National Capital Region
Transportation Planning Board

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

National Capital Region
Transportation Planning Board

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

Metropolitan Washington Council of Governments

National Capital Region Transportation Planning Board

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.

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)

National Capital Region
Transportation Planning Board

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.

Metropolitan Washington Council of Governments

National Capital Region Transportation Planning Board

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.

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

National Capital Region
Transportation Planning Board

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.

National Capital Region
Transportation Planning Board

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 (2nd Friday due to holiday)	8 (2nd Friday due to holiday)	20
August	No meetings	No meetings	No meetings
September	9 (2nd Friday due to holiday)	9 (2nd Friday due to holiday)	21
October	7	7	19
November	4	4	16
December	2	2	21

National Capital Region
Transportation Planning Board

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.

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 vison in 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.
2021	2/12/21	Project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff.
	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.
2022	3/11/22	Transportation Improvement Program (TIP) inputs due for the FY 2023-2026 TIP
	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.

National Capital Region
Transportation Planning Board

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 inTraffic 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 SeriousInjuries	5-year	2017-2021	558.0	2015-2019 FARS + State634.4	No

Over the past year, and moving forward into 2022, the Maryland Department of Transportation Motor Vehicle Admnistration'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 fatalties 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 collaborarion, communication, and coordination between MHSO, SHA, and it's safety partners, will help to reduce the burden of motor vehicle crashes in Maryland.

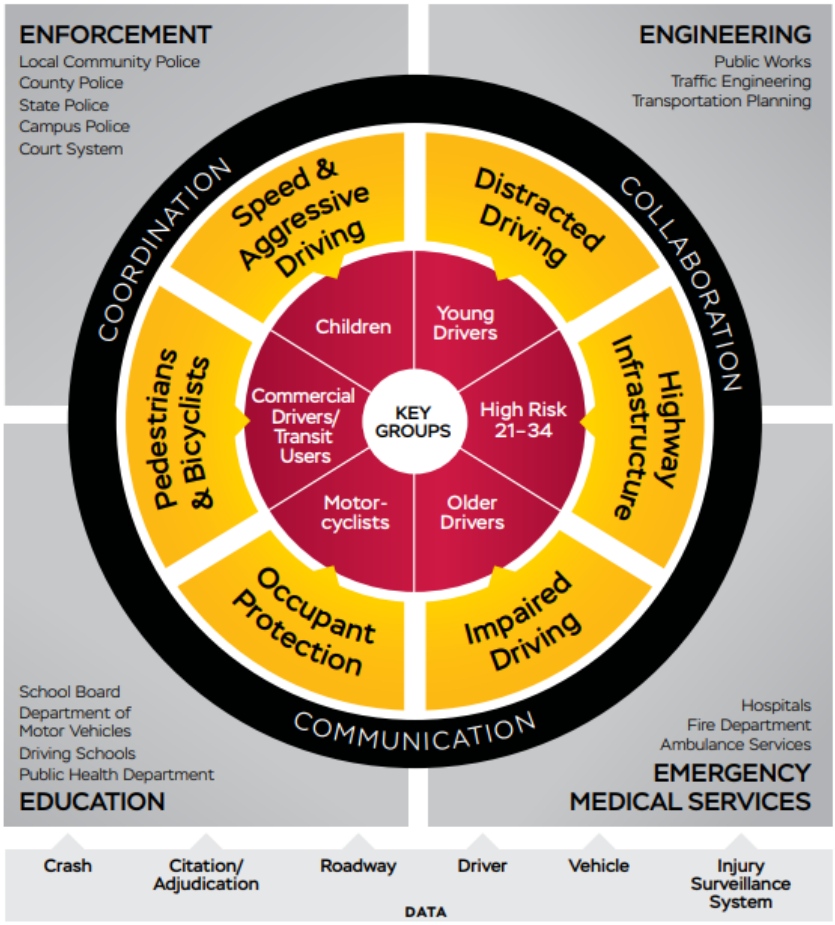


Figure 1. Maryland's Strategic Approach to Reduce Fatalities and Serious Injuries
Data is the foundation for the SHSP's development, implementation of strategies, and progress tracking. The four Es are the cornerstones of the action plan that are driven by coordination, collaboration and communication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

The State of Highway Safety in Virginia:

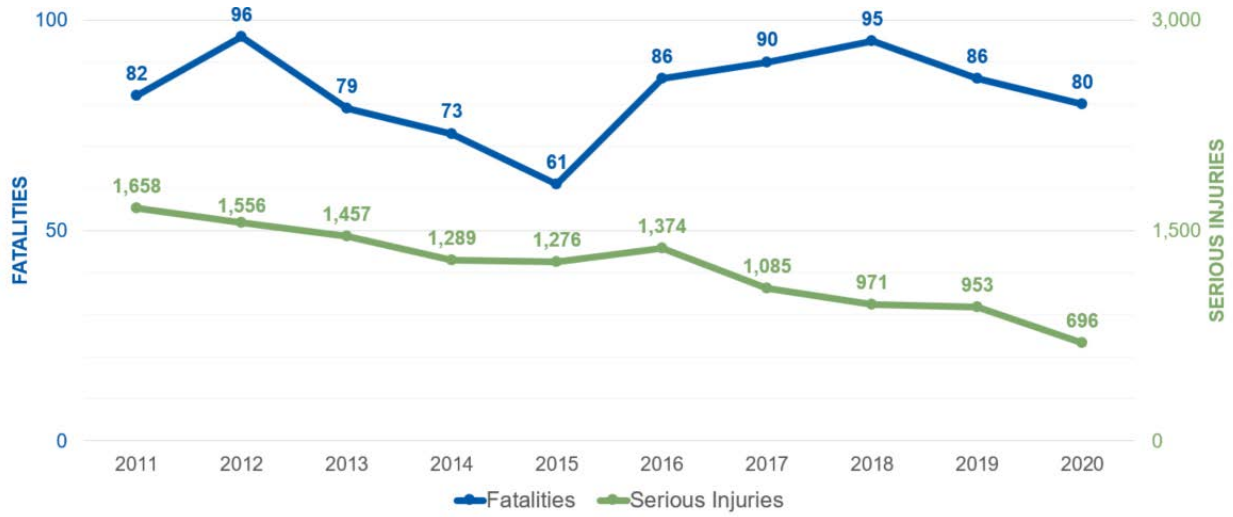
Virginia and Northern District Severe Crash Outcomes

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 whiles 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)

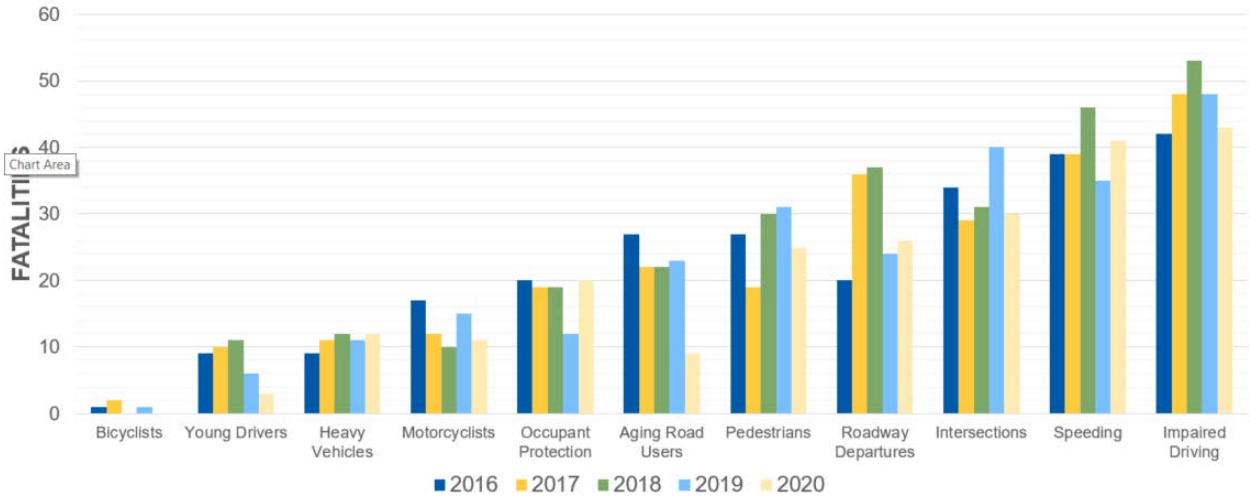
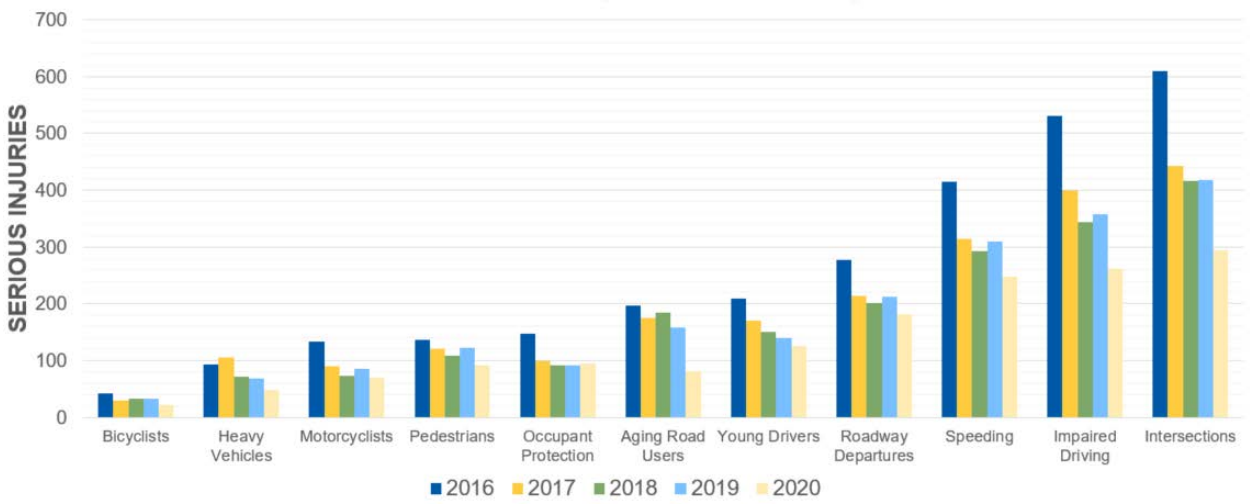


Figure 4 Virginia DOT Northern District SHSP Emphasis Area Serious Injuries (2016-2020)



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	-

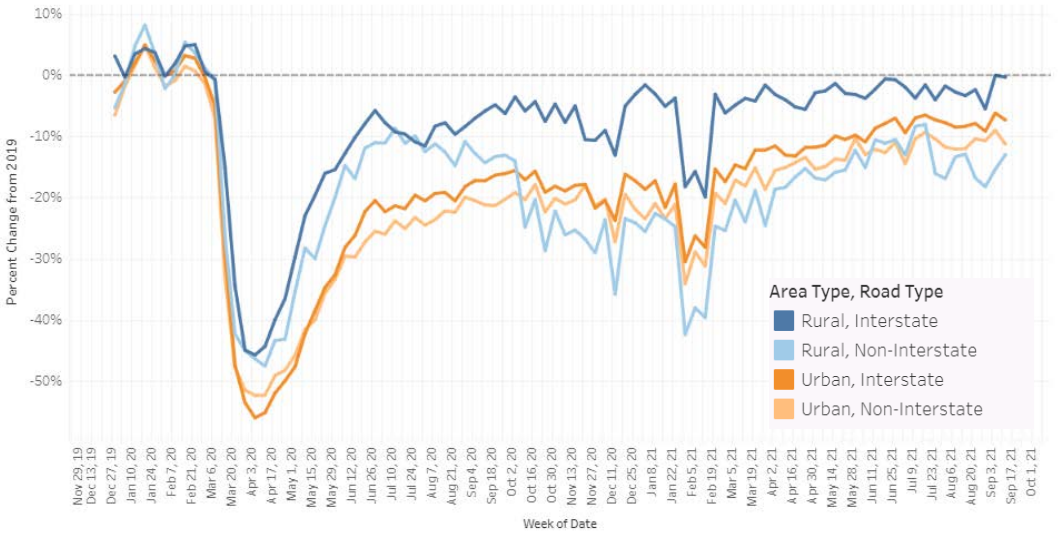
EA Proportion by Column

Minimum Maximum

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 100MVMT) from the 2017 to 2019 average of 0.47 to 0.56 in 2020, which is a 20 precent increase (yet remaining half of the Virginia wide 2020 rate). The serious injury rate declined from 5.16 per 100MVMT to 4.86. This is a six percent decrease while Virignia 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 Schedules[1]

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*

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-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 (MWCOG), Washington Area Bicycle Association (WABA) and McAndrew Company to provide outreach and awareness. The District contributed funding to the MWCOG'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).