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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

November 20, 2024

MEMBERS AND ALTERNATES PRESENT ONLINE

Christina Henderson – DC Council, TPB Chair  
Charles Allen - DC Council  
Matt Frumin – DC Council  
Mark Rawlings – DDOT  
Amanda Stout - DDOT  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmondson – City of Frederick  
Neil Harris - Gaithersburg  
Marilyn Balcombe – Montgomery County  
Corey Pitts – Montgomery County  
Victor Weissberg – Prince George’s County  
Monique Ashton – Rockville  
Cindy Dyballa – Takoma Park  
Marc Korman – Maryland House  
Canek Aguirre – City of Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
Thomas Ross – City of Fairfax  
David Snyder – Falls Church  
Rob Donaldson - Loudoun County  
Ralph Smith – City of Manassas  
Jeanette Rishell – City of Manassas Park  
Meagan Landis – Prince William County  
Victor Angry – Prince William County  
Jennifer Boysko – Virginia Senate  
Michael Weil – NCP  
Ryan Washington – MWAQA  
Laurel Hammig - NPS

MEMBERS AND ALTERNATES PRESENT IN-PERSON

Heather Edelman – DC Council  
Rebecca Schwartzman – DC Office of Planning  
Kristen Weaver – Greenbelt  
Drew Morrison - MDOT  
Walter Alcorn – Fairfax County  
James Walkinshaw – Fairfax County  
Pamela Sebesky – City of Manassas  
Maria Sinner – VDOT

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth - COG/TPB  
Clark Mercer- COG  
Lyn Erickson- COG/TPB  
Andrew Meese- COG/TPB

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Mark Moran- COG/TPB  
Tim Canan- COG/TPB  
Dan Sheehan- COG/TPB  
Leo Pineda- COG/TPB  
Laura Bachle- COG/TPB  
Sergio Ritacco- COG/TPB  
Eric Randall - COG/TPB  
Andrew Meese- COG/TPB  
Rachel Beyerle - COG/TPB  
Deborah Etheridge- COG/TPB  
Andrew Austin- COG/TPB  
Pierre Gaunaud- COG/TPB  
Dusan Vuksan- COG/TPB  
Lindsey Martin- COG/TPB  
Amanda Lau- COG  
Janie Nham- COG/TPB  
John Swanson- COG/TPB  
Ra Amin – CAC Chair  
Amy Garbarini – DRPT, TPB Technical Committee Chair  
Hana Fouladi – DC Council  
Robert Brown – Loudoun County  
Stephen Kenny – Montgomery County Council  
Mahmoud Arafat – Frederick County  
Arman Safakhah – City of Laurel  
Mat Miller – Insight Transportation Planning  
Ryan Washington – MWA  
Regina Moore - MDOT  
Stewart Schwartz – CSG  
Kari Snyder – MDOT  
Bill Orleans - public

## **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**

Chair Cristina Henderson briefly reviewed the process she would use for facilitating the hybrid meeting.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the minutes. She confirmed there was a quorum.

Lyn Erickson said that between noon October 15 and noon November 20, the TPB received the following letters and comments:

- Bill Pugh sent a letter on behalf of the Coalition for Smarter Growth which shared policy recommendations for advancing TPB and local government climate change commitments. He enumerates eight actions TPB and COG should take to advance these goals.
- Bill Pugh sent a letter on behalf of the Coalition for Smarter Growth, the Washington Area Bicyclists Association, D.C. Families for Safe Streets, Northern Virginia Families for Safe Streets, and the Fairfax Alliance for Better Bicycling, which asked the TPB to take action on the steps proposed at the October 31st Roadway Safety Summit, including the six action items proposed at that meeting. He called on member jurisdictions to prioritize roadway safety over expanding roads.

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- George Aburn sent a letter urging TPB to tackle the issues of environmental racism as a result of past transportation plans, and the need to acknowledge that the current regional climate change goals are not aggressive enough.

## **2. APPROVAL OF THE OCTOBER 16, 2024 MEETING MINUTES**

Chair Henderson moved approval of the minutes. The motion was seconded by Pam Sebesky and was approved unanimously.

## **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted report, Amy Gabarini said the Technical Committee met on November 1 and received briefings on several items on the TPB's agenda, including a review of the process for developing regional targets for transit safety and highway safety performance measures, a recap of the October 31st safety event, and a reminder that the Community Advisory Committee was recruiting for its membership cohort for 2025-2026. She said there were also a few items presented for information and discussion, including the draft 2024 congestion management process technical report, an update on Visualize 2050 and the PIT 2.0 database, and a presentation from NVTa updating us on their regional BRT study.

## **4. COMMUNITY ADVISORY COMMITTEE REPORT**

Referring to the posted report, Ra Amin said the CAC met on November 14. He said the meeting included a presentation of the 2024 Street Smart campaign, a detailed discussion on DMV Moves, a round-robin information-sharing session among members, and updates on CAC recruitment and meeting planning.

## **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Referring to the posted report, Kanti Srikanth said the Steering Committee met on November 1 and took the following actions:

- The TIP was amended to include about \$4.8 million in federal grants under the newly created charging and fueling infrastructure program for about 37 different projects in seven localities in the region
- At the request of DDOT, the TIP was amended to add about \$1 million in another newly created grant program, the PROTECT grant program, for the William Howard Taft Memorial Bridge rehabilitation project.
- At the request of MDOT, the TIP was amended to do the following: reduce the total cost of the Maryland 6 La Plata accessibility improvement program; reduce the funding for the Maryland Hawthorne Road Bridge replacement project; add about \$9.25 million for the I-95/I-495/Maryland 4 bridge replacement project; reduce the currently programmed funding for the National EV Infrastructure program by about \$166,000; and add about \$8 million for the Maryland 97 Montgomery Hills Highway reconstruction project.
- At the request of the City of Rockville, the TIP was amended to add about \$710,000 in federal neighborhood access and equity grant program, and this was for the planning and preliminary design work of the Twinbrook bicycle and pedestrian bridge.

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- At the request of the City of Alexandria and the District of Columbia, the TPB's Unified Planning Work Program (UPWP) was amended to add two studies that are receiving federal grant funding.

In the announcements and updates packet, Kanti Srikanth highlighted the following:

- The proposed schedule of meetings for the TPB next year.
- Information about the kickoff of the fall 2024 Street Smart campaign on October 29.
- An announcement that the COG board would be holding its annual event on December 11.
- An announcement that on December 2 VDOT would be holding their joint meeting, which would provide a forum for various transportation entities to receive comments or input from the public.

## **6. CHAIR'S REMARKS**

Chair Henderson said that her term as chair ends in December. She stated that she has convened the nominating committee to bring to the board a slate of candidates for positions of the chair and the two vice chairs. She said that she has asked Kanti Srikanth to assist with the committee, and she thanked past chairs Charles Allen, Pamela Sebesky, and Reuben Collins for agreeing to serve on the nominating committee.

Chair Henderson said that she identified roadway safety as a focus area for her term. She stated that the TPB held a productive and engaging regional roadway safety summit in October. She said that what was heard and discussed in various panel sessions was relevant and helped TPB members brainstorm in ways that can help transportation agencies in their efforts to change the trajectory of roadway safety outcomes in the region and to reverse the trend of fatalities and serious injury crashes.

Chair Henderson said that board members will hear the ideas that were proposed during the summit. She said that she looks forward to hearing from members of any further ideas that the board can take on to provide direction to the TPB staff about implementing these ideas as part of their work activities. She said that she would love for all member jurisdictions to have a renewed sense of commitment to work on these actions and take this work seriously.

## **7. PBPP: DRAFT TARGETS FOR TRANSIT AND HIGHWAY SAFETY**

Eric Randall said that this is the fourth time that the board will consider annual transit safety targets, and the eighth time for annual highway safety targets. He said that there are PBPP requirements for state DOTs, for transit agencies that receive federal funds, and for metropolitan planning organizations. He stated that PBPP is a data-driven approach using information to make investment and policy decisions to achieve performance goals. He said that performance data and information is used to influence transportation projects and programs in the region.

Pierre Gaunaurd explained the process for setting the year's regional transit safety targets. He said PBPP regulations require applicable public transportation providers to develop and certify an agency safety plan on an annual basis, and MPOs are required to set regional safety targets in coordination with state and agency officials. He said that the requirements apply to WMATA, DDOT, MDOT, MTA, PRTC, and the suburban transit providers in Maryland: VanGO Transit, Ride On, and TheBus.

Pierre Gaunaurd said that the transit providers are required to set targets for 14 performance measures including seven new measures required as of May 2024 which are meant to increase attention to transit worker safety and varied risks posed by vehicle collisions. He said that most

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performance across transit modes were unchanged or improved from 2022 to 2023; however heavy rail and local bus stood out for increased incidents year to year. He stated that most of the regional safety targets were met with some notable exceptions in that there were significantly more safety events that occurred on fixed route local buses than targets set. He said that there were 742 actual events versus 356 targeted.

Pierre Gaunard said that fatalities are targeted at zero; however, there were eight fatalities involving transit vehicles. He stated that commuter bus and streetcar services also experienced higher than targeted injury and safety event incidents; however, demand response services had significantly less than the set targets. He said that most incident totals for injuries and safety events have a higher target ceiling for 2024 than in 2023; however, this is likely a reflection of increased ridership on these modes and the increased incidents in actual performance for heavy rail and local bus between 2023 and 2022.

Walter Alcorn asked if the TPB continues to see missing targets, could the board receive more information on why in order to have more detail so that the board can understand what might be driving some of the heavy rail and local bus areas this year.

David Snyder asked whether the report includes actions that the agencies are taking to hopefully bring down the numbers in future years.

Pierre Gaunard said that when the targets are set, the TPB is setting the measures that are a demonstration of what has happened and what is expected to happen on a regional scale, but ultimately, the agencies will address those concerns in their own safety plans versus a regional document. He said that to his understanding, the TPB does not publish or release a regional transit safety plan.

Kanti Srikanth said that for next year and every year the TPB staff brings updated targets to the board, staff can summarize some of the leading causes for missing the targets and provide a link to the detailed action plans of each agency.

Janie Nham said that the federal government requires MPOs to set roadway safety targets for their region for five performance categories and to measure and report on progress on a yearly basis. She stated that state DOTs must report their targets each year by August 31, and MPOs must report their highway safety targets within the following 180 days. She stated that the five performance measures are number of fatalities, rate of fatalities per 100 million VMT, the number of serious injuries, the rate of serious injuries per 100 million VMT, and the number of nonmotorized fatalities and serious injuries and all must be reported as five-year rolling averages.

Janie Nham stated that the TPB's process has had two adjustments. She said that in Maryland, agencies have transitioned from using MDOT data to the Maryland State Police Data Warehouse as their official source of crash data, and one difference in how the two sources count fatalities is that the Maryland state police database includes non-traffic fatalities, which can include fatalities that are caused by a medical event or that occur on nonpublic roads like a parking lot or a private driveway, so the numbers may be higher than what is typically seen. She stated that the data for the urbanized area of Fauquier County is no longer included after the county changed its TPB membership status earlier this year.

Janie Nham said that the number of fatalities and serious injuries in the region continued to increase in 2023, but the rate of increase in 2023, which was about 3 percent, was smaller than the increase in 2022, which was about five percent. She stated that serious injuries increased after decreasing last year, continuing a pattern of fluctuation that has been seen over the last five years. She said that

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nonmotorist fatalities and serious injuries, which increased by approximately 23 percent between 2021 and 2022, decreased by nine percent. She stated that the rate of increase since 2021 has been moderating, suggesting that these increases are starting to level off.

Janie Nham said that over the last 20 years, pedestrian fatalities have accounted for about 26 percent of annual fatalities; however, over the last ten years, that proportion has started to inch up towards 27 percent. She said that the percent average in 2023 was 28 percent. She noted that fatalities continue to stay elevated, but they are increasing at a slower rate, but the proportion of pedestrian fatalities continues to remain high compared to the average annual percentage in past years.

Janie Nham said that compared to the 2019-2023 regional safety targets, the region fell short of meeting the targets for all five categories. She shared the targets for 2021-2025 based on preliminary projections and commented that the number of fatalities and the fatality rate are capped as in past years. She stated that the TPB recommends capping the serious injury rate since preliminary projections showed the rate being higher than the target rate adopted last year.

Eric Randall said that staff is still working on getting some last data on the transit and highway safety side and will bring the information and final targets to the board in December. He said that after the board approves the targets, the TPB is required to transmit the adopted targets to the three state DOTs, and the information will also go into the long-range plan and Transportation Improvement program being developed next year.

Cindy Dyballa asked whether staff is recommending targets based on what has actually been happening, or are they based on comparative safety analysis across other communities or on what we would like to be happening. She said zero would be ideal but is not realistic.

Janie Nham said that the projections are from the state DOT partners and are based on past performance.

Kanti Srikanth said that the federal requirements mandate adopting targets that are data driven and not aspirational. He said that many member jurisdictions have adopted Vision Zero as their aspirational goal, and the TPB has spoken in support. He said the federal requirements ask TPB to look at the past five years to establish a trend. He stated that until the onset of COVID, the trend was heading in the right direction with the number of fatalities decreasing. He said that since COVID, there has been a significant increase, and 2023 was the first time the region has begun to see a lower rate of increase. He said that a significant amount of work must be done for the data to indicate that the trend is going down.

Cindy Dyballa said that it is difficult and confirmed that she understands that the targets are based on data of what has been happening over the last five years.

Kanti Srikanth said that the TPB decided about eight years ago that once a target is set at a certain level, even if the data shows that the performance did not meet the target, that they were not going to set the target at a higher number. He provided an example of fatalities being set at a target in the range of 340 for next year.

Senator Jennifer Boysko asked whether the TPB would be able to share the reasons for the fatalities in a metric so that the members can analyze that data at the state level.

Janie Nham said that yes, that is possible. She said that based on 2023 datasets, it does appear that some of the increases are being driven by a moderate increase in the number of fatalities involving speeding. She said that a significant increase in the number of fatalities involves motorcyclists because

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there was over a 50 percent increase in motorcyclist fatalities in 2023. She said that TPB staff are working on a larger safety study to be released in early 2025 that will have a broader perspective and cover a dataset that includes both pre- and post-pandemic data.

David Snyder voiced his support for Senator Boysko's request and also requested that the December board packet include a summary of various regional and agency actions to try to bring the numbers down.

Chair Henderson said the board will discuss the targets again at the December meeting when the board will be asked to vote on the new targets.

## **8. TPB ROADWAY SAFETY SUMMIT RECAP AND RECOMMENDATIONS**

Andrew Meese stated that he and Janie Nham would present the discussions and recommendations from the TPB October 31 Regional Roadway Safety Summit.

Janie Nham reported that the goals of the summit were to inform the TPB about certain safety trends and practices and to give board members the opportunity to develop and share potential safety actions the region could pursue to improve roadway safety. She said that the event brought together members of the TPB and relevant subcommittees, safety experts, local safety practitioners, and members of the public with about 60 people attending including 13 TPB board members and alternates, board members participating virtually, and approximately 20 livestream observers.

Janie Nham said that during the summit Vanessa Holt of Fairfax County, also the chair of TPB's Transportation Safety subcommittee, reviewed the region's safety picture. She said that Nicole Waldheim of Fehr & Peers provided insights on taking a systemic approach to safety to prevent incidents before they occur and also discussed managing speed, incorporating equity, improving livability, funding, vehicle design, and impairment.

Janie Nham said that Vice Chair Walkinshaw moderated a session with a presentation on the National Roadway Safety Strategy and Safe Systems Approach and federal programs to assist localities with their safety efforts including the Allies for Action Campaign and the Safe Streets for All grant program. She said a presentation followed by Dr. Jeffrey Michael of the Johns Hopkins University School of Public Health who provided a public health interpretation of the safe system approach and shared case studies from around the country on communities that overcame challenges in the development or implementation of their Vision Zero program.

Janie Nham said that Chair Henderson moderated the third session where board members discussed additional actions that TPB and its members could take to improve roadway safety outcomes.

Andrew Meese summarized the recommendations from the summit. He said that a follow-up or regional inventory of what action has been taken on the recommendations in the TPB's 2020 Resolution R3-2021 was the first recommendation from the summit in order to have a better picture of what actually has been implemented in the region. He said that recommendation 2 relates to Allies in Action Partnership membership and discussing TPB pledging to the partnership.

Andrew Meese said that number 3 is a recommendation that TPB might partner with COG to address interstate reciprocity for automated enforcement. He stated that idea 4 is to strengthen regional coordination regarding advocacy at the federal level for things such as safety standards. He said that item 5 is to regionally track and raise awareness of transportation safety funding and grant opportunities. He said that idea 6 is about gathering more information and success stories about

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member agencies who have pledged Vision Zero and have created plans, projects, and programs that support Vision Zero and what the TPB could put in place as a regional context for members' Vision Zero efforts.

Andrew Meese said there was also discussion about the involved factors driving the safety picture. He said that according to the current state of the ongoing safety study that TPB anticipates presenting in spring 2025, the six most common involved factors in fatal crashes for the period 2019–2023 are roadway departure at an intersection, speeding, not wearing a seatbelt, pedestrian hit by a vehicle, and impaired driving.

Monique Ashton stated that as the region's population grows, we are seeing housing built on what was traditionally state highway roads, and it is likely that the region will see more mixed-use activity in some jurisdictions. She said that there needs to be special attention paid to safety measures and recommendations that can be made on state roads. She said that Rockville has looked at its most serious crashes and fatalities and most are traditionally on state roads. She said unless the state highway situation is addressed, she thinks the members will miss the mark.

Drew Morrison said that MDOT acknowledges that there is a lot of work to be done in achieving the goal of Vision Zero. He said that MDOT went forward with a new Complete Streets policy, and in this year's legislative session MDOT is interested in working to advance safety with its partners in the General Assembly.

Drew Morrison commented that when it comes to Vision Zero, MDOT would hope that focus would be on what TPB and COG can do within the specific roles that they play. He stated that the federal safety rulemaking is something that MDOT really believes in. He said that NHTSA announced a major update to their five-star crash test system that matters, particularly for vulnerable users, and that federal partners need to continue to make progress, and to the extent that jurisdictions can write letters and advocate, that matters.

Kristen Weaver said that Greenbelt and other nearby municipalities have done pilots with stop sign cameras, so looking at the impacts of automated enforcement is useful. She said that she thinks looking at near misses is potentially valuable. She said that it would be good to have a holistic approach and share what has worked among the local jurisdictions. She said that Greenbelt shares concerns about state highways Mayor Ashton commented.

David Snyder said that regional coordination around collecting information on all forms of electronic enforcement is important including what the laws and regulations provide for and what has the data shown about the success of electronic enforcement.

Pamela Sebesky said that the City of Manassas implemented at a state road intersection a red light camera law that went into effect in Virginia a couple of years ago. She said accidents have decreased at that location by more than 50 to 75 percent. She said that the legislation which allows jurisdictions flexibility for cameras has been able to stop drivers from running red lights.

Kanti Srikanth said that TPB staff is starting to look at all of these ideas, and these are things that TPB staff could undertake within the resources the TPB has. He commented that he had a detailed discussion with COG's executive director, and COG has identified that for legislative action to take place, legislators would need data and a white paper to draft a bill. He stated that the TPB has committed to collect the data. He said that COG convenes on a monthly basis a committee of police officers in the region, so there is an opportunity to work with them because data gathered on accident reports is not consistent throughout the region, so there is an opportunity to make sure that these reports have basic information that would help the TPB craft some interventions.



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Kanti Srikanth said that one of the elements of the federal safe systems approach is post-crash care and medical attention available at the scene. He said that COG convenes health directors and EMS personnel on a monthly basis, and that provides an opportunity to see if any coordination could be done to enhance and improve the post-crash care system.

Maria Sinner said that driver behavior was discussed at the summit and while that falls under item 3, there is also a component of working with the DMVs as far as driver capacity to operate a vehicle. She said that working on more education or training would require some legislation that would tie education and training to the license. She asked whether that topic was identified in the recommendations.

Kanti Srikanth said the TPB is happy to include that as one of the strategies. He said there was discussion about retesting after a number of years for those who currently hold a license.

## **9. COMMUNITY ADVISORY COMMITTEE RECRUITMENT UNDERWAY FOR 2025-2026 COHORT**

Laura Bachle went over the status of applications received for the next cohort of the Community Advisory Committee. She said the application period is closing December 2, and recruitment is being conducted through direct emails, advertisements, social media, newsletters and word of mouth. She said there are currently 49 completed applications from 11 TPB member jurisdictions. She said 38 applications are from people who have not previously applied.

Laura Bachle said that the membership is made up of 24 people. She said there are five from each jurisdiction, and nine are at-large. She said currently there are 15 applications from the District of Columbia, 18 applications from Maryland, and 15 from Virginia. She said 11 current members are reapplying, and the next steps will be vetting the applications applying some criteria to those applications similar to those used in the past. She said the board will be asked to approve or make changes, and then approve the nominations for the next cohort and the CAC chair, after approval, will be selected by the incoming TPB chair. She said the first meeting will take place on February 13.

## **10. ADJOURN**

Chair Henderson stated that the next meeting would be December 18, 2024. There being no other business, the meeting was adjourned at 1:26 P.M.