
TPB TECHNICAL COMMITTEE MEETING SUMMARY

November 3, 2023

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 NOVEMBER 3 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. DRAFT PBPP TARGETS FOR HIGHWAY AND TRANSIT SAFETY

Ms. Nham briefed the Committee on the National Capital Region's safety outcomes for 2022, and its progress towards the 2018-2022 highway safety targets. She also presented TPB Staff recommendations for the 2020-2024 regional highway safety targets.

Following an overview of the federal regulation that established the annual highway safety targets requirement and the TPB's methodology for projecting safety targets, Ms. Nham reported on the National Capital Region's roadway safety performance for 2022. Compared to 2021, the percent change in the number of traffic fatalities and serious injuries moderated in 2022. Traffic fatalities in the region increased by roughly 5 percent compared to 13 in 2021. The number of serious injuries decreased by roughly 2 percent following an increase of 21 percent in 2021. Notably, the number of non-motorist fatalities and serious injuries increased by 23 percent in 2022, which is the highest annual increase since at least 2006, the earliest that TPB staff has crash data. When compared to the 2017-2021 highway safety targets which are measured as five-year averages, the 2022 safety outcomes fell short of the five safety performance targets set by the TPB last year. Finally, Ms. Nham presented TPB staff's recommendations for the 2020-2024 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 those targets are projected to increase without the cap.

Mr. Gary Erenrich from Montgomery County Department of Transportation (MCDOT) asked whether staff could provide a further breakdown of the crash data. He also recommended that additional context, such as a summary of safety initiatives undertaken by jurisdictions, be provided to understand the 2022 crash data.

TPB Deputy Executive Director Kanti Srikanth replied that there typically is a lag in the availability of safety data, and as a result, staff has not yet conducted a more detailed analysis but plans to do so in the coming months. He added that TPB's roadway safety program has undertaken various safety initiatives over the years and encouraged jurisdictions to also discuss their efforts.

4. ENHANCED MOBILITY BACKGROUND AND SOLICITATION

Mohammad Azeem Khan, TPB Staff, presented an update on the 2023 Enhanced Mobility Selection Committee. He provided a brief overview of the FTA section 5310 Enhanced Mobility Program, the solicitation process, and TPB action in December to approve funding recommendations.

Mohammad spoke about the Coordinated Plan which is required to be updated every 4 years with the most recent being May 2023 and its role in guiding implementation of the Enhanced Mobility Program. To tackle unmet needs, the Coordinated plan aims at providing four strategies that are core to the Enhanced Mobility program; expand availability and coordination of transportation options, increase awareness of existing transportation services, improve accessibility of transportation options, and make transportation options more affordable and sustainable.

The coordinated plan identifies needs, provides strategies, and prioritizes projects and utilizes the Enhanced Mobility Program as its mechanism for funding projects. The 2023 Solicitation being the biannual competitive selection process that it is, uses these processes and goals to continue improving the mobility of older adults and persons with disabilities.

The applications from the 2023 solicitation are scored based upon the criteria set out in TPB's Coordinated Human Service Transportation Plan. The selection committee makes funding recommendations to the TPB based on seven selection criteria: Coordination Among Agencies, Responsiveness to TPB's Coordinated Human Service Transportation Plan, Institutional Capacity to Manage and Administer an FTA grant, Project Feasibility, Regional Need, Emphasis Areas, and Customer Focus and Involvement.

The applications from the 2023 solicitation are also ranked by priorities set out by the AFA Committee. The Selection Committee may utilize this to understand what types of projects are more beneficial to the region: Mobility Management, Coordinated Planning Efforts, Travel Training, Door-through-door or Escorted Transportation Service, Increase Access to Transit Stations, Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services, Volunteer Driver Programs, and Tailored Transportation Service for Clients of Human Service Agencies (Vehicle Acquisition).

Applications of the 2023 Solicitation must benefit populations in the Washington DC-VA-MD Urbanized Area as the TPB plays a unique role in what projects are prioritized and selected. Approximately \$5 million per year in matching grants are available with an 80% Federal match available for capital/mobility management and 50% for operating projects, with subrecipients required to match the other 20% or 50% depending on the type of project.

The 2023 solicitation saw 3,000+ contacts notified of the funding opportunity with 30 applications received. Approximately \$15.6 million of federal funding was requested with only \$10.2 million being available, with approximately \$1.53 being requested for every \$1 available. 102 vehicles were requested.

The selection committee for the 2023 solicitation includes members from each state jurisdiction of the Washington Urbanized Area, a Subject Matter National Expert, and a Committee Chair for the 2023 selection process. Selection Committee members include Chair, DC Councilmember and TPB Vice Chair Christina Henderson; Anthony DeLorenzo, District of Columbia representative; Tanya Nichols, Maryland representative; Jess Maffey, Virginia Representative; and national expert Eileen Schroff.

TPB staff will receive scores on November 3rd, 2023, and will compile and finalize recommendations with the selection committee in person on November 9th, 2023. The selected project recommendations will be presented to the TPB for approval in December. Promptly after, successful applicants will have 30 days to complete FTA required paperwork and the process begins to program and acquire the funding through FTA. COG/TPB staff hopes to have subgrant agreements signed by Fall 2024 with grantees beginning their projects Spring 2025. The next solicitation will take place in the summer of 2025.

5. VISUALIZE 2050: COMMENTS ANALYSIS, TRANSIT INPUTS, PIT INPUTS, AND OTHER UPDATES

Andrew Austin, and Jane Posey all presented Item 5 using one continuous set of slides. Meeting participants asked questions between each presentation.

Marcela Moreno presented a summary of the comments received from the ongoing Visualize 2050 public comment period. The public comments included in the summary included feedback received from February 15 – August 31, 2023, and focused on exempt projects with over ten comments or non-exempt projects with over five comments.

Bob Brown suggested including additional geographic information for context, noting that some projects, such as the US 50 Improvement project, cross over various local and state jurisdictions. He also asked if there is an expectation for jurisdictions to respond to comments. Ms. Moreno agreed that additional geographic information would be helpful for future summaries. Lyn Erickson added that this comment period is intended to supplement agency's re-examination and input of projects for Visualize 2050, and agencies will be asked to provide a general response. Kanti Srikanth noted that the extension of the Visualize 2050 schedule resulted in a longer comment period, and that agencies should utilize the monthly report of comments to inform their proposed project inputs. Ms. Erickson noted that this comment period is not a statistically significant surveying effort. Bob Brown also added that some projects may not be in the update because they are already completed. Gary Erenrich noted that the I-270 Innovative Congestion Management project was almost complete, and that comments suggested confusion with the Maryland Op Lanes Phase 1 project. He further emphasized that these projects were included in Visualize 2045 and may have changed or have been completed.

Andrew Austin presented the schedule for submitting project inputs for the Visualize 2050 plan and the FY 2023-2026 TIP. He stated that all regionally significant projects to be included in the air quality conformity analysis must be submitted by December 29, 2023. He noted that following that deadline, non-regionally significant projects could be submitted through June 28, 2024, and that inputs for the development of the FY 2026-2029 TIP were due by January 25, 2025. Mr. Austin provided the committee with the definition and examples of regionally significant projects. He contrasted this with the definition of the word "study" and asked committee members to reconsider its use in project titles that would be included in the conformity analysis for construction.

Regina Moore stated that in Northern Virginia, projects would be submitted once the localities had signed off on their review of the project records and VDOT had also had a chance to review, adding that the submissions should begin soon and that Virginia transit agencies would be submitting their projects independently as well.

Christine Hoeffner asked for clarification on which projects were to be considered as studies and those that should be included in the conformity analysis. Mr. Austin stated that after having gone through the financial analysis exercises to determine projects (or project studies) for which funds had been identified as "reasonably expected to be available", those would be the projects included in the conformity analysis for construction. It was only projects for which funding had not been fully identified that would be considered as studies.

Jane Posey asked the group to review a document posted with meeting materials. The document lists detailed transit network coding assumptions associated with transit projects in the 2022 update to Visualize 2045. Ms. Posey asked the group to make any updates to transit assumptions for projects being input into the Project InfoTrak (PIT) database for the air quality conformity analysis of Visualize 2050. She noted that the deadline for these inputs is March 1, 2024.

Mr. Brown asked if existing transit inputs are needed. Ms. Posey replied that existing transit inputs are not needed and that the future transit will be built upon an existing transit service base of October 2023.

INFORMATION ITEMS

6. NEW MOTOR VEHICLE EMISSIONS BUDGETS APPROVED BY MWAQC

Jane Posey informed the group that the Metropolitan Washington Air Quality Committee approved the updated 2008 ozone maintenance plan with new Motor Vehicle Emissions Budgets (MVEBs) in September. She shared the new MVEBs for Nitrogen Oxide (NOx) and Volatile Organic Compounds (VOCs) in table and graph format. She noted that the State Air Agencies would submit the SIP update to EPA for approval and that the region will use the new MVEBs for the upcoming air quality conformity analysis of Visualize 2050.

There were no questions.

7. NATIONAL CAPITAL TRAIL NETWORK UPDATE

Andrew Meese, Michael Farrell, and Charlene Howard presented, referring to a PowerPoint and a live website demonstration.

Mr. Meese provided background and an overview. He thanked the many people who worked on this trail network update, which was long in preparation but thorough.

Mr. Farrell described the concept of the National Capital Trail Network of regionally connected low-stress, mostly off-road bicycle, and pedestrian facilities. The TPB adopted the current National Capital Trail Network through Resolution R5-2021 in July 2020, and the network was now being updated for the first time since adoption.

Ms. Howard demonstrated the interactive version of the National Capital Trail Network map. Existing and planned portions of the network were color-coded on the map. Most projects shown have been in the National Capital Trail Network database since the beginning. A few projects have now been newly added, but by and large this is the continuation of progress toward implementing this network. She recommended committee members review the interactive map.

Ms. Howard had undertaken a basic spatial analysis of the updated network, measuring how accessible this network is to other TPB initiatives including Equity Emphasis Areas, Regional Activity Centers, High-Capacity Transit Areas, and Transit Access Focus Areas. The analysis considered a half-mile buffer around the network as serving these areas. Results showed high percentages (92 percent to 98 percent) of these areas being served by/being proximate to the network. Using COG Cooperative Forecast Round 10 data, considering Transportation Analysis Zones with over 50 percent of their areas within the buffer, almost half of the region's population and over half of the region's jobs were within half a mile of the network.

Mr. Farrell described progress toward completion of the network. According to the current analysis, the region had completed 82 additional miles of trail of the 2020 network (excluding 2023 technical updates/changes to the network definition), bringing the network close to 50 percent complete.

Mr. Farrell illustrated three notable National Capital Trail Network projects completed since 2020: the Frederick Douglass Bridge (District of Columbia); the I-66 Outside the Beltway Trail (Virginia); and the College Park Woods Connector Trail (Maryland).

Mr. Meese emphasized that the analysis shown was of the 2023 network; more analytics comparing the 2023 network to the 2020 network were anticipated for future meetings.

Next steps included asking for final comments from the committee, returning for endorsement from the committee, and review and approval by the TPB (between December and February). The next National Capital Trail Network update process would begin soon after that in spring 2024, in tandem with the update of the Bicycle and Pedestrian Plan Project Database and with the next National Capital Region Transportation Plan.

There were no questions or comments from the committee. Andrew Meese, Michael Farrell, and Charlene Howard presented, referring to a PowerPoint and a live website demonstration.

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There were no questions or comments from the committee.

8. REGIONAL RESILIENCY UPDATE

TPB Transportation Resilience Planner, Katherine Rainone, presented an update on the Transportation Resilience Planning Program, specifically an update on progress to date on the Transportation Resilience Improvement Plan (TRIP) project. The presentation included a review of TRIP objectives and purpose, reminder information on the PROTECT program, and a broad-level overview of the risk-based vulnerability assessment that was completed over the summer. Ms. Rainone also provided a summary of the Regional Transportation Resilience Forum that was held at MWCOG HQ on October 3, 2023, an overview of the interactive mapping tool that is nearing completion and discussed next steps for the project including collecting project submissions for regional transportation projects to be included in a list for the TRIP.

Gary Erenrich asked if the projects being collected for the TRIP have to also be on the TIP or currently identified projects, because if they are going to receive federal funds they have to ultimately relate to that list. Ms. Rainone noted that the project list will need to be a wish-list of sorts, since one of the main benefits of a TRIP is for localities to gain access to local match reduction when submitting for federal funding via a PROTECT grant. There are a few options for how to format the project list in this situation, and TPB staff plans to meet in the coming weeks to discuss how best to satisfy all federal requirements while also collecting a list of eligible resilience projects and will provide an update to the TPB Technical Committee once the plan is finalized. Nick Ruiz also asked for clarification on the tree canopy layer that was added to the interactive mapping tool. The source of this tree canopy layer is the Multi-Resolution Land Characteristics Consortium, and Ms. Rainone noted that Mr. Ruiz's feedback during the Regional Transportation Resilience Forum helped confirm that having information on higher concentrations of tree canopy with regards to rail lines is very important. One of the main resilience issues on rail lines after a major storm event is downed trees, and while it is extremely difficult to predict where trees will fall during a future storm event, every bit of data available (wind and tree canopy data) can aid in regional resilience and adaptation goals. Kanti Srikanth noted that TPB has come a long way with transportation resilience planning in just one year of having a dedicated staffer on this topic after adding it as one of TPB's priorities. Mr. Srikanth reminded the committee that during federal certification review they talked about the importance of resilience and thanked all member agency staff for working with the resilience planner on this project.

9. OTHER BUSINESS

Ms. Charlene Howard informed the committee that GIS day is November 15th this year and we will be doing a proclamation at the TPB Board meeting. The staff GIS Celebration is November 16th. The purpose of this celebration is to get together and to update staff on all of the GIS activities and capabilities.

Jeff King described the COG Climate Pollution Reduction Grant. We have an active contract with a specialty firm called Planet GEO that's doing interesting work related to tree canopy layers and GIS analysis. We are also using artificial intelligence to help inform their maps. We are using funding from Prince George County to do tree equity mapping where we are trying to overlay the tree canopy with the equity emphasis area concept and identify priority planting areas. The Climate Pollution Reduction Grant is a new EPA grant, where there is \$1,000,000 to create the region's Priority Climate Action plan due in March 2024 and a Comprehensive Plan due in 2025. To be eligible to compete for the \$4.6 billion in implementation funding, those proposals are due April 1st. The minimum proposal amount is in the range of \$2,000,000 with the maximum proposal amount of \$500 million. To be eligible for the plan, you must submit a proposal and have your project concept into the plan. We will be kicking off the CPRG engagement with the steering and technical

committee on November 13th at 1:00 P.M. If you are interested in attending, please feel free to reach out to me or Lyn Erickson.

Andrew Meese updated the Committee on the Street Smart Program Pedestrian and Bicyclist Outreach Campaign. Andrew said the October 25th event went very well. There were several media outlets and four elective officials' present (TPB members Jeffrey McKay, Rodney Lusk, James Walkinshaw and Walter Alcorn). The event was held in Fairfax County at the Vienna METRO Station. It is particularly important to keep this program going because of the increased awareness it provides to drivers and bikers.

Jonh Swanson gave a briefing on the Transportation Land Use Connections Program (TLC). There was a Webinar on November 2, 2023, which included TLC and Regional Safety Program projects that had roughly 80 attendees. This will be the second Webinar this year, and we used a very fast-paced format called Pecha Kucha. Presenters have a little over 6 minutes to tell a story about each of their projects and we featured six projects. There were a couple of participants from DC, Prince William County, Rockville, Prince Georges County, and Tacoma Park. We have a new database that you can find on our website ([database link](#)). It features all the 177 projects we funded through TLC plus the 22 Regional Roadway Safety Program and the recent three transit within reach projects.

Staff Updates

TPB staff member Marcella Moreno will be leaving the COG family to pursue a career in Boston. Tim Canan announced there is a Program Manger position open under the Planning data and Research team.

ATTENDANCE - Virtual

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT Sam Brooks – DDOT Madeline Hairfield DDOT Rebecca Schwartzman - DC Office of Planning Gary Erenrich – Montgomery County David Edmondson – City of Frederick Brian Fields – City of Gaithersburg Douglas Smith – Gaithersburg Silas Sullivan - Alexandria Dan Malouff - Arlington County Malcolm Watson – Fairfax County Rob Donaldson – Loudoun County	Brian Leckie– City of Manassas Megan Landis – Prince William Co. Amir Shahpar - VDOT Regina Moore – VDOT Sree Nampoothiri - NVTA Hannah Pajewski – NVTA Christine Hoeffner – VRE Nick Ruiz – VRE Mark Phillips – WMATA Vikram Sinha - NVTC Sophie Spiliotopoulos – NVCT Hannah Pajewski -NVTA
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Kim Sutton Sergio Ritacco Eric Randall Marcela Moreno Jamie Bufkin Mahammad Khan Jane Possey William Bacon Andrew Austin	Janie Nham Leo Pineda Tim Canan Mark Moran Rachel Beyerle John Swanson Katherine Rainone Andrew Messe Michael Ferrall Dusan Vuksan