index determines the areas within the region that have high transit need and experienced notable reductions in or losses of service during the pandemic. This index is calculated by taking the Transit Equity Need Index and LOS Change Index and calculating the size of the gap between them. Block groups with higher Transit Need Equity scores that experienced a larger decrease in trips resulted in larger Gap Analysis Index scores, while block groups with lower Transit Need Equity scores with a similar service reduction would yield a smaller gap.
- The District of Columbia had many block groups with moderate scores on this index. Most of the largest gaps were found in Maryland and Virginia.
- The largest gaps in Maryland can be found in College Park, Laurel, Bowie, and the National Harbor/Fort Washington area.
- In Virginia, major gaps exist around Falls Church, Annandale, Burke, and Quantico.
- High-scoring gaps can be found both within and outside of COG's Equity Emphasis Areas.



MEMORANDUM

TO: Transportation Planning Board
FROM: Antonio Castañeda, TPB Transportation Planner
SUBJECT: Overview of Regional Bus Fare Collection and (Equity) Fare Relief Pilots
DATE: October 14, 2021

This memorandum provides an overview of bus fare collections and revenues in the National Capital Region (NCR) as it relates to the COVID-19 pandemic, declines in service, ridership, and national discussions around transportation and equity. Public buses in the region serve as a key lifeline for the mobility of residents and in particular low income, minority residents who are disproportionately transit dependent and often essential workers, providing equitable mobility. Public transportation is also essential to meeting our regional climate goals and priorities around reducing carbon emissions, lowering regional congestion on roadways, and promoting multi-modal transportation options. Lastly, this memo reviews local and national initiatives towards fare relief (a term encompassing policies on either free fares or means-tested fare discounts or subsidies) to collect lessons learned for service providers in the NCR.

INTRODUCTION

Throughout 2020, most local bus services in the National Capital Region suspended fare collection in the interest of public health and safety for riders and operators. Over the last few months fare collection and service restoration have slowly been reintroduced as more residents become vaccinated and ridership returns. During this period, a renewed interest and urgency for transit fare relief has emerged as transit ridership trends shed light on our essential workers and transit dependent populations, especially on bus transit¹ where Black and low-income riders comprise 82% and 69% (respectively) of Metrobus riders during the pandemic² (in comparison to 81% for all minority riders and 46% low-income pre-pandemic). In light of this, we discuss here fare relief policies and programs, historical and ongoing, in transportation agencies throughout the US³.

FARES AND SERVICE IN THE NCR

In 2019 the National Capital Region provided over 170 million trips to riders across 12 local bus service providers, collecting upwards of \$167 million in fare revenues⁴. The base fare rate for bus service varied from free (DC Circulator operated fare free from February to September in 2019) to \$2 with an average of \$1.53. However, the average fare paid by passengers was \$0.99 (see Table 1 below), this difference in averages is largely due to transfer discounts between modes and services, subsidy programs and federal mandates that require service providers to offer discounted fares for

¹ APTA. "Who Rides Public Transit" American Public Transportation Association, Jan 2017, <https://www.apta.com/wp-content/uploads/Resources/resources/reportsandpublications/Documents/APTA-Who-Rides-Public-Transportation-2017.pdf>

² George Justin, Rabinowitz Kate. "The Pandemic Changed the Workday, but Will Transit Riders Return?" *The Washington Post*, WP Company, 16 Apr. 2021, www.washingtonpost.com/transportation/interactive/2021/public-transit-ny-dc-metro/.

³ Barry, Ellen, Rybus Greta. "Should Public Transit Be Free? More Cities Say, Why Not?" *The New York Times*, The New York Times, 14 Jan. 2020, www.nytimes.com/2020/01/14/us/free-public-transit.html.

⁴ Synthesis of National Transit Database 2019 Data.

seniors and riders with disabilities during off-peak hours⁵ (most service providers in the region also extend these discounts to all day service). Meanwhile, local bus operating costs in the region totaled \$1 billion with Metrobus, Ride On and Fairfax Connector accounting for nearly 90% of these costs (they also carry 90% of the NCR’s annual bus trips). Fare revenues fund a portion of the region’s operating costs, nearly 16% on average. The fare recovery ratio (a metric that compares collected fare revenues to operating expenses), when viewed per service provider, ranges from as low as 4% and as high as 27%. Thus, the impact of fare revenues is neither uniform nor consistent across the region as fare recovery varies based on fare rates, total subsidies provided and overall ridership.

Since the start of the pandemic the impact of fare revenues has been exacerbated as local bus ridership declined significantly, with some agencies experiencing as low as 20% of pre-pandemic ridership levels while others have maintained close to 80% (median ridership loss in the NCR was approximately 65%, see Figures 1 and 2 in appendix for more information). As bus ridership continues to remain below pre-pandemic levels, many local service providers have begun to assess the role fare relief can play in the recovery of the region.

Table 1 - 2019 Fare Information of Local Bus Service Providers in the NCR

Name	Annual Trips (Millions)	Annual Fare Revenue (Millions)	Annual Operating Expenses (Millions)	Base Fare Rate	Discounted Fare Rate	Average Fare Paid by Passengers	Fare Recovery Ratio (%)
MetroBus	123.3	124.0	733.4	\$2.00	\$1.00	\$1.01	17%
Ride On	20.6	20.5	124.6	\$2.00	\$1.00	\$1.00	16%
Connector	8.3	10.9	85.5	\$2.00	\$1.00	\$1.31	13%
DC Circulator	5.5	0.0	26.9	\$1.00	\$0.50		
DASH	3.9	4.3	19.9	\$1.60	\$1.00	\$0.88	21%
ART	2.8	3.7	14.9	\$2.00	\$1.00	\$1.29	25%
TheBus	2.6	1.5	28.7	\$1.00		\$0.50	5%
OmniRide	0.9	0.7	15.8	\$1.55		\$0.81	5%
VanGo	0.8	0.4	5.4	\$1.00	\$0.50	\$0.53	7%
CUE	0.6	1.1	4.2	\$1.75	\$0.85	\$0.63	27%
TransIT Loudoun	0.6	0.6	5.7	\$1.50	\$0.75	\$1.02	10%
County Transit	0.4	0.2	4.5	\$1.00		\$0.52	4%
Total	170	\$168	\$1,069	\$1.53	\$0.84	\$0.99	16%

Source: NTD 2019 Data & Service Providers’ Websites

REGIONAL INITIATIVES

FARE PROGRAMS, PILOTS & STUDIES

Within the NCR and over the last 20 years TPB staff have found over 10 related transit fare relief programs, pilots or studies as listed in the three sections below. Detailed summaries for each program and study can also be found in the appendix.

⁵ Part 609 – Transportation for Elderly and Handicapped Persons §609.23 Reduced fare. *Legal Information Institute*, Cornell Law School, <https://www.law.cornell.edu/cfr/text/49/609.23>

In December 2019, WMATA in partnership with the District of Columbia proposed piloting a fare subsidy program for low-income riders (across both Metrorail and bus), which has been postponed due to the ongoing pandemic⁶. WMATA currently provides fare discounts for select routes in the Anacostia region (the subsidy has existed since the opening of Anacostia Metrorail Station in 1991) and for enrolled universities in WMATA's service area via the U-Pass program. Enrolled District and Montgomery County students can also ride WMATA and Ride On free via the Kids Ride Free program. Fairfax County offers a similar program for students in the county on both Connector and CUE.

In 2014, DC Circulator conducted a fare elasticity study which estimated a 64% increase in ridership would result from suspending fares⁷. In 2019 they implemented a 7-month fare free pilot, during which DC Circulator experienced a 36% increase in ridership. In early March 2020 and again in October 2021, DC councilmember Charles Allen proposed *Metro For DC*⁸ which aimed to establish a dedicated fund for a monthly transit fare credit totaling \$100 per DC resident in the aim of promoting transit equity and reducing congestion and carbon emissions.

Recently, a TPB Land Use Connections (TLC) Program project for the City of Alexandria's DASH bus service funded a low-income fare pass assessment which found fare free transit to be the most cost-effective fare relief scenario with an estimated 23% increase in ridership⁹. DASH began operating fare free service on September 5, 2021 along with the implementation of the New DASH Network service restructuring. Lastly, the Northern Virginia Transportation Commission (NVTC) published the white paper titled: *Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers* in September 2021. The white paper reviews many of the same initiatives listed in the next sections and draws similar takeaways, however it provides a wider range of fare relief options (e.g. limited period, customer groups, routes, zones and time of day) and notes unique considerations like transfers and ongoing technology upgrades not discussed in this memo.

NATIONAL FARE RELIEF PROGRAMS

FARE FREE PILOTS

Fare free transit precedents have existed for almost 50 years with the most notable and researched examples being Mercer County (Trenton), New Jersey and Denver, Colorado in the late 1970s and Austin, Texas in 1989. All three of these experiments underwent considerable ridership gains, but were criticized for increased problems of overcrowding, disruptive passengers, and complaints from bus operators as well as decreased schedule reliability¹⁰.

Fare free programs can benefit agencies and riders by eliminating the need for fare enforcement which disproportionately affects low-income/minority residents, overburdens transit riders, puts immigrants at a higher risk for deportation¹¹, increases operator safety by reducing the likelihood of fare-related disputes and eliminates administrative costs related to fare collection and enforcement. Additional impacts of fare free programs vary across regions and system sizes as discussed below.

⁶ "Board Action/Information Summary" Report by Finance and Capital Committee, <https://www.wmata.com/about/board/meetings/board-pdfs/upload/9C-DC-Low-Income-Fare-Pilot.pdf>.

⁷ DC Circulator. "Potential Impact of Modifications to Circulator Fares on Ridership, Revenue, & Costs." *FY2014 DC Circulator TDP Update*, DC Circulator, 30 May 2014, www.dccirculator.com/wp-content/uploads/2015/08/Appendix_B_Fare_Elasticity_Memo.pdf.

⁸ Salmi Erik. "Introducing Metro For DC: Give Every DC Resident \$100 on SmarTrip and Set Aside Millions Annually to Improve Bus Service in First Wards 5, 7, and 8." *Charles Allen DC Council v2.0*, 02 March 2020, www.charlesallenward6.com/introducing_metro_for_dc.

⁹ Foursquare ITP. "City of Alexandria Low Income Fare Pass Assessment." *City of Alexandria*, 5 May 2021, www.alexandriava.gov/uploadedFiles/tes/info/MWCOG-Alexandria-TLCLowIncomeFarePassAssessment-Final%20Report_Final.pdf.

¹⁰ National Academies of Sciences, Engineering, and Medicine. 2012. *Implementation and Outcomes of Fare-Free Transit Systems*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/22753>

¹¹ "Why decriminalize fare evasion?" TransitCenter. (2019, August 13). <https://transitcenter.org/why-decriminalize-fare-evasion/>.

In 2012 the Transportation Research Board's Transit Cooperative Research Program (TCRP) surveyed 39 fare-free service providers in the US and found that three types of communities were most likely to adopt fare-free transit policies: rural and small urban areas, university-dominated communities, and resort towns¹². Since the TCRP report, larger cities like Kansas City, Missouri, Olympia, Washington and Los Angeles, California, have implemented their own fare relief programs. As of 2018, Kansas City is the largest transit provider in the US to offer system-wide fare free transit service with over 10 million annual trips on its RideKC service. In Olympia, going fare free was deemed the simplest solution to an aging farebox system and a low farebox recovery ratio. LA Metro, which has offered means-tested discounts for almost a decade, has proposed providing free fares to all adults earning less than \$35,000 a year (approximately 70% of their riders) in 2022. The 18 month pilot is expected to cost \$338 million, which would make it the largest fare free pilot to date.

FARE RELIEF PROGRAMS

Means-tested fare programs like LA Metro's also exist in New York City, Seattle, Portland and the San Francisco Bay Area, among others. These programs date as far back as 2012 (Los Angeles), have as many as 200,000 enrollees (New York City) and typically offer discounts ranging from 20 - 50% for adults earning between 100-200% of the federal poverty line (FPL). In March 2021, Massachusetts Senator Edward J. Markey and Congresswoman Ayanna Pressley also reintroduced the "Freedom to Move Act" to further support state and local efforts to implement fare free transit via a \$5 billion competitive grant program.

Means-tested fare subsidies have been implemented in many large transit agencies where going fare free system-wide would be too costly, however the administrative costs for such programs can also be prohibitive for smaller agencies. Additional assistance and coordination with subject matter experts and technical support can help improve the planning and implementation of such programs. The San Francisco Bay Area's Clipper START program is one example of a regionally coordinated means-tested fare pilot with over twenty participating agencies. Additional regional coordination can also help address the impacts of fare relief programs like increased ridership, related service impacts and potential concerns of public safety by sharing resources and best practices.

FARE RELIEF PILOTS - LESSONS LEARNED

CONSIDERING THE IMPACTS TO RIDERSHIP, SERVICE, AND COSTS

While fare relief initiatives and their results vary, a few key impacts can be considered beforehand: Ridership gains have been experienced across all pilots, with larger impacts on heavily utilized systems. For smaller service providers with lower ridership, these gains can often be absorbed without the need for additional buses or operators, and potentially result in increased federal funding¹³. Mid-size and larger systems may need to consider additional costs for vehicles and staff.

In addition to increased ridership, travel times can sometimes be lengthened as additional riders board, even with shorter boarding times and the opportunity for two door boarding. Continuous monitoring of service and soliciting customer feedback can help ensure consistent service quality. The revenue loss of foregone fares is often the largest barrier for agencies to implement fare relief policies. However, the costs related to fare collection and enforcement, including purchasing and maintaining fareboxes or ticketing machines, security and administrative costs to count physical currency, planning future fare rates and conducting community workshops is often overlooked and can be a significant proportion of collected fares, particularly for smaller agencies. The City of

¹² National Academies of Sciences, Engineering, and Medicine. 2012. *Implementation and Outcomes of Fare-Free Transit Systems*. Washington, DC: The National Academies Press. <https://doi.org/10.17226/22753>

¹³ "FTA Section 5311 grants to small urban and rural public transit systems are reduced by the amount of fares the systems collect, providing further incentive for such systems to not collect fares. As a consequence, by providing fare-free service, these small agencies receive more federal assistance while providing their local passengers with free mobility." -Excerpt from TCRP Synthesis Report.

Alexandria's DASH system recently determined the cost of fare collection was approximately \$450,000 or 11% of fare revenues collected, and after assessing the costs to administer a means-tested fare program, they determined going fare free was the most cost-effective solution. In Olympia, Washington fares only consisted of 2% of Sound Transit's operating costs; they determined going fare free would be more cost effective than upgrading their aging farebox infrastructure.

Some studies have reported increased complaints from riders and operators as more youth and homeless passengers utilize free transit service, while other studies have reported the majority of customers as satisfied or very satisfied during the pilot. Survey respondents of the TCRP Fare Free Transit Synthesis said disruptive passengers were not a significant problem and that their bus operators preferred to deal with a few more disruptive passengers in exchange for not having to manage fare collection and related disputes. Fare relief strategies also reduce or eliminate the need for fare enforcement which disproportionately affects minority transit riders and can allow for safer and more effective use of transit staff like serving as system ambassadors or assisting new riders with navigating routes.

The benefits of fare relief strategies like increased ridership, faster boarding, and the increased equity for minority riders should be weighed against the existing costs of fare collection / enforcement, the potential for system crowding, service delays, the administrative costs for need-based strategies and alternative funding uses like improving service frequency and reliability. There are also longer-term impacts from any provision of fare relief that should be considered, including changes in trip choices, increased income for low-income recipients, and macroeconomic outcomes such as land value changes.

CONCLUSION

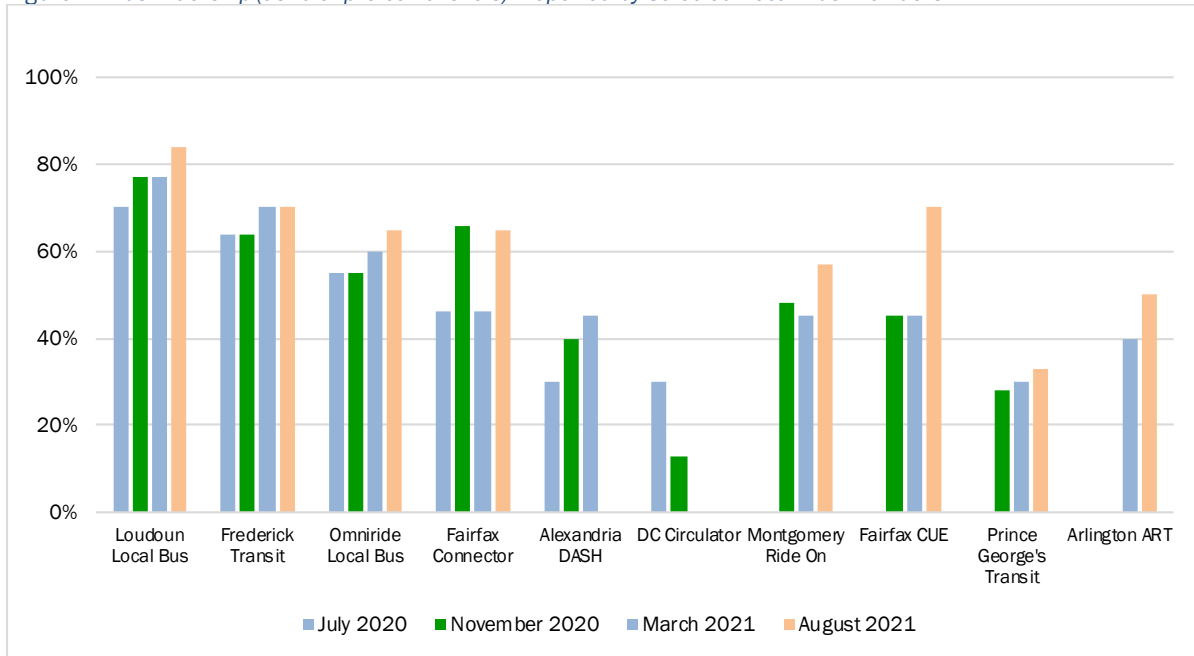
The COVID-19 pandemic disrupted transportation systems, travel patterns and habits among the many other aspects of our daily lives. As the region plans for inclusive recovery and the return to normalcy after widespread vaccinations, service restoration and fare reinstatement will impact residents and how they decide to travel around the region. This period of recovery can provide a unique opportunity to work towards regional goals like improving equity, promoting transportation alternatives, and reducing carbon emissions in the NCR while building on existing fare relief strategies and best practices. Fare relief, whether completely fare free or means-tested can increase ridership, reduce the cost burden for many riders and improve the safety of riders and operators.

However, with these programs, service reliability should be regularly monitored to address potential performance or safety issues related to overcrowding and customer satisfaction. The available ridership capacity and revenues for each service provider should also be reviewed when considering these options, as they can determine which policy is best suited for a system. Larger agencies with higher fare recoveries may find the administrative costs of a means-tested fare program to be more feasible and effective than a system-wide policy, while smaller agencies with lower fare recoveries may find larger benefits in discontinuing fare collection altogether, particularly when they consider the costs of collecting and enforcing fare revenues and the costs of administering a means-tested program.

Regional coordination can also help agencies learn best practices and share technical resources for administering a fare relief program and can help ensure riders have easier and seamless experiences across public transit in the region. Assessing the tradeoffs between a region's economic and social priorities as well as the opportunity costs of alternative funding uses (e.g., improving service frequency, access, state of good repair) can be difficult, particularly in a time of fiscal constraint or when the outcomes of a policy will vary for each service provider. Fare relief policies can serve as one strategy to help relieve the cost burden of historically underserved populations and improve the safety of often over-policed minority transit riders, while bringing back ridership to transit and furthering the sustainability of our region.

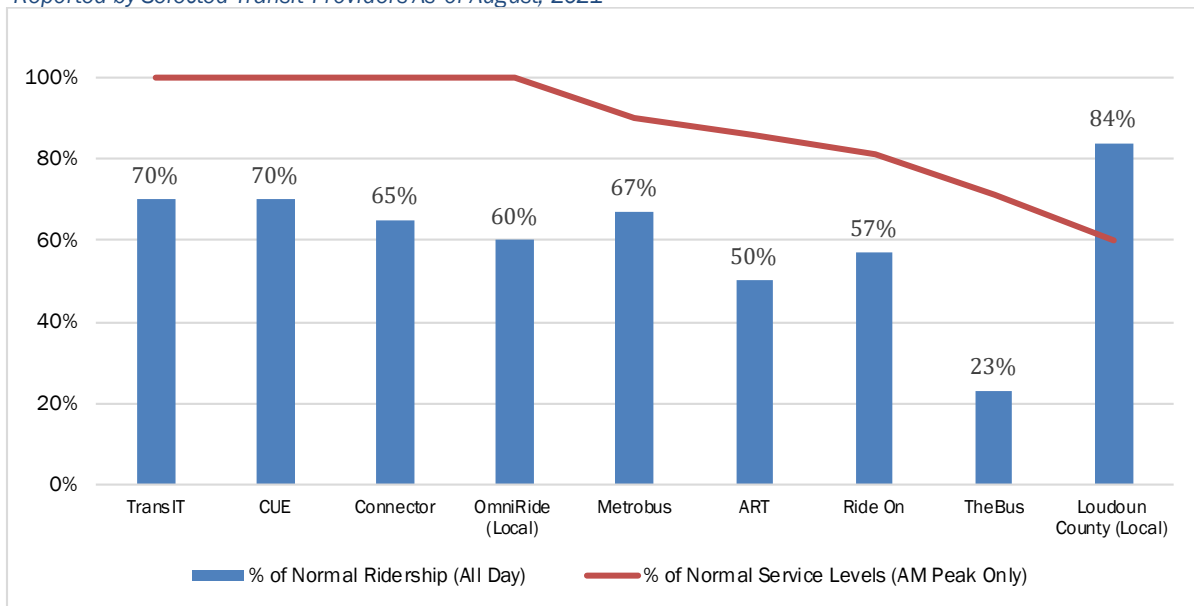
APPENDIX – GRAPHS & TABLES

Figure 1 - Bus Ridership (as % of pre-covid levels). Reported by Selected Local Bus Providers.



Agency self-reported approximate percentages of ridership vs. typical levels.
Source: COG/TPB questionnaires of local (non-WMATA) transit agencies.

Figure 2 - Percentages of Normal Transit Ridership and Service Levels Reported by Selected Transit Providers As of August, 2021



Source: COG/TPB questionnaires of local (non-WMATA) transit agencies.

Table 1 – Adapted from the TCRP Synthesis – Results of System-Wide Fare-Free Public Transit Experiments

RESULTS OF SYSTEM-WIDE FARE-FREE PUBLIC TRANSIT EXPERIMENTS			
Service Area	Dates of Demonstration	Population of Service Area	Results
Denver, CO (off-peak hours only)	02/78–01/79	1,500,000	<ul style="list-style-type: none"> • Reported increases in ridership of 36% to 49%, although inconclusive because of changes in service made during experiment • decreased schedule reliability, crowding.
Mercer County, NJ (off-peak hours only)	03/78–02/79	300,000	<ul style="list-style-type: none"> • Ridership increases of 25%–30% • 45% of buses ran late, extra buses required, driver complaints, problem riders.
Salt Lake City, UT	October 1979	910,000	<ul style="list-style-type: none"> • 13% increase in ridership.
Topeka, KS	May 1988	120,000	<ul style="list-style-type: none"> • Ridership increased 86% and 6% increase in ridership was retained after demonstration. • Credited for ridership increases of 30%–75% • reports of disruptive teenagers and driver complaints. Increased operating costs, but successful in promoting ridership.
Austin, TX	10/89–12/90	500,000	<ul style="list-style-type: none"> • Ridership exceeded forecasts by a factor of 4. • Policy ended when state funding source was eliminated by voters.
Chelan–Douglas Counties, WA	12/91–09/00	100,000	<ul style="list-style-type: none"> • 58.5% increase in ridership • some problem riders, schedule adherence suffered, retained an increase of 9% in ridership after demonstrations.
Asheville, NC	08/06–11/06	70,000	<ul style="list-style-type: none"> • Ridership increased 63% • some increased rowdiness among young passengers, but 99% of customers “satisfied” or “very satisfied.”
Milton, Canada	06/07–12/07	54,000	

Source: TCRP Synthesis 101 – Implementations and Outcomes of Fare Free Transit Systems

Table 2 – National Fare Free Pilots

NATIONAL FARE FREE PILOTS						
Service Area	Start Date	Population of Service Area	Previous Fare Revenues / Fare Recovery Ratio	Ridership Impacts	Comments	Funding Sources
Kansas City, MO	2019	788,748	\$8m / 12%	10.9M annual trips in 2019	<ul style="list-style-type: none"> Zero Fare Transit Program began after the City Council unanimously voted on making bus routes free (ligh-rail was already free) 	<ul style="list-style-type: none"> Public and Private funds \$5m contributed by Kansas City Area Transit Authority \$1m contribution from Blue Cross Blue Shield of Kansas City)
Lawrence, MA	2019	306,339	\$225k collected on 3 bus routes in city / 8%	<ul style="list-style-type: none"> 20% increase after first few months recent survey showed 90% of riders on free routes earned less than \$20k a year 	<ul style="list-style-type: none"> pilot will last 2 years 	City of Lawrence General Fund
Olympia, WA	2020	185,500	\$2m / 2%	20% increase (600K riders) after first month	<ul style="list-style-type: none"> Zero-fare demonstration pilot will last 5 years old farebox systems, increased costs of plastic fare cards and public sentiment that cashless systems would be too costly to implement impacted decision to go fare free. upgrading current fare collection system was deemed more costly than fare revenues collected 	Increase to sales tax
Alexandria, VA	2021	139,966	\$4m / 21%	23% increase projected by FY25	<ul style="list-style-type: none"> anticipated net increase over baseline costs for FY22-25 = \$15m cost of fare collection is ~\$450,000 (11% of fare revenues) Full fare free service will be implemented with a network redesign, increasing service and access to riders Low Income Fare Pass Assessment was conducted in March 2021 and considered feasibility of full fare free service and low income fare relief (full fare free and 50% discounts to SNAP recipients; 130% FPL) 	TBD
Los Angeles, CA	2022	8,621,928	\$280M / 15%	<ul style="list-style-type: none"> +138-141k in daily boardings 77M in increased total pilot boardings projected 	<ul style="list-style-type: none"> Estimated cost of \$304-338m over 18 months Costs to collect fare revenue = \$70m riders earning less than \$35k a year (70% of metro riders) would be eligible, to be extended to K-12 students later. additional fleet vehicles not required for the pilot, but additional operators are required. Fares currently consist of 4% of Metro's budget 	<ul style="list-style-type: none"> Potential funding sources include: <ul style="list-style-type: none"> Federal: CMAQ & FTA Innovation Grants, Freedom to Move Demonstration Grants (new bill pending in congress) State: Transit and Intercity Rail Capital Program (TIRCP) & Low Carbon Transit Operations Program (LCTOP)

Source: TPB review of online articles & agency websites

Table 3 – National Low Income Fare Subsidy Pilots

NATIONAL LOW INCOME FARE SUBSIDY PILOTS						
Service Area	Start Date	Population of Service Area	Pilot Name	Pilot Details	Funding Sources	Enrollment
Seattle, WA	2015	2,149,970	Orca Lift	<ul style="list-style-type: none"> • 45% subsidy for anyone earning less than 200% of the Federal poverty line • Piloting a program to offer free transit for people with essentially no income 	<ul style="list-style-type: none"> • Partially funded through fare increases system wide 	<ul style="list-style-type: none"> • 75k enrollees
Portland, OR	2015	1,565,010	HOP	<ul style="list-style-type: none"> • 50% subsidy for riders earning less than 200% of the Federal poverty line • Evolved from previous Rider Relief Transportation Program (RRTP) & Immediate Needs Transit Program (INTP) 	<ul style="list-style-type: none"> • \$12M program funded through payroll tax increase of 0.1% 	<ul style="list-style-type: none"> • 2k monthly enrollees
Los Angeles, CA	2018	8,621,928	LIFE	<ul style="list-style-type: none"> • subsidies towards the purchase of a Metro 7-Day, 30-Day Pass or a 20-Regional Rides. • fare products offered to senior / disabled riders, students (K-12) & University, and low-income riders (based on annual income / household size) • 24% discount for eligible low-income riders Household Size > Income 1 > \$39,450 or less 2 > \$45,050 3 > \$50,700 4 > \$56,300 5 > \$60,850 6 > \$65,350 	<ul style="list-style-type: none"> • \$3.6M from Measure M funds • \$10m from Prop C funds 	<ul style="list-style-type: none"> • 79k participants (40% of Metro's core frequent riders)
Denver, CO	2019	2,920,000	LIVE	<ul style="list-style-type: none"> • 40% discount for anyone earning less than 185% of Federal poverty levels 	<ul style="list-style-type: none"> • Funded through fare increase 	<ul style="list-style-type: none"> • 79k participants anticipated by 2022
New York City, NY	2019	8,398,748	Fair Fares	<ul style="list-style-type: none"> • 50% subsidy for all adults below the poverty line (bus and rail) 	<ul style="list-style-type: none"> • \$212m program paid for by City's General Fund 	<ul style="list-style-type: none"> • Over 227k total enrollees
SF Bay Area, CA	2020	7,100,000	Clipper START	<ul style="list-style-type: none"> • 36 month pilot, preceded by a 3 year study from MTC in 2015 • 20/50% single-ride fare discount for eligible low-income adults on most transit agencies: <ul style="list-style-type: none"> • BART (20% discount) • Caltrain (50% discount) • AC Transit (20% discount) • SF Muni (50% discount) 	<ul style="list-style-type: none"> • \$8m in State Transit Assistance funds (via sales tax / diesel fuel tax) + \$3m from Statewide Low-Carbon Transit Operations Program + CARES Funding 	<ul style="list-style-type: none"> • 3k approved applicants over first 6 months

Source: TPB review of online articles & agency websites

Table 4 – State of Fare Collection in the NCR

State of Fare Collection in NCR				
Service Provider	Discontinued Fare Collection	Resumed Fare Collection	Fare Collection Status	Fare Relief Actions
WMATA - Metrobus	3.23.2020	1.3.2021	New Reduced Fares	Reduced Bus Fares to \$2 Improved service frequency (12/20 schedule) Considering further options (e.g. \$1 fare, means-tested subsidy for rail and bus, lower late-night rail fares)
Arlington County - ART	4.17.2020	1.3.2021	Resumed	
Prince George's County - TheBus	3.20.2020	1.4.2021	New Reduced Fares	Reduced Bus Fares Jan. 4 to \$1
Fairfax County - Connector	3.24.2020	1.4.2021	Resumed	Considering means-tested subsidy with TRIP funding
City of Alexandria - DASH	3.20.2020 / 9.5.2021	3.15.2021 / -	Fare Free	Report: Low Income Fare Pass Assessment Fare Free as of Sep. 5 + New DASH Network
Loudoun County	3.30.2020	5.3.2021	Resumed	
Frederick County - TransIT	3.28.2020	7.1.2021	Resumed	
DDOT - Circulator	3.18.2020	10.1.2021	Resumed	
Montgomery County - Ride On	3.16.2020	1.1.2022	Fare Free	Report: Zero & Reduced Fare Study Fare Free through end of 2021 Considering reduced \$1 bus fare in 2022
PRTC - Omni Ride (local)	3.25.2020	6.0.2022	Fare Free	Fare Free through Jun 2022
Charles County - VanGO	NA	NA	Always Collected Fares	Considering fare free service
City of Fairfax - CUE	3.19.2020	TBD	Fare Free	

Source: TPB review of online articles & agency websites

APPENDIX – SUMMARY OF REGIONAL FARE RELIEF INITIATIVES

WMATA

WMATA / DC Low-Income Fare Pilot -

“To understand the impact of the discounts on mobility, we will use existing data and participant surveys to measure how the discounts affect the number and type of trips participants take, whether participants have trouble paying fares, and how often they travel by car. To capture a fuller picture of how lives change (or do not) when barriers to transit are lessened, we will collect data on participants’ employment, income, children’s outcomes, and use of social services.” – *The Lab @ DC Can discounted transit improve mobility and well-being for low-income residents?*

Began as an MOU on 12.12.2019 to authorize the District of Columbia to fund / pilot a low-income fare program. Would work as a fare buydown agreement between Metro and DC. The District will allocate up to \$500,000 to fund associated revenue losses for the pilot program. The project has also raised external funding for research and data collection for the pilot from MIT’s Abdul Latif Jameel Poverty Action Lab (J-PAL) and DDOT.

1. Pilot structure would be an RCT (random control trial) selecting up to 2,500 low income District residents for a 6-9 month pilot. 3 fare products would be offered - no benefit (control group), free transit group, subsidized fares group.
 - a. Administered through a means-tested social service program via the District
 - b. Additional support via The Lab @ DC
 - c. Partial funding through Abdul Latif Jameel Poverty Action Lab (J-PAL)
2. Context - low income households most likely to be burdened by the cost of using public transport and forego using transit altogether, least likely to have alternative travel options.
 - a. 52% of mid-to-high income customers receive additional transit subsidies via employer-sponsored programs (ridership / survey data) compared to 11% of low-income customers.
 - b. 46% of Metrobus riders are low income

Anacostia Buy Down – (Per email correspondence with WMATA staff)

To help mitigate the impact of the total fare increase on Anacostia residents, Metro reduced basic bus fares for many routes in the area from \$1 to 35 cents. Anacostia’s reduced fare has historically existed since the Anacostia Station opening (December 1991) – references to paper transfers:

- The Anacostia reduced fare applied to the A2, A4, A6, A7, A8 and “W” shuttle routes only (originally W2, W3, W6, W8) to provide a reduced fare bus trip to Anacostia Station or a bus-only trip within Anacostia/Congress Heights. The way it worked was that if you boarded one of the designated routes to Anacostia you paid the reduced fare and didn’t get a transfer. If you needed to transfer to a regional route operating outside of Anacostia (90, B2, P6, U2 (now V2), W4, etc.), you paid full fare to get a transfer. There was one exception, if you boarded 90, B2, P6, U2/V2 southbound within Anacostia at stops between Good Hope Road and Anacostia Station you could pay the reduced fare, again not receiving a transfer unless you paid full fare.

When the Green Line was extended to Branch Ave (January 2001), the reduced fare provision was extended to Congress Heights and the newly established M8, M9 (now W1) shuttle routes. The reduced fare never applied to regional routes starting at Anacostia or Congress Heights and operating to other parts of the city (90, 92, B2, P6, U2/V2, W4). Starting at Anacostia or Congress Heights was never the sole determinant of whether or not a route was designated a reduced fare route. The only exception was the southbound Good Hope Road to Anacostia Station on 90, B2, etc. mentioned above.

When paper transfers were eliminated in January 2009, the same provisions were carried over to SmarTrip. The Anacostia reduced fare provision is still in the tariff. The current Ward 8 council member's office will most likely look at the Anacostia transfer as an equity issue.

KIDS RIDE FREE PROGRAM (KRF)

Subsidy program for enrolled District and Montgomery County students who are residents to get to school / school-related activities. Began August 26, 2019 has continued through September 2021

SUMMER / FALL 2021 SERVICE AND FARE CHANGES

In April 2021, the WMATA board approved the FY2022 budget which includes Metrobus service operating at 85% of pre-pandemic service.

Service Improvements - June bus service improvements included: 2 am service on 34 lines, seven days a week. Peak, full day, and weekend service restorations. September bus service enhancements and modifications included: Changes as part of New DASH Network in Alexandria, increasing service frequency all day. Restructuring of downtown routes to improve corridor reliability by shortening some routes, realigning others, and reinvesting in the primary portions of the corridors. These changes equate to consistent, high frequency (12 minute or better headways) all-day service along 20 lines and improved headways (20 minutes or better) along an additional 16 lines.

Fare Changes - To promote ridership, equity and a more seamless experience across modes, WMATA introduced: free rail-bus transfers, lower 7-day regional bus passes, including regional providers in Metro passes, weekend flat \$2 fares on rail, and 30 day promotional pricing on short-term / monthly passes.

WMATA is also considering long term fare strategy changes including a reduced \$1 bus fare, means-tested subsidies for low-income residents, and late night flat fares of \$2 for rail.

METRO FOR DC

DC Councilmember Charles Allen (D-Ward 6) reintroduced the bill Fall of 2021 (which was originally proposed in March 2020) along with 9 council co-sponsors to give all DC residents \$100 a month to use for public transportation as well as a dedicated fund for bus improvement in low-income, transit-dependent communities. The credit would be paid as a \$100 monthly SmarTrip card credit. Estimated cost \$54M - \$151M. Councilmember Allen proposed paying for Metro for DC by dedicating future revenue increases above budgeted revenue and rolling out the program in four parts based on income levels. The first tier, residents earning 300% or less of the federal poverty level, which for a family of four, would be \$26,200.

DC CIRCULATOR

Offered fare free service February - September 2019 and experienced a 36% increase in ridership during the pilot. It initially started as a 1 month initiative. DC's city budget proposed \$3.1M in dedicated funding for the service, however the city council rejected the budget proposal.

FY2014 DC Circulator TDP Update - the fare elasticity analysis aimed to understand the potential impact of modifications to circulator fares on ridership, revenue & costs. Four scenarios were analyzed for DC Circulator service (free fares; \$1.50 ST / \$2 cash; \$1.75 ST / \$2 cash; \$2 ST/cash). Two rates were used for the analysis -0.245 & -0.34 based on Metrobus-specific and national studies on fare elasticity (respectively).

- Scenario 1 estimates a 65% increase in ridership
- Scenarios 2/3/4 saw a 11%/14%/ 20% decrease respectively
- Scenarios 2/3/4 revenues would increase by 29/32/33% respectively with scenario 4 assuming further decreased ridership due to price competition with WMATA
- Peak vehicle needs impact assessment was performed for scenario 1 due to the expected increase in ridership.
 - a. Analysis showed 3 routes / 2 extensions would face capacity constraints and DC Circulator would need 11 buses / 9 buses for evening / morning peak periods respectively.

CITY OF ALEXANDRIA - DASH

Alexandria Low-Income Fare Pass Assessment

TLC Grant awarded for \$40,000 to study the feasibility and mechanics of a fare program to benefit low income riders. Originally a 4 Scenario Analysis was proposed to look at the FY22 fiscal / ridership impacts for the City of Alexandria and DASH.

1. Free Fares for all (est. +23.2% riders)
2. Free Fares during *off-peak (+10.7%)
3. Free Fares for low income passengers (+5.7%)
4. Subsidized Fares for low income passengers (+3.4%)

Option '2' was removed from the final analysis. Foursquare ITP worked alongside DASH staff to create the finalized report. *peak hours considered 6-9AM & 3-6PM

Recently, the City of Alexandria's DASH system launched full fare free service in conjunction with the Alexandria Transit Vision Plan's New DASH Network September 5, 2021. The Mayor's newsletter stated fare free service would help the city achieve its environmental goals and especially benefit lower-income residents. "With ridership depressed due to the pandemic, the initial cost to implement this change is dramatically reduced. The City Council will ultimately determine the future of this proposal as we work to finalize our budget this month." Alexandria's City council approved the FY22 budget to include fare free service to commence with the New DASH Network.

MONTGOMERY COUNTY – RIDE ON

Zero & Reduced Fare study

Based on interest expressed by the Montgomery County Executive and County Council members, MCDOT staff began work on an examination of zero-fare and reduced-fare options, and engaged IBI Group to research, analyze, and deliver this report on them. The examination of zero-fare and reduced-fare options in this report has been conducted specific to Ride On.

Based on the findings of the study, County Executive Marc Elrich recommended the Council reduce fares to \$1 and continue the existing fare relief programs Kids Ride Free and Seniors Ride Free. Ride On has continued its 'fare holiday' through the end of 2021.

PRTC – OMNI RIDE (LOCAL)

PRTC approved its FY22 budget and has decided not to increase fares during the FY, and continue free fares on its Metro Express, Local, East-West Express and Access services. Free fares would continue to the end of the fiscal year (June 2022).

V-DRPT TRANSIT RIDERSHIP INCENTIVE PROGRAM (TRIP)

TRIP is a new statewide grant program dedicated to improving transit's regional connectivity in urban areas with a population in excess of 100,000 and reducing barriers to transit use by supporting low income and zero fare programming. The TRIP program was created by the passing of House Bill 1414 in the 2020 General Assembly session. Currently, the Virginia Department of Rail and Public Transportation (DRPT) is concluding the development process and accepting final public comment before seeking approval from the Commonwealth Transportation Board (CTB). Below you will find the materials open for public comment and relevant resources that were used throughout the development process. The TRIP application is predicted to open in July 2021.

Zero Fare and Low Income Pilots - "supports the creation and improvement of zero fare and low income pilot programs that aim at increasing ridership accessibility to healthcare, education and the workforce through transit and enhancing transportation equity"

- Eligible applicants: Transit agencies, Transportation District Commissions, Public Service Corporations, Local Governments, Private non-profit transit providers, and local governments that provide transit service.
- Eligible Projects: Providing subsidized or fully free passes to low-income populations or essential workers, eliminating fares on high-capacity corridors, or deploying an entirely fare free system.
- Scoring considerations: Project's ability to improve accessibility and quality of life for low-income populations, by improving their access to transit, Title VI analyses, existing or completed planning efforts, financial capacity, partnerships/collaborating with local organizations (human resource agencies, non-profits, etc.)

NVTC

Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers - This analysis by NVTC found that eliminating or reducing fares for public transit users can improve access, increase ridership and produce added community benefits. NVTC's Zero-Fare and Reduced-Fare Options for Northern Virginia Transit Providers white paper provides Commissioners and policy makers a high-level overview of options and considerations when evaluating potential zero- or reduced-fare programs. The September 2021 publication of the report comes as transit systems across the nation are weighing the advantages and considerations of zero and reduced fares.



BUS TRANSIT: SERVICE AND FARE EQUITY

Overview

Eric Randall, TPB Transportation Engineer
Antonio Castañeda, TPB Transportation Planner

Transportation Planning Board
October 20, 2021



Presentation Outline

- Bus Service Equity White Paper
Assessing Distribution Of Bus Transit Service For Equity During Covid-19 Pandemic
- Findings
 - Regional Access
 - High-Frequency Access
 - Job Access
 - EEA Access
- Bus Service Equity Webmap – *Demonstration*
- Bus Fare Relief (Equity) Memo

Purpose of Bus Service Equity White Paper

Purpose

- Identify bus service that should be a priority for restoration coming out of the pandemic
- Plan for long term (post-pandemic) service expansion to improve bus service equity in the region

Scope of Work

- The white paper analysis evaluated the locations of select population groups in relation to local bus service
- White paper and webmap prepared by ICF Consulting and Foursquare Integrated Transportation Planning

Questions

The white paper analysis examined:

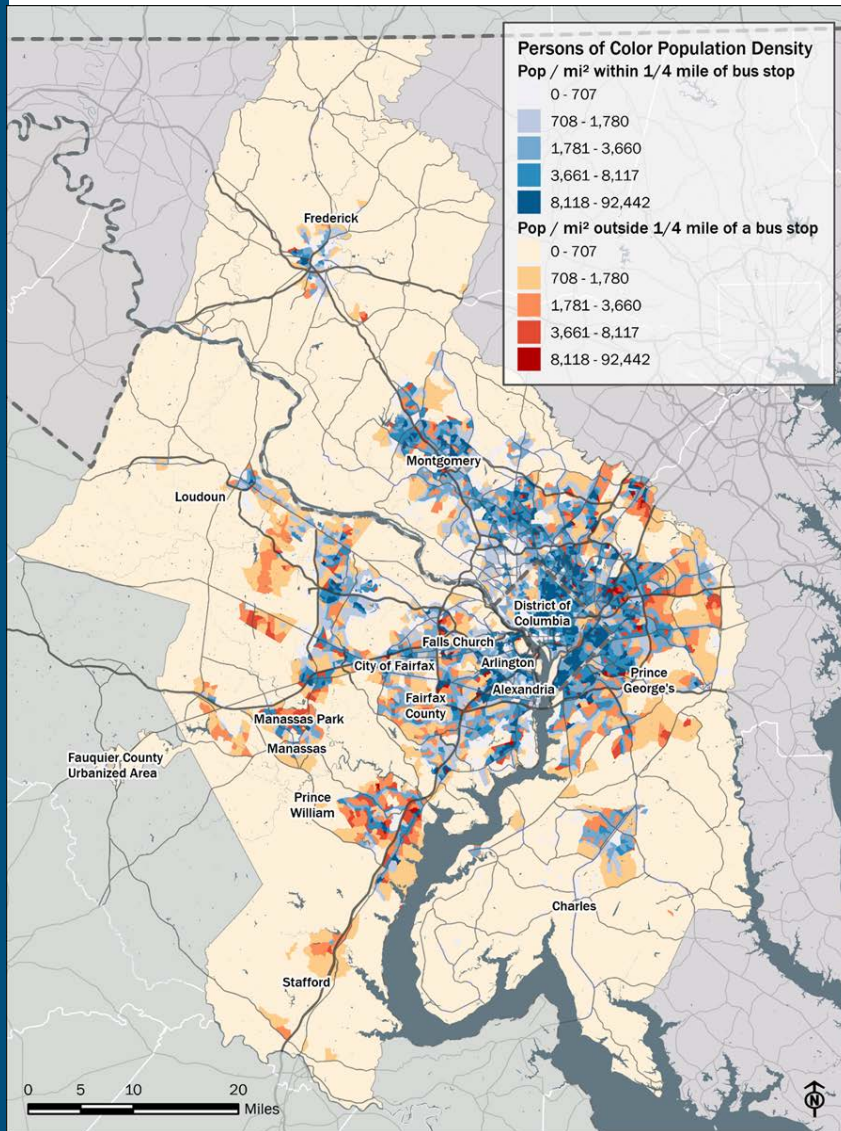
- Local bus transit stop locations, frequency of service, peak vs. off-peak and span of service
- Compared to the locations of:
 - historically disadvantaged populations (e.g., people of color, low-income households, non-native English speakers)
 - COG's Equity Emphasis Areas (EEAs)
 - essential workers and jobs

Do the select population groups have good access to bus transit?

- Compared to the general population?
- During peak periods to high-frequency service (at least every fifteen minutes)?



Regional Persons of Color Population Density



- Sample static map - regional persons of color population density within (blue) and without (red) a quarter mile of bus stops
- Throughout the sequence of factors examined, any area that is red in multiple factors would be of high priority for service improvements



Findings – Regional Access

How does bus transit access for traditionally underserved groups compare to the region's overall population's transit access?

Persons of color, people with low incomes, and zero and one-car households have higher access to bus stops than the general population

- 65% of people of color
- 74% of low-income households
- 78% of zero or one car households
- 61% of low-wage workers
- *60% of general population*

are within ½ mile of a local bus stop



Findings – Hi-Frequency Access

How does bus transit access to peak, high-frequency service (15 minutes or better) compare for traditionally underserved groups?

Traditionally underserved groups also have more access to peak, high-frequency transit when compared to the region as a whole:

- 49% of zero/one car households
- 44% of low-income households
- 33% of people of color
- 31% of low-wage workers
- 30% of *general population*

have access to 15-minute or better service in the AM peak period

The low percentage of access to frequent service, even in the peak periods, remains a concern, particularly for quality of life and jobs access



Findings – Job Access

How does bus transit access to jobs for low-wage work compare to the region's overall population's transit access to jobs?

Location of jobs in relation to bus stops is generally good:

- Overall, 74% of all jobs are within a ¼ mile of a bus stop, reflecting the fact that much transit service is directed towards job centers
 - 71% of low-wage jobs
 - 75% of essential jobs
- On Weekdays (AM Peak) - Less than half of the region's low-wage jobs, 42%, are accessible via peak-period, high-frequency service (vs. 47% for the region)
- On Saturdays - Less than half of the region's low-wage jobs, 47%, are served (vs. 52% for all of the region's jobs)



Findings – EEA Access to Transit

How does bus transit access for COG's Equity Emphasis Areas (EEAs) compare to the region's overall population's transit access?

COG EEAs have relatively good access to bus service:

- 84% of EEA populations are within a ¼ mile of a bus stop
 - 85% of people of color
 - 87% of low-income households
 - 90% of zero or one car households
- On the employment side, 86% of jobs in the EEA areas are within a ¼ mile of a bus stop
 - 85% of low-wage jobs
 - 88% for essential jobs

More analysis is required to understand if this service is adequate and if it is connecting these populations with their destinations in an efficient manner



Bus Service Equity Webmap - *Demonstration*

<https://fitp.maps.arcgis.com/apps/webappviewer/index.html?id=dd131b91ef5148fbadd4778015f19cc9>

Welcome to TPB's *Assessing Distribution of Bus Transit Service for Equity During COVID-19 Pandemic* Web Application.

This app enables users to view transit equity data in the context of COVID-19 pandemic-related reductions in transit service. The app can be used to inform decision makers on where to prioritize restoration of transit with a focus on equity, to ensure that renewed travel options are available to all.

This analysis was conducted as a part of the *Assessing Distribution of Bus Transit Service for Equity During COVID-19 Pandemic* White Paper, found [Here](#). For more information on MWCOC's Equity Initiatives, click [Here](#).

General Tips for Use:

1. The top right of the screen comprises of five data menus (see next section) and two menus for general context. **Other Layers** contains layers for TPB's member jurisdictions' boundaries and TPB's Equity Emphasis Areas. **Bookmarks** contains spatial bookmarks that can be used to automatically zoom in to each jurisdiction.
2. Click the **■ ■ ■** to the left of each layer to modify its appearance including transparency, visibility range, and drawing order. This legend can be hidden with the arrow button on its outer edge.
3. The controls on the top left can be used to zoom in on the map manually, find a particularly address, or view the user's current location on the map.

The data is organized into the following five menus:

- ① **Distribution of Transit Service**

OK





MEMORANDUM

TO: TPB Technical Committee
FROM: Antonio Castañeda, TPB Transportation Planner
SUBJECT: Overview of Regional Bus Fare Collection and Fare Relief Pilots
DATE: September 24, 2021

This memorandum provides an overview of bus fare collections and revenues in the National Capital Region (NCR) as it relates to the COVID-19 pandemic, declines in service, ridership, and national discussions around transportation and equity. Public buses in the region serve as a key lifeline for the mobility of residents and in particular low income, minority residents who are disproportionately transit dependent and often essential workers. Public transportation is also essential to meeting our regional climate goals and priorities around reducing carbon emissions, lowering regional congestion on roadways, and promoting multi-modal transportation options. Lastly, this memo reviews local and national initiatives towards fare relief that encompass a variety of policies on their merits or merits to be tested for their potential to assist in the region's recovery. This memo provides a brief overview of the current situation in the region and the impact of the pandemic on transit ridership and fare collection.

Bus Fare (Equity) Relief Memo

Throughout 2020, most local bus services in the National Capital Region suspended fare collection in the interest of public health and safety for riders and operators. Over the last few months fare collection and service restoration have slowly been reintroduced as more residents become inoculated and ridership returns. During this period, a renewed interest and urgency for transit fare relief has emerged as transit ridership trends shed light on our essential workers and transit dependent populations, especially on bus transit⁴ where Black and low-income riders comprise 82% and 69% (respectively) of metrobus riders during the pandemic² (in comparison to 81% for all minority riders and 46% low-income pre-pandemic). In light of this, we discuss here fare relief policies and programs, historical and ongoing, in transportation agencies throughout the US³.

FARES AND SERVICE IN THE NCR

In 2019 the National Capital Region provided over 170 million trips to riders across 12 local bus service providers, collecting upwards of \$167 million in fare revenues⁴. The base fare rate for bus service varied from free (DC Circulator operated fare free from February to September in 2019) to \$2 with an average of \$1.53. However, the average fare paid by passengers was \$0.99 (see table 1 below), this difference in averages is largely due to transfer discounts between modes and services, subsidy programs and federal mandates that require service providers to offer discounted fares for

⁴ APTA, "Who Rides Public Transit" American Public Transportation Association, Jan 2017, <https://www.apta.com/wp-content/uploads/2017/01/Who-Rides-Public-Transit-2017.pdf>

² George Justin, Rabinowitz Kass, "The Pandemic Changed the Workday, but Will Transit Riders Return?" The Washington Post, WP Company, 18 Apr. 2021, www.washingtonpost.com/transportation/interservice/2021/public-transit-riders-metro/.

³ Berry, Ellen, Rybus Gress, "Should Public Transit Be Free? More Cities Say, Why Not?" The New York Times, The New York Times, 14 Jan. 2020, www.nytimes.com/2020/01/14/us/free-public-transit.html.

⁴ Synthesis of National Transit Database 2019 Data.



Purpose of Bus Fare Relief Memo

- To assess bus transit fare relief efforts in the region and nationally
- Provide an overview of local bus fare collection and revenue as they relate to the COVID-19 pandemic, declines in service, ridership and transportation equity
- Outline lessons learned from fare free and means-tested programs - historic and ongoing across the US

Bus Fare Collection in the NCR

- In 2019, the NCR provided over 170 million transit trips across 12 local bus services pre-pandemic and collected \$168 million in fare revenues

Local Bus Characteristics in CY 2019 (Source: NTD)

Name	Annual Trips (Millions)	Annual Fare Revenue (Millions)	Base Fare Rate	Average Fare Paid by Passengers	Fare Recovery Ratio (%)
MetroBus	123.3	124.0	\$2.00	\$1.01	17%
Ride On	20.6	20.5	\$2.00	\$1.00	16%
Connector	8.3	10.9	\$2.00	\$1.31	13%
DC Circulator	5.5	0.0	\$1.00		
DASH	3.9	4.3	\$1.60	\$0.88	21%
ART	2.8	3.7	\$2.00	\$1.29	25%
TheBus	2.6	1.5	\$1.00	\$0.50	5%
OmniRide	0.9	0.7	\$1.55	\$0.81	5%
VanGo	0.8	0.4	\$1.00	\$0.53	7%
CUE	0.6	1.1	\$1.75	\$0.63	27%
TransIT	0.6	0.6	\$1.50	\$1.02	10%
Loudoun County Transit	0.4	0.2	\$1.00	\$0.52	4%
Total	170	\$168	\$1.53	\$0.99	16%

- During the pandemic ridership levels varied across the region, ranging from 20–80% of pre-pandemic levels. Fare collection was discontinued by most local bus providers



Recent Fare Relief Actions in the NCR

- Most local bus agencies have since resumed fare collection
- Renewed focus on equity and encouraging transit ridership has led to growing interest in fare relief

Service Provider	Fare Relief Actions
City of Alexandria - DASH	Report: Low Income Fare Pass Assessment Fare Free as of Sep. 5 + New DASH Network
Montgomery County - Ride On	Report: Zero & Reduced Fare Study Fare Free through end of 2021 Considering reduced \$1 bus fare in 2022
PRTC - Omni Ride (local)	Fare Free through Jun 2022
City of Fairfax - CUE	Remained Fare Free through pandemic
Charles County - VanGO	Considering fare free service
Fairfax County - Connector	Considering means-tested subsidy with TRIP funding
WMATA - Metrobus	Reduced Bus Fares to \$2 Improved service frequency (12/20 schedule) Considering further options (e.g. \$1 fare, means-tested subsidy for rail and bus, lower late-night rail fares)
Prince George's County - TheBus	Reduced Bus Fares Jan. 4 to \$1

Alexandria's DASH is going fare-free. The city says transit should be considered public infrastructure.

On Sept. 5, DASH will become the first transit agency in the D.C. area to end fares.

Metro will expand service and reduce fares starting Sunday

Montgomery County Executive Elrich Supports 'Fare Equity Study' Recommendations to Benefit Riders and Extend Free Fares for Ride On Buses Through Jan. 1

Gridlock

D.C. Council resurrects proposal to give residents \$100 a month in transit fare

Bill initially was introduced in March 2020 as pandemic took hold



Regional & National Fare Relief Programs

- Fare relief initiatives have existed in the NCR over the last 20 years. Agencies who have studied or implemented fare relief locally include: WMATA, Circulator, Ride On, Connector, CUE and DASH
- System-wide fare free programs are most often implemented in smaller agencies with low fare recovery ratios
- Means-tested programs have been implemented in many large agencies where foregoing fares would be too costly

“Fare-free public transit has been discussed and considered ever since the federal government became involved in providing capital assistance to local public transit agencies in the 1960s”

TCRP Synthesis 101 - Implementations and Outcomes of Fare Free Transit Systems (2012)

Service Area	Fare Relief Type	Start Year	Population of Service Area	Comments
Seattle, WA	Means-Tested Subsidy	2015	2,149,970	45% subsidy for adults earning > 200% FPL 75k enrollees
Portland, OR	Means-Tested Subsidy	2015	1,565,010	50% subsidy for adults earning > 200% FPL 2k monthly enrollees
New York City, NY	Means-Tested Subsidy	2019	8,398,748	50% subsidy for adults earning > FPL Over 227k total enrollees
Kansas City, MO	System-Wide Fare Free	2019	788,748	
Lawrence, MA	3 Routes Fare Free	2019	306,339	20% increase after first few months. 90% of riders on free routes earned less than \$20k a year
SF Bay Area, CA	Means-Tested Subsidy	2020	7,100,000	20-50% for eligible low-income adults; 3k approved applicants
Olympia, WA	Fare Free	2020	185,500	+20% ridership (600K riders) after first month
Alexandria, VA	System-Wide Fare Free	2021	139,966	Implemented with network redesign. Anticipated ridership increase of 23%
Los Angeles, CA	System-Wide Fare Free	2022	8,621,928	+138-141k in projected daily boardings, +77M in total boardings



Lessons Learned

- Ridership gains have been experienced across almost all programs
 - Larger impacts on heavily utilized systems (from 20% up to 75% for systems that went fare free)
- Fare relief can improve the safety and equity of riders and bus operators by eliminating fare disputes and fare enforcement which disproportionately impact minority and low-income transit riders
- Fare relief can improve the quality of life and sustainability of local communities, including reduced emissions and road congestion
- Crowding, travel times, and service reliability can be affected and should be regularly monitored
- Loss of fare revenues is the largest barrier to implementation
 - It is equally important to assess the cost of fare collection and enforcement



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National Capital Region
Transportation Planning Board

ITEM 11 – Information

October 20, 2021

Moving Towards Implementation of Climate Plan Strategies: Vehicle Electrification

Background:

Members will be briefed on regional and local efforts and opportunities for vehicle electrification. The primary focus will be on zero emission vehicle strategies and actions for light duty vehicles and transit and school buses. A proposed joint effort to coordinate transportation electrification planning will be presented and discussed.



MEMORANDUM

TO: National Capital Region Transportation Planning Board
FROM: Jeffrey King, Director, Climate, Energy and Air Program
SUBJECT: Planning for Electrification of Transportation: Opportunities for Coordination
DATE: October 14, 2021

This memorandum provides information on opportunities for electrification in the transportation sector as a greenhouse gas emission reduction strategy. The following topics are presented:

- Recap and reaffirm the potential of vehicle electrification strategy to reduce on-road greenhouse gas emissions
 - COG 2030 Climate Energy Action Plan
- Overview of electric vehicle (EV) planning underway
 - Local and State levels efforts underway to support electrification
- Opportunities for regional collaboration in implementing vehicle electrification strategy
 - Specific Projects/Programs
 - Partnership and funding opportunities

2030 CLIMATE PLAN AND TRANSPORTATION SECTOR STRATEGIES

In 2020, COG adopted a new interim greenhouse gas emission reduction goal of a 50 percent reduction in greenhouse gas emissions by 2030. The on-road transportation sector represents approximately 33 percent of greenhouse gas emissions (other off-road vehicles and commuter rail are an additional 7 percent) in the region so it represents an important area of focus for climate action. COG's [2030 Climate and Energy Action Plan](#) includes several recommended strategies and actions to reduce emissions from on-road vehicles. The strategies were grouped into 2 categories – Zero Emission Vehicles and Mode Shift and Travel Behavior.

Zero Emission Vehicles

- ZEV - 1 Expand Light-Duty Electric Vehicle (EV) Deployment
- ZEV - 2 Accelerate Electrification of Medium- and Heavy-Duty Vehicles
- ZEV - 3 Build Out Regional Electric Vehicle Charging Network

Mode Shift and Travel Behavior

- MSTB - 1 Invest in Infrastructure that Increases Transit, Carpooling, and Non-Motorized Travel
- MSTB - 2 Bring Jobs and Housing Closer Together
- MSTB - 3 Enhance Options for Commuters

ELECTRIC VEHICLE PLANNING EFFORTS

To address a number of drivers of change and areas of interest, State and local governments are actively developing and implementing government operations and community-wide electric vehicle plans. At the local level, there are at least 11 plans completed or under development. The main

areas of interest include electrification of light duty vehicles, transit buses, and school buses. Plan elements address fleet transition needs, infrastructure deployment, policies and processes, workforce development, and siting of electric vehicle charging.

REGIONAL COLLABORATION

Transitioning on-road vehicles from fossil to electric fuel requires the participation and contribution of several different sectors and stakeholders. Large scale deployment of EVs, needed to reach the region's GHG reduction goals, will need the support infrastructure to operate and maintain these vehicles. Preparing to accommodate the transition to EVs and providing the necessary EV support infrastructure will require participation from the public and private sector entities, vehicle manufacturers, energy suppliers, vehicle operators (private and commercial) and others. While stakeholder entities will have a role for which it would have to develop a detailed implementation plan (some of this already happening), there are a number of opportunities for collaboration by the various jurisdictions. Examples of such a collaborative regional effort would be an assessment of vehicle charging facilities distributed throughout the region, standardization of EV operating/charging protocols including for-hire vehicles, cooperative procurement of vehicle and/or vehicle charging equipment, and securing funding for building EV infrastructure particularly for transit vehicles. COG is supporting local EV plan development through staff assistance and deployment of contractor support under two master service contracts. A number of information sharing opportunities and focused forums to support acceleration of electrification are planned.

PLANNING FOR ELECTRIC VEHICLES OPPORTUNITIES FOR COORDINATION

Greenhouse Gas Reduction Strategy

Jeff King
Director, Climate, Energy, Air Program

Transportation Planning Board
October 20, 2021



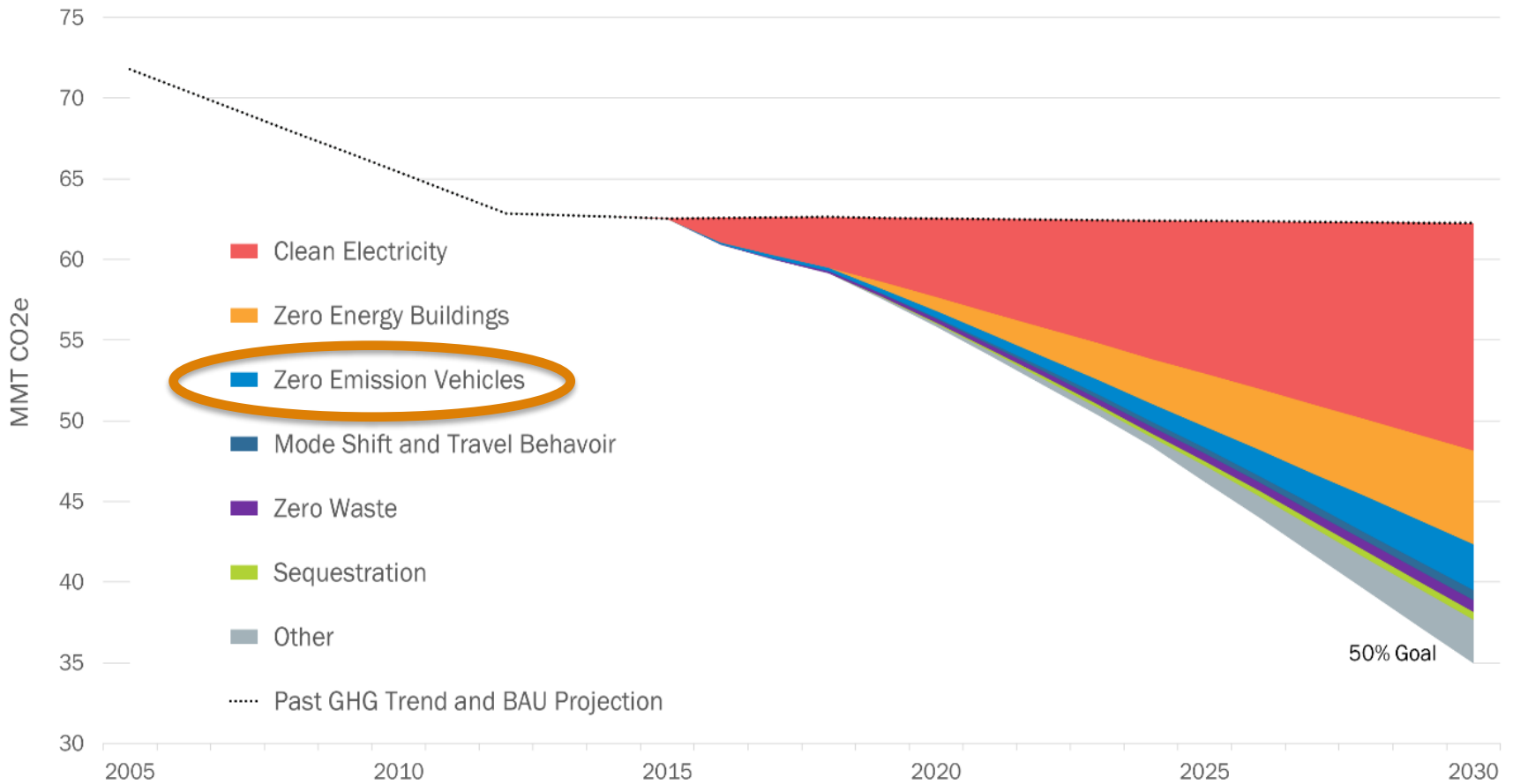
Objectives

- Recap, Reaffirm potential of vehicle electrification strategy to reduce on-road greenhouse gas emissions
 - COG 2030 Climate Energy Action Plan
- Overview of electric vehicle (EV) planning underway
 - Local and State levels efforts underway to support electrification
- Opportunities for regional collaboration in implementing vehicle electrification strategy
 - Specific Projects/Programs
 - Partnership and funding opportunities



2030 GHG Reduction Strategies

ZEVs Strategy – 3rd most potential overall; 1st within Transportation sector!



2030 CEAP ZEV Strategies and Targets

- Regional Zero Emission Vehicle (ZEV) Strategies
 - ZEV-1: expand light-duty electric vehicle deployment
 - ZEV-2: accelerate electrification of medium- and heavy-duty vehicles
 - ZEV-3: build out regional electric vehicle charging network
- ZEV Implementation Targets
 - Light-duty BEVs and PHEVs: 30%
 - Light-duty trucks: 9%
 - Medium- and heavy-duty trucks: 4%
 - Transit buses: 30%
- TPB's Climate Change Mitigation Study
 - More detailed analysis of ZEV implementation



Trends and Developments

- Growth in Vehicle Offerings
- Light Duty Fleet and Transit Interest growing
- Infrastructure deployment
 - Role of Private Sector, Vendor Ecosystem, New OEM models
 - Role of Government and Utilities
 - Federal GSA, Army, Washington HQ Service
 - Fleets/Consumers
 - Electric Utility Infrastructure Partnerships
 - Cooperative/Creative Procurement
 - Congress and White House - Infrastructure Investment



Drivers and Areas of Interest

- Market moving fast, how get out in front of it
- Accelerate ideal market conditions
- Economy of scales: Planning, Procurement, Deployment
- Building “Consumer” acceptance
- Addressing Workforce needs, education and training
- Transit, last mile, Autonomous, EV Rideshare can support workforce development
- Learning from Pilots
- Active supporters - Clean Cities Coalitions, EV enthusiasts, leading practitioners, NVTC, Dealer network with WANADA
- Advanced Energy Group Task Force – Transit Bus Infrastructure needs assessment, Congressional funding letter



ZERO EMISSION BUS TRANSITION SIGNATORIES



Metropolitan Washington Council of Governments

Local EV Plans: Light Duty Vehicles

- Completed Plans
 - City of Frederick – Community plan
 - City of Alexandria – Community plan
 - Prince George’s County – Government fleet plan
- Forthcoming Plans
 - DC’s Transportation Electrification Roadmap
 - Frederick County – Community and government plans
 - Arlington County – Government Operations Interim Plan, County-wide Master plan
- Under Consideration
 - Falls Church - Community-wide plan
 - Rockville – Government fleet plan
 - City of Manassas - Both government and community-wide
 - Charles County – Under consideration
 - Greenbelt – Electric Vehicle Infrastructure Planning Group



Transit and School Buses

Transit Buses

- Alexandria DASH
- DC Circulator
- Frederick County Transit
- Metrobus
- Montgomery County Ride On
- Prince George's County The Bus

School Buses

- Fairfax County Public Schools
- Montgomery County Public Schools



Regional Planning and Coordination Opportunities

- EV Plan Development
 - Vehicle and support equipment and services
 - Policy and Programming support
- EV Infrastructure Needs Assessment
- Shared investment in common elements
 - Utility programs
 - Technology/Vendor information
 - Certain policies and procedures
 - Jurisdiction-specific information
 - EV ownership, registrations, locations



COG Support Climate Change Planning

- Market Research and Tracking
- Network/coalition building, ecosystem mapping
- Technical / Policy Forums
- Special workshops, ride and drives, sharing of information and lessons learned
- Supporting local planning
 - Policy and incentives, requirements
 - Asset surveys, site assessments, fleet assessments
- COG master consultant contracts:
 - ICF and Cadmus
 - Supports local climate, energy, and EV Plans
 - Developing EV plans for Govt fleet and Community



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