
TPB TECHNICAL COMMITTEE MEETING SUMMARY

May 5, 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 APRIL 7 TECHNICAL COMMITTEE MEETING

There were no questions or comments regarding the April 7 Technical Committee meeting. The summary was accepted as final.

ITEMS FOR THE BOARD AGENDA

3. COORDINATED HUMAN SERVICES TRANSPORTATION PLAN UPDATE

Mr. Ritacco briefed the committee on the 2023 Update to the Coordinated Human Services Transportation Plan scheduled for TPB action at its May 2023 meeting. The Coordinated Plan guides the Federal Transit Administration's Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program for the Washington DC-VA-MD Urbanized Area. The TPB administers the grant with COG as the federal designated recipient. The draft Coordinated Plan was released for a 30-day public comment period from April 13 through May 13. Three comments were received and satisfactorily considered in the latest update of the draft Coordinated Plan document. The TPB will be asked to approve this Plan at its May meeting. TPB Technical Committee members did not have any questions.

No questions or comments followed the presentation.

4. REGIONAL ROADWAY SAFETY PROGRAM PROJECT APPROVALS

Ms. Nham briefed the Committee on the projects recommended by the Regional Roadway Safety Program (RRSP)'s Technical Selection Committee to receive technical assistance in fiscal year 2024. The RRSP was established and funded by the TPB in July 2020. The program promotes the TPB's roadway safety priorities. This year, the Virginia Department of Transportation (VDOT) and Maryland Department of Transportation (MDOT) increased their technical assistance contributions to the program for a total program funding of \$550,000, an increase of \$300,000 from fiscal year 2023. Twelve applications requesting a total of \$910,000 were received. A selection panel consisting of safety officials and staff from DDOT, MDOT, VDOT, and the TPB convened in April to recommend that the TPB approve the following eight projects at its May 17 meeting:

- City of Frederick, Jefferson-Patrick Redesign Study (\$80,000)
- City of Gaithersburg, Local Roadway Safety Plan - Identifying, Analyzing and Prioritizing Roadway Safety Improvements (\$60,000)
- Montgomery County, Bel Pre Road Safety Improvement Project (\$80,000)
- City of Rockville, Pedestrian Crossing Guidelines (\$40,000)
- City of Alexandria, Pedestrian Lighting Improvements Study (\$80,000)
- Arlington County, Regionwide, Data-Driven Anti-Drunk Driving Campaign (\$80,000)
- City of Fairfax, Main Street Corridor Roadway Safety Audit (\$80,000)
- Prince William County, Darbydale/Forestdale Avenue Corridor Retrofitting Project (\$50,000)

The consultant selection process for these projects is expected to begin in June 2023, and the projects are expected to begin in Fall 2023.

5. CONGESTION MANAGEMENT PROCESS UPDATE

Mr. Meese presented, referring to a PowerPoint presentation. The TPB Technical Committee has been briefed regularly on the regional Congestion Management Process (CMP). In July 2022, the committee accepted as final the 2022 CMP Technical Report (the TPB was notified, but did not receive a briefing at that time). The Technical Committee was also briefed in December 2022 on a twelve-year bottlenecks analysis conducted as a follow-up to the 2022 report. Since TPB had not been briefed recently on the CMP, such a presentation was now opportune.

Staff provided a preview of what was to be presented to the TPB at its May 17 meeting, slated to include information on the overall need for a CMP and its inclusion in Visualize 2045; the 2022 CMP Technical Report; and the recent twelve-year bottlenecks analysis. Most of the information presented today was the same as seen by the Technical Committee at its June, July, and December 2022 meetings. Mr. Meese proceeded to review the presentation proposed for the upcoming TPB briefing.

Mr. Erenrich asked if there was a way to superimpose major incident locations with congestion information, to examine relationships. Mr. Meese replied that he had recently learned that the University of Maryland will be integrating crash records into their Regional Integrated Transportation Information System (RITIS), and staff would look at analyzing this information in the future when available.

Mr. Malouff asked if it would be possible to see more detailed information from the bottlenecks analysis, particularly year-by-year data, illustrated by bar and line graphs. Mr. Meese replied that staff could provide more detail in a report or memorandum, with the caveat that more detail risked “getting into the weeds.” In response to a follow-up question from Mr. Srikanth, Mr. Malouff noted he was interested in seeing if there were insights from examining year-to-year trends for specific locations.

Mr. Brown noted that the data and tools used were available to member agency staffs. He had used them previously for analysis, and others could consider doing so. He emphasized that board officials may have awareness of and interest in local bottlenecks beyond just those on major Interstate highways as shown in this analysis.

Mr. Meese confirmed that the data and tools were available to public sector personnel through RITIS (www.ritis.org). Mr. Meese also expressed thanks to our three state departments of transportation for their financial support for RITIS, making these data and tools available to us. Additionally, TPB staff conducts the Vehicle Probe Data Users Group, convened quarterly by staff member James Li, which encourages use of RITIS by member agencies. In further response to Mr. Brown, Mr. Meese acknowledged that more detail could be discussed with the board, but was uncertain what additional insights there would be given the sheer number of those bottlenecks. He also emphasized that the CMP includes other important analyses and data beyond bottlenecks analysis.

Mr. Shahpar asked if there were any data on emissions reductions or safety improvements where bottlenecks have been relieved. Mr. Meese replied that these are good questions, but the limited availability of traffic volume data may make emissions reduction estimations difficult, and we may know more about safety impacts as more safety data becomes available through RITIS in the future.

6. TPB'S TRANSPORTATION RESILIENCY PLANNING PROGRAM

Ms. Rainone reviewed a set of slides outlining the TPB's transportation resiliency planning program. During this meeting, the slides provided an update on the status of the regional transportation resiliency study and accompanying working group, and the expected timeline for completion of the study. Mr. Rainone also provided a brief update on newly released guidance for federal funding opportunities as well as other expected resilience planning program activities.

Christine Hoeffner, VRE, asked who is eligible for PROTECT grant funding/would individual transit agencies be eligible? Staff responded in the chat with the eligible entities as listed in the Notice of Funding Opportunity: 1. A State or political subdivision of a State. (State includes the District of Columbia and Puerto Rico) 2. An MPO. 3. A unit of local government. 4. A special purpose district or public authority with a transportation function, including a port authority. 5. An Indian Tribe (as defined in 23 U.S.C. § 207(m)(1)). 6. A Federal land management agency that applies jointly with a State or group of States. 7. A multi-State or multijurisdictional group of entities described in (1) through (6). Christine Hoeffner also asked what organizations will participate in the working group. Ms. Rainone responded by stating that the basis for the working group was reengaging contacts who participated in Phase I of the resiliency study in 2021/2022. She continued by summarizing some of the representative groups in the working group: MDOT, VDOT, DDOT, WMATA, representatives from some Maryland and Virginia localities, George Mason University, NVRC, DC DOEE and HSEMA, and MWCOG DEP. Christine Hoeffner expressed interest in having VRE participate in the working group, and Staff planned to follow up offline to discuss and bring VRE into the advisory group.

INFORMATION ITEMS

7. VISUALIZE 2050: COMMENTS RECEIVED TO DATE, OTHER UPDATES

Marcela Moreno, referring to the meeting materials, reported the new comments received through the Visualize 2050 Initial Project List Feedback Form. She thanked Virginia Department of Transportation for hosting TPB to share materials about the long-range plan. In addition, she mentioned that there were several local jurisdictions hosting public events as they re-examine their projects. She encouraged Technical Committee members to share details about these events, so that TPB staff can assist with promoting and supporting them. Kanti Srikanth added that staff will continue to provide an opportunity for committee members to discuss public events related to project inputs.

8. NATIONAL CAPITAL REGION FREIGHT PLAN UPDATE

Mr. Meese provided an update on the new National Capital Freight Plan under development. Technical Committee members may have participated in the March Freight Subcommittee and seen the draft plan circulating, so Mr. Meese wanted to provide a status report and updated schedule for development and review of the plan.

TPB has had a stand-alone freight plan only in the last ten or so years, with the most recent plan adopted in 2016. Freight movement is a planning factor that federal law and regulations require MPOs to consider. The Freight Plan covers important and unique elements within the regional planning process that are outside of personal travel and commuting topics. The 2016 plan provides good coverage of a wide range of topics, but there are now new data and trends in freight movement to cover.

For this plan update, TPB staff has engaged our on-call consultant team led by ICF. Staff has been working with the consultant team to ensure that the draft plan has all information needed before a draft is brought to this committee, and eventually to the TPB for approval. Additional time was needed to complete this work, and to ensure the plan will be informative.

The schedule for the Freight Plan now anticipates that the Technical Committee would first see a draft in advance of its July 7, 2023 meeting, with subsequent weeks for review and comment. A revised draft would be presented to the Technical Committee and to the TPB in September, aiming for TPB approval in October.

There were no questions from the committee.

9. OTHER BUSINESS

Dan Sheehan announced that Bike to Work Day is scheduled to occur on Friday May 19. There will be 100 pit stops located throughout the region. At most stops, you can pick up a free T-shirt and have other goodies like food and raffle prizes. Dan mentioned that at last month's TPB meeting, Chair Colin signed proclamation recognizing May 19 as ride to Work Day throughout the entire Washington DC metropolitan region. There was a goal of 14,000 signups this year which is around a 10% increase from last year. To achieve this goal the Commuter Connections team is marketing the event regionally through radio, social media, digital and grassroots outreach efforts. COG Staff will be riding on the Metropolitan Branch Trail on May 18.

Mr. John Swanson advised the committee that the application for the Transit Within Reach Program will open at the end of the month on May 24. Abstracts will be due in mid-June on June 14 and the applications due on July 21. We encourage people to take advantage of that abstract opportunity. The Transit Within Reach Program is a sister program to TLC. We are offering up to \$80,000 in technical assistance.

John Swanson mentioned to the committee that the Transportation Alternatives set aside program the TAP program from Maryland is currently accepting applications but not for much longer, as the application deadline is May 15.

Erin Morrow spoke to the committee about the EPA recently published 2 notices of proposed rulemaking which will help us reduce Greenhouse Gas Emissions from on-road transportation. The first notice is the multi pollutant emission standards for model year cars. The second notice is the phase three greenhouse gas standards for heavy duty vehicles. These notices came out in Mid-April. The TPB staff coordinating with COG staff to develop the comment letters. A draft will be presented at the TPB meeting.

Rachel Beyerle spoke to the committee about updates to the COG/TPB website www.mwcog.org. New homepage features include a larger news banner, a list of popular pages, an expanded upcoming event listing, links to popular pages, and a secondary menu with commonly searched topics. The website enhancements apply to both desktop and mobile versions.

There were no other updates.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT Sam Brooks – DDOT Rebecca Schwartzman- DC Office of Planning Mark Mishler – Fredrick Co David Edmondson – City of Frederick Brian Fields - Gaithersburg Eric Graye – M-NCPPC Kari Snyder – MDOT Gary Erenrich – Montgomery Co Victor Weissberg – Prince George’s Co Dan Malouff – Arlington Co Malcom Wattson – Fairfax Co Brian Leckie – City of Manassas	Sree Nampootheri – No. VA Trans Auth Sophie Spillitopoulos - NVTC Cynthia Johnson - PRTC Amir Shahpar – VDOT Maria Sinner – VDOT Regina Moore – VDOT Amy Garbarini - VDRPT Nick Ruiz – VRE Christine Hoeffner- VRE Mark Phillips – WMATA Harun Rashid - NVTA Megan Landis – PW Co
OTHERS / MWCOG STAFF PRESENT	
Kanti Srikanth Lyn Erickson Kim Sutton Dusan Vuksan Sergio Ritacco Eric Randall Jane Posey Marcela Moreno Nicole McCall Yu Gao Nicholas Ramfos Ken Joh	Janie Nham Leo Pineda Tim Canan Mark Moran Rachel Beyerle William Bacon John Swanson Katherine Rainone Andrew Messe