

TPB TECHNICAL COMMITTEE MEETING SUMMARY

November 1, 2024

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

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

2. APPROVAL OF MEETING RECAP FROM THE OCTOBER 4 TECHNICAL COMMITTEE MEETING

There were no questions or comments regarding the October Technical Committee meeting. The summary was accepted as final.

ITEMS FOR THE BOARD AGENDA

3. PBPP: DRAFT TARGETS FOR TRANSIT AND HIGHWAY SAFETY

Mr. Gaunaurd briefed the committee on TPB's process for drafting regional transit safety targets using federally mandated performance measures, including fatalities, injuries, safety events, and system reliability. He explained that as of May 2024, target setting for seven additional performance measures is required under the federal performance-based planning and programming (PBPP) rules for public transportation providers and MPOs. He reviewed the federal requirements, the fourteen measures, and the applicability of the requirements to transit agencies that are recipients or sub-recipients of federal funds. He then reviewed the adopted 2023 regional targets followed by an overview of 2023 actual transit safety performance. This overview focused on actual data for the original seven performance measures and a quick note of the available 2023 data for the new seven. This was followed by an update regarding the development of draft 2023 targets which has been delayed by lack of supporting data and local targets in the region for the seven new performance measures. Mr. Gaunaurd closed by noting that the board will be briefed on the draft targets at its November meeting.

Ms. Nham briefed the Committee on the National Capital Region's safety outcomes for 2023, and its progress towards the 2019-2023 highway safety targets. She noted that staff hoped to share recommendations for the 2021-2025 highway safety targets at the November 20 TPB meeting assuming receipt of final target information from state agency partners.

Following an overview of the federal regulation that established the annual highway safety targets requirement and the TPB's methodology for developing safety targets, Ms. Nham reported on the National Capital Region's roadway safety performance for 2023. She noted that the performance numbers were based on preliminary data and may adjust slightly when finalized numbers are received. Compared to 2022, the percent change in the number of traffic fatalities moderated in 2023. Traffic fatalities in the region increased by roughly 3 percent compared to 5 percent in 2022. The number of serious injuries increased by roughly 5 percent following a decrease of approximately 2 percent in 2022. Notably, the number of non-motorist fatalities and serious injuries decreased by 8 percent in 2023, a reversal of the increase in 2022. When compared to the 2019-2023 highway safety targets which are measured as five-year averages, the 2023 safety outcomes fell short of the five safety performance targets set by the TPB last year.

Mr. Robert Brown from Loudoun County emphasized the importance of having Technical Committee members brief board members on the targets, since board members may not be as understanding of the data-driven nature of the targets. Kanti Srikanth agreed that it helps when Technical Committee members can help board members understand individual agenda items, including the transit safety targets and the Safety Summit. Mr. Brown said he would encourage his board members to not only look at targets that are in the future but also at what is happening in real time and what can be done now to improve safety.

4. OCTOBER 31 SAFETY EVENT RECAP

Mr. Meese presented the recap of the 2024 TPB Regional Roadway Safety Summit held at the American Physical Therapy Association Centennial Conference Center in Alexandria. About 60 people were in attendance, including about 13 TPB board members and alternates, with a handful of board members participating virtually, and approximately 20 observers on YouTube. Overall, the summit was convened as an opportunity for TPB board members to discuss potential actions to improve regional roadway safety. Mr. Meese extended staff's thanks to all who attended or helped conceive, plan, and conduct the event.

The summit agenda, associated materials, and recording were made available on the summit event page at: <https://www.mwcog.org/events/2024/10/31/2024-tpb-transportation-safety-summit/>.

The summit was conducted in three main parts. First, TPB Vice Chair Neil Harris moderated Session 1, including a presentation and discussion on understanding national and regional safety issues. In this session, Vanessa Holt of Fairfax County staff, Chair of TPB's Transportation Safety Subcommittee, reviewed the region's safety picture; and Nicole Waldheim of the consultant Fehr & Peers provided insights on the importance of taking a systemic approach to safety and to work "upstream" before incidents occur.

Next, TPB Vice Chair James Walkinshaw moderated Session 2, with two guest speakers who provided frameworks for the potential strategies TPB and its members can consider. Paul Teicher of the U.S. Department of Transportation Office of the Secretary discussed USDOT's National Roadway Safety Strategy and Allies in Action program, federal programs that are available to help, and the value of the emerging Safe System Approach to roadway safety. Also in Session 2, Dr. Jeffrey Michael of the Johns Hopkins University Center for Injury Research and Policy provided more detail on the Safe System Approach and its implementation, as well as some roadway safety success stories around the nation, to give us optimism that we can work together on safety, and implement projects, programs, and policies that will make a difference in our region.

Following Sessions 1 and 2, TPB Chair Christina Henderson moderated Session 3, where TPB board members discussed additional steps the TPB and its members, including partnerships with COG for non-DOT issues, can take to improve roadway safety outcomes. Board members present, COG Executive Director Clark Mercer, and Mr. Srikanth participated in the robust discussion.

As of the November 1 TPB Technical Committee meeting, staff was still in the process of organizing and summarizing the many ideas raised by board members. [The completed summary is included in the materials posted for the November 20, 2024 TPB meeting here.] Highlights included: TPB joining the U.S. Department of Transportation's Allies in Action pledge; TPB partnering with and assisting COG to develop a multijurisdictional arrangement to fully enforce traffic laws and hold dangerous drivers to account (including reciprocity of automated enforcement); and several data gathering and reporting activities, some associated with Vision Zero.

Mr. Srikanth noted that ideas raised at the summit fell in two broad categories. First was assistance from staff in providing data or regional scan information, for example, on effective or proven strategies such as on impaired driving; such activities could be accomplished within current resources without needing a board resolution. Second would be potential actions that might require TPB resolutions and/or additional resources and time, such as on Vision Zero and (in conjunction with the COG board) automated enforcement reciprocity.

Mr. Brown asked whether recommendations included design faults, such as the conflict of left turning traffic at signals and pedestrians crossing during their countdown phase, especially at night. Also, it would be good to encourage jurisdictions to submit applications to the Transportation-Land Use Connections program to look at these problems and develop impactful solutions. Mr. Meese and Mr. Srikanth replied that the summit discussions themselves on October 31 focused on systems approaches and not on engineering specifics, though there was discussion that engineering solutions generally speaking are among the solutions needed. Also, among the materials posted for the summit was a summary of Regional Roadway Safety Program projects accomplished or underway to date. Although the summit materials did not have a similar summary of the TLC program, the discussions at the summit included the concept that land use can be an influencing factor in roadway safety.

5. COMMUNITY ADVISORY COMMITTEE: RECRUITMENT FOR 2025-2026 COHORT

Rachel Beyerle, TPB Transportation Communications Manager, gave a status update on the TPB Community Advisory Committee (CAC) 2025-26 application period. Ms. Beyerle said that the TPB is accepting member applications through November 18 and encouraged TPB member jurisdictions to share the recruitment announcement as appropriate on their websites, in newsletters, and on social media.

Ms. Beyerle said that more information is available at mwcog.org/cac. She stated that TPB staff sent an announcement in TPB News, will send a reminder, and has also posted to Twitter, Facebook and LinkedIn. She said that the recruitment was advertised in a boosted Facebook post which to date has received 165 clicks, and 9 applications have been received to date. Ms. Beyerle stated that that she shared the information with the Northern Virginia public information officers network. For any questions about the CAC application period, committee members can contact Laura Bachle, TPB Transportation Planner.

INFORMATION ITEMS

6. 2024 CONGESTION MANAGEMENT PROCESS TECHNICAL REPORT

Mr. Meese briefed the committee on the draft 2024 Congestion Management Process (CMP) Technical Report for final acceptance by the committee. The committee received a detailed presentation at the October Technical Committee meeting and comments were requested by October 18. One detailed comment was received from Fredericksburg Area MPO (FAMPO) staff. Staff also reviewed the topics raised by commenters at the October 4 meeting. The biennial report is a supporting document for the National Capital Region Transportation Plan (Visualize 2050).

Based on comments from FAMPO staff, information on the FAMPO-TPB CMP was added (in §5.6 and the Executive Summary). A handful of other minor technical corrections were made.

There was no information available at this time regarding project-specific questions raised at the October 4 meeting. Following up on a discussion at last month's meeting, it was noted that the

Bottlenecks Ranking tool available to staff was not able to reflect traffic volumes, thus the analysis may result in a bottleneck not on a limited access highway being highly ranked.

New since October was additional information just received for the national comparison of congestion. The report now incorporated recently released 2023 Urban Mobility Report data from the Texas A&M Transportation Institute (TTI) into §2.5 and the Executive Summary (TTI ranked metropolitan Washington fourth nationally [2022 data], versus ranking fifth in their previous report [2020 data]).

At the October meeting, the committee requested a review of national rankings over time. Mr. Meese presented a summary of national reports published approximately biennially from 2016 through 2024. The trend shown for metropolitan Washington versus other ranked metropolitan areas was mixed, with perhaps a slight trend toward being lower-ranked (less congested compared to peers) over the years. Caveats noted were that data years and methodologies varied, both among the publishers (Inrix, Texas A&M, Tom Tom), as well as within each of the providers over the multiple years shown.

Mr. Meese noted that probe data tools used by staff to develop the report are available to member agencies for their own jurisdictional analyses. Local jurisdictions are welcome to present their work at Technical Committee meetings. The TPB's Vehicle Probe Data Users Group meets quarterly to discuss tools and methods. Many other reports that TPB has produced over the years, such as climate scenario analyses, are also available to members for insights. Comments received for this report but not able to be addressed currently may be considered for future versions of the report. Mr. Brown stated that he was not surprised that US 15 appeared in the report, based on experience and the geography of Loudoun County. Mr. Brown asked for a clarification on whether the commute corridors identified in Table 2.2 were listed in a ranked order, and if not, suggested including a clarifying footnote. Mr. Meese agreed, with the committee's agreement, to add a footnote to Table 2.2 that the corridors identified are geographically defined, and not in a ranked order. With no objections, and with the addition of a Table 2.2 footnote as mentioned above to be added, the TPB Technical Committee accepted the 2024 Congestion Management Process Technical Report as final.

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

Mr. Austin briefed the committee on two main topics: non-regionally significant inputs for the Visualized 2050 plan and the FY 2326-29 TIP and the Project InfoTrack upgrade. The team is reviewing the submitted project or program records looking at location information, descriptions, and project types. Staff will make some edits that are readily obvious, but if project descriptions are unclear or other data is in conflict, those records will be returned to the agencies for clarification. He reported that Project InfoTrack had been taken offline ahead of the platform upgrade. He said a beta-testing group was reviewing the system, and the new platform launch was re-scheduled for November 12th. Training sessions were planned for November 15th and 19th.

8. INTERCITY TRAVEL STUDY, PRELIMINARY FINDINGS

Eric Randall, TPB Staff, gave a brief overview of the purpose of this study, a federal requirement which expands on a previous study in 2017 and a desk survey briefed in 2023 to the committee. The floor was then given to consultant Nitesh Shah, ICF, who briefed the committee on the preliminary findings of the current study, including the results of a field survey of intercity travelers.

In his presentation, Mr. Shah covered some highlight on intercity ridership trends and weekly trips, the reasons for studying intercity travel, and the scope of the project. He then showed a map of destinations reachable in one-seat rides from the region and a map of intercity stops and stations in the region, along with available data on where people are traveling to or from. He presented details on the ridership and bus and train trips in and out of Union Station, and some preliminary results on the travelers that responded to the field survey. The study project is expected to conclude by the end of the calendar year, and more results will come to the committee likely in February 2025.

Bob Brown, Loudoun County, asked that the report provide more context on overall intercity travel, including air and road travelers in and out of the region. Eric Randall responded that some overall information could be included, though information on intercity road travel to and from the region is poor. Bob Brown also extolled the use of “OnTheMap” software for display of information.

David Edmundson, City of Frederick, endorsed more information on use of other modes of intercity travel. He then asked if data was available on interim stops, for instance travelers getting on/off trains at stops between Washington, DC and New York City. Nitesh Shah responded that the focus is on ridership in and out of the region specifically, not as much on specific stops and origin-destination connections outside of the region. Eric Randall added that some further information is still being collected, but that information is limited. A webmap is being prepared to display some of this information.

Markus Tarjamo, Charles County, asked if recent or prospective MTA commuter bus service changes would be included. The response is that the data inventory was completed over a single week and there is no plan to conduct another data inventory, though mention will be made of subsequent developments, especially the bankruptcy of Megabus.

9. PRELIMINARY DEPLOYMENT PLAN FOR A REGIONAL BUS RAPID TRANSIT SYSTEM IN NORTHERN VIRGINIA

Sree Nampoothiri, Senior Manager at the Northern Virginia Transportation Authority (NVTA), presented the organization’s Preliminary Deployment Plan for a Bus Rapid Transit System (PDP-BRT). Mr. Nampoothiri explained NVTA’s general purpose, funding structure, experience making multimodal investments within northern Virginia, and current efforts in regional BRT planning. The organization has invested \$850 million dollars to date in BRT projects within northern Virginia and has an active BRT Planning Working Group helping craft the PDP-BRT, a visionary network for the region meant to guide future investment and provide local partners with the tools necessary to successfully implement BRT projects. Mr. Nampoothiri shared the project’s schedule, which runs through fall 2025, as well as results from its Phase 1 desk research and surveys. Currently, the PDP-BRT is in Phase 2, analysis of various implementation factors (ex. ridership, operations, governance, ranking of corridors, etc.). This phase is expected to run through February 2025.

Bob Brown began the Q&A by asking who would run a regional BRT system in northern Virginia. He acknowledged that regional BRT and responsibility for such a network is being discussed in various forums, including DMVMoves, and that County Board Chair Phyllis Randall in Loudoun County is supportive of the need to have more direct bus lines. He also noted that NVTA cannot fund operations of a BRT network. Mr. Nampoothiri replied that this effort is a collaborative one and will not stand on its own. NVTA’s current analysis regarding governance and operational structures will guide future work by regional partners. The priority is the development of a seamless network between providers and jurisdictions. In addition, although NVTA can only fund capital expenditures, this study is also looking into how operation costs can be met.

Dan Malouff from Arlington County commented that, although he appreciates how PDP-BRT focuses mostly on regional arterials and the reasons for that, he would like to see more attention and collaboration put into maximizing highway express lanes for BRT or other all-day express bus routes. Mr. Malouff referenced NVTC and DRPT studies related to commuter bus usage of these “hot” lanes, but not necessarily BRT, and commented on an apparent lack of coordination between the different groups on the issue, including NVTA. Mr. Nampoothiri responded that previous bus network analysis and transit plans completed across the region were referenced in developing the PDP-BRT. Furthermore, he noted that the highway HOT” lanes were currently being used by local transit for certain express, non-commuter routes.

10. OTHER BUSINESS

StreetSmart:

Mr. Farrell briefed the committee on the launch of the StreetSmart campaign which began on October 29. The event unveiled new “Life Ahead” ads which will run through December 11 in English and Spanish. There is also a Street Team of walking billboards which will be present at StreetSmart events.

TLC/RRSP/TWR (Local Technical Assistance Programs) Webinar November 13:

Mr. Swanson noted that there will be a webinar held on November 13 that highlights projects that were funded by the Local Technical Assistance programs. The webinar is worth 1 AICP credit.

2025 Calendar:

Ms. Erickson showcased the dates of the 2025 Technical, Steering, and Board meetings through a memo.

ATTENDANCE – Hybrid/ In-person

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