
TPB TECHNICAL COMMITTEE MEETING SUMMARY

November 4, 2022

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 7 TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3. TPB WORK SESSION ON TRANSPORTATION SAFETY

Referring to a memorandum in the mailout, Mr. Meese provided a preview of the planned TPB Work Session on the topic of Transportation Safety, scheduled for Wednesday, November 16, 2022, 10:30 A.M. to 11:45 A.M. (in-person/virtual hybrid format), immediately prior to that day's regularly scheduled TPB meeting. Mr. Meese reviewed the background, logistics, and suggested topics for the work session. The anticipated (as of this date) speakers for the work session were: Christine Mayeur and Charlie Willson, Vision Zero analysts for DDOT; Douglas Mowbray of the Maryland Highway Safety Office, joined by epidemiology experts from the University of Maryland; and Stephen Read of VDOT.

Mr. Erenrich asked if there was an opportunity to talk about which jurisdictions applied for grants under the new federal Safe Streets for All program. He noted that state departments of transportation were not eligible, but local jurisdictions were, and Montgomery County had applied for a grant. Mr. Meese replied that staff would look into this.

4. PBPP: DRAFT TARGETS FOR TRANSIT SAFETY

Eric Randall briefed the committee on the draft regional targets for transit safety performance measures, including fatalities, injuries, safety events, and system reliability, as required under the federal performance-based planning and programming (PBPP) rulemaking for public transportation providers and MPOs. He reviewed the federal requirements, the four measures, the process for calculating region performance measures, and the applicability of the requirements to transit agencies that are recipients or sub-recipients of federal funds. He then showed the 2021 targets and available performance data compared to those targets, followed by the draft 2022 targets. He closed by noting that the board will be briefed on the draft targets at its November meeting and asked to approve the regional targets at its December meeting.

Nick Ruiz asked for clarification on whether fatalities could be recorded if they take place outside a vehicle. Eric Randall responded that yes, the transit fatalities would include such "external" fatalities if a transit vehicle is involved. Only suicides are excluded from the fatality performance measure.

5. PBPP: DRAFT TARGETS FOR HIGHWAY SAFETY

Ms. Ms. Nham briefed the Committee on the National Capital Region's safety outcomes for 2021, and its progress towards the 2017-2021 highway safety targets. She also presented TPB Staff recommendations for the 2019-2023 regional highway safety targets.

Following an overview of the Safety Performance Management Measures (Safety PM) Final Rule that established the annual highway safety targets requirement, Ms. Nham reported on the National Capital Region's roadway safety performance for 2021. This past year, traffic fatalities and serious injuries increased regionally, including for non-motorists. Traffic fatalities in the region increased by 12.1 percent, which translated into a 1.1 percent increase in the fatality rate. The number of serious injuries and the serious injury rate increased by 20.8 percent and 5.0 percent respectively, which counters a decline that has been occurring over many years. The number of non-motorist fatalities and serious injuries also increased by 17.8 percent in 2021. Ms. Nham highlighted that the elevated number of fatalities mirrors a nationwide pattern, although the National Capital Region's performance remains better than that of the nation. When compared to the 2017-2021 highway safety targets which are measured as five-year averages, the 2021 safety outcomes met the serious injury and serious injury rate targets but fell short of the targets for the number of fatalities, fatality rate, and the number of non-motorist fatalities and serious injuries.

TPB Staff presented draft 2019-2023 safety targets for the Committee's consideration. Ms. Nham explained that the targets for the number of fatalities and the fatality rate have been capped at values equal to the previous target since they were not met in the last year. She indicated that Staff will finalize the targets based on feedback from the Committee and the TPB, and the finalized targets will be presented in December for Board approval.

The Committee did not have any questions.

6. WMATA BETTER BUS LISTENING SESSION

Allison Davis and Peter Cafiero, WMATA (Metro) staff, briefed the committee on the Better Bus Program and its initiatives, including the Network Redesign launched in October. Allison opened by recapping bus customer characteristics and aspirations for bus service and transitioned to the goals, priorities, and current status of Better Bus initiatives. Alison covered the various bus priority treatments that can be implemented and current efforts across the region, as well as providing an update on the transition to zero-emission buses. Peter then spoke to the adopted principles for Better Bus and the plan for public and stakeholder outreach. He noted coordination with planners across the region and the importance of reaching agreement and participation in this effort, with close cooperation with the Montgomery County effort and while taking the lead on re-examining bus service in Prince George's County and the City of Fairfax. The phasing and schedule of the Better Bus effort was then reviewed.

The briefing was then followed by a period of open discussion on members' ideas and priorities for a Better Bus system, including these four questions:

- What does Better Bus mean to your jurisdiction and the region?
- What are your jurisdiction's priorities to improve bus service?
- What are the opportunities for making bus better in your jurisdiction?
- What are the barriers to making it happen?

Allison Davis moderated the discussion.

Nick Ruiz asked if anything about the labor issues would be included in the review and suggested that labor issues and strategies be included in the public section of the review. Allison responded that WMATA's staff and union leadership are being consulted in the study. She will keep a more strategic overview of labor issues as an opportunity in mind.

David Edmondson asked about service to rural or areas of the region outside the urban area. Allison responded that this would be part of the next phase.

Nick Ruiz noted that VRE is now looking at a 2050 plan, including improved regional integration. VRE is interested in better bus connections to its stations, as well as providing more coverage in the vicinity. Allison noted that customer information is key to this: how to get information out about alternatives and how this is pushed out about all modes.

Sam Brooks asked who from DDOT is included in the study. Allison responded that Yohannes Bennehoff and Megan Kanagy have been the primary liaisons.

7. 2024 LONG-RANGE PLAN UPDATE

Ms. Cook reviewed a set of slides that presented the TPB's plans for updating the long-range transportation plan with a target completion date of 2024. During this meeting, the slides provided an overview of the extra activities to be undertaken, and the products that staff are developing. This presentation focused on two draft products published with Agenda item 7, the draft synthesized policy framework and the draft summary of TPB scenario studies.

Comments and Discussion

Gary Erenrich of Montgomery County DOT noted that he appreciated the summary and that he would have detailed comments to provide. He noted an interest in more exploration in telework and land-use reallocation. Ms. Cook responded that the TPB agrees that land-use is an important transportation strategy, and notes that the scenario summary references the various land-use scenarios explored, as well as findings relating to optimizing land-use around Metro stations, high-capacity transit, and addressing the E/W divide. She encouraged reviewing the summary and providing comments for TPB consideration.

Victor Weissberg of Prince George's County supported Mr. Erenrich's comments, noting the importance of having scenarios that include a "deep dive" on the E/W divide and rebalancing, and would like to encourage a look at that.

Paul Desjardin, Director of the COG Department of Community Planning and Services highlighted past studies that have included many different types of land-use scenarios. He reinforced that 90 percent of land-use forecast for 2030 is already on the ground, and that change is incremental. He noted that the region wants and can benefit from more TOD, and that there is more research out there that can be built upon, but noting that when looking for outcomes, there are constraints.

Mark Phillips of WMATA noted that WMATA conducted a scenario study called Connect Greater Washington and described it for the group, noting it addressed many of Mr. Erenrich's interests. Mr. Phillips provided several links to resources for these studies including the following:

[PlanItMetro » Beyond Borders – Acting Regionally to Create a Financially-Sustainable Transit System \(Part One\)](#)

[PlanItMetro » ConnectGreaterWashington – a Vision for a Responsible and Prosperous Future \(Part 2\)](#)

[PlanItMetro » Acting Regionally Pays Big Dividends \(Part 3\)](#)

[PlanItMetro » Would a Cordon Charge Help Stabilize Metro's Finances? \(Part 4\)](#)

Dan Mahloff of Arlington County noted that there are changes occurring in the region, including a new focus on missing-middle housing. He endorsed continued scenario studies in the future to inform the current generation of political leaders about current political issues.

Ms. Cook noted the past studies will be linked in the scenario summary document.

INFORMATION ITEMS

8. PIT OVERVIEW DEMONSTRATION

Andrew Austin gave committee members a demonstration of the form used to collect LRTP and TIP project data in the Project InfoTrak database application. He explained that users from member agencies would be filling most of the fields in from scratch during the project inputs phase of the next plan update cycle. He added that he and Leo Pineda would be available to assist users with any questions throughout that months-long process.

Stacy Cook explained that the new project names that TPB staff had requested of agencies for their “overarching” projects would be beneficial to TPB members and others when discussing projects, as staff understands that changing the names of the individual project records sometimes has limitations due to federal project tracking. She also implored committee members to work with their staff persons responsible for submitting project data as early as possible, noting how much time it will take to update each record.

Regina Moore asked about the process for getting information from local jurisdictions on their projects. Mr. Austin responded that in the last update cycle, VDOT had allowed staff from local jurisdictions to update existing projects and enter data for new projects, but noted that those users were only able to save that data for review by VDOT, and that VDOT staff was ultimately responsible for submitting the project records to TPB staff for review. He also noted that the system allows for agencies to have project managers sign up for accounts to do similar editing and updating to provide to the staff person(s) responsible for submitting the data. Mr. Srikanth clarified that ultimately, the permissions granted were up to the DOTs and the submitting agencies to decide and that there was no TPB policy on who should have access to the data.

Sam Brooks asked if there would be any provisions to allow for uploading of GIS shape files instead of manually mapping individual projects. Mr. Austin said it might be possible and that he would discuss the issue with EcoInteractive, the consultant who provides the Project InfoTrak system software. He said it may also be possible to use project maps from the existing data set if those projects are mapped correctly. Ms. Erickson added that the primary goal of this fresh data entry exercise was to make sure that every project record is looked at and as long as that is done, it doesn’t matter where the map data comes from.

9. OTHER BUSINESS

- Community Advisory Committee 2023 Recruitment

We are now accepting applications for the community advisory committee for a two-year term. This is going to be for 2023-2024. A reboot of the CAC was done two years ago now the CAC has a two-year term. There are 24 members. The membership selection process is similar to what we had in the past. We have 15 members which are 5 from each state plus we have an additional 9 members which we use those appointments to identify potential gaps in the committee membership. We have a December 5th deadline for all applications. We will pass staff recommendations onto the board officers who will make the final suggestions to the Board in January.

- Street Smart Campaign (Michael Farrell)

Michael talked about the Street Smart Campaign that took place November 17th on Wheeler Rd SE. Washington DC. Mayor Bowser attended the event as well as the director of DDOT and Chuck Bean. There also were speakers from Montgomery County.

- AMPO Annual Conference (various staff attendees)

Stacy moderated a session on working with vulnerable populations and learned about lots of great tools and ideas for considering disadvantaged communities from the planning process even including looking at the relationship.

Mark mention that Fung Shei, our program manager for model development, made a presentation at the conference entitled using activity SIM for travel forecasting. He was one of six speakers on a panel that included other speakers from San Francisco, San Diego, and Detroit. Activity SIM is basically open source software that's used for activity based modeling and that we are using for our Gen 3 model that we're developing.

- TPB Meetings

November was in person; December meetings will be all virtual.

- Staff Update (staff).

Tim is recruiting for a Regional Airport Systems Planning planner.

Eric welcomed our new teammate, Pierre Renard. He has just joined as a Transportation Planner focusing on public transportation and on performance-based planning and programming.

10.ADJOURN

The next Technical Committee meeting is scheduled for Friday, December 2, 2022. No other business was brought before the committee.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT Sam Brooks – DDOT David Edmondson – City of Fredrick Eric Graye – MNCPPC Gary Erenrich – Montgomery Co Victor Weissberg – Prince George's Co Dan Malouff – Arlington Co Malcolm Watson – Fairfax Co Corinna Sigsbury– Loudoun County Matthew Arcieri – City of Manassas	Mackenzie Love – NVTA Sophie Spiliotopoulos - NVTC Meagan Landis – Prince William County Amir Shahpar – VDOT Regina Moore – VDOT Mark Phillips – WMATA Stephen Miller, MDOT
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Kim Sutton Tim Canan Andrew Austin Mark Moran Leo Pineda Andrew Meese	Nick Ramfos Sergio Ritacco Stacy Cook Eric Randall Jane Posey John Swanson Allison Davis, WMATA Peter Cafiero, WMATA