
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

November 17, 2021

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Charles Allen, TPB Chair – DC Council
Ella Hanson – DC Council
Christina Henderson – DC Council
Kristin Calkins – DC Office of Planning
Mark Rawlings – DDOT
Jason Groth – Charles County
Denise Mitchell – College Park
Patrick Wojahn – College Park
Jan Gardner – Frederick County
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
Neil Harris – Gaithersburg
Dennis Enslinger - Gaithersburg
Emmett V. Jordan – Greenbelt
Michael R. Leszcz – Laurel
Christopher Conklin – Montgomery County Executive
Evan Glass – Montgomery County Legislative
Victor Weissberg – Prince George’s County Executive
Dannielle Glaros – Prince George’s Legislative
Bridget Donnell Newton – Rockville
Kacy Kostiuk – Takoma Park
Carol Krimm – Maryland House of Delegates
R. Earl Lewis, Jr. – MDOT
Canek Aguirre – Alexandria
Christian Dorsey – Arlington County
Dan Malouff – Arlington County
James Walkinshaw – Fairfax County
Rodney Lusk – Fairfax County
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Robert Brown – Loudoun County
Kristen Umstattd – Loudoun County
Pamela Sebesky – Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
David Reid – Virginia House of Delegates
David Marsden – Virginia Senate
Marie Sinner - VDOT
Norman Whitaker – VDOT
Maria Sinner - VDOT
Mark Phillips - WMATA
Sandra Jackson – FHWA

Dan Koenig - FTA
Julia Koster – NCPC
Tammy Stidham - NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Nick Ramfos
Paul DesJardin
Tom Gates
Lynn Winchell-Mendy
Eric Randall
Leo Pineda
Stacy Cook
Sarah Bond
Sergio Ritacco
Bryan Hayes
Andrew Austin
John Swanson
Dusan Vuksan
Deborah Etheridge
Jon Schermann

Rob Jackson – CAC
Kari Snyder - MDOT
Christopher Laskowski – DC Council

Audio and video of the meeting, in addition to materials referenced in the minutes, can be found here: mwcog.org/events/2021/11/17/transportation-planning-board/

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

Vice-Chair Sebesky called the meeting to order and reminded the board that the meeting was being recorded and broadcast. She said the process for asking questions and voting would be the same as at previous meetings. After each item, members would be asked for comment or to vote by jurisdiction.

Ms. Erickson conducted a roll call. Members that were present are listed on the first page of the minutes.

Mr. Erickson said that three comments were submitted via email. She said a memo summarizing the comments, with the comments attached, was included with meeting materials. Two of the comments were from the same person who forwarded an article on how expanded highways induce demand and create additional traffic. The other message shared a quote from the West Montgomery County Citizens Association regarding their goal and vision for the county. The third comment was a letter from the Coalition of Smarter Growth stating that the TPB’s FY 2023 Unified Planning Work Program should include

staff time to do the following: develop actionable climate proposals; conduct detailed scenario analysis; enhance modeling and forecasting; and improve public outreach.

2. APPROVAL OF THE OCTOBER 20, 2021 MEETING MINUTES

Chair Allen made a motion to approve the minutes from the October TPB meeting.

The board unanimously approved the minutes for the October 20, 2021 TPB meeting.

3. TECHNICAL COMMITTEE REPORT

Mr. Groth said that the Technical Committee met on November 5. He said that the committee received an in-depth analysis into the Regional Travel Survey. They were also briefed on a WMATA study on the Metrorail bottleneck in Arlington at the Blue, Orange, and Silver lines. There was also a briefing on the Street Smart bicycle and pedestrian safety campaign. More detail can be found in the report for these items.

4. COMMUNITY ADVISORY COMMITTEE AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT

Mr. Jackson said that the Community Advisory Committee met on November 11. He said that at the meeting the committee was briefed on Street Smart and the Voices of the Region focus group activity. Finally, the committee was briefed on findings about attitudes toward climate change from the Voices of the Region focus groups and public opinion survey. He said the committee split into groups and answered questions about the findings. A detailed summary of the discussion can be found in the report for this item.

Mr. Jackson said that the committee also brainstormed ideas how for the committee can strengthen its relationship with the TPB. He said two main themes came from the discussion. First, the committee wants more information so they can feel prepared and empowered to interact with elected officials on the board. Second, the committee feels it is important to have an opportunity to meet with board members. He said this meeting would provide an opportunity for the CAC members to explain the mission and role of the CAC and allow the board members to talk about how they approach coordinating local plans and regional policies.

Mr. Aguirre said that the Access for All Advisory Committee met on November 12. The committee was briefed on a pilot project to improve transportation for in-state renal dialysis patients called Rides to Help. He said the committee was also briefed by Montgomery County Department of Transportation about planning and designing streets to be safer and more accessible for people with vision disabilities. The last item was the Climate Change Mitigation Study of 2021. Finally, he said that the committee supports the requirement that rental scooters be locked to make sidewalks easier and safer for people to use.

Chair Allen observed that the lack of available and secure parking for scooters mean that people are seeking out other unforeseen opportunities to lock scooters.

Ms. Krimm said that there is \$1.7 billion in the infrastructure bill for public transportation. She asked if there will be an advocacy campaign for paratransit using some of that money.

Mr. Srikanth asked Ms. Krimm to clarify whether she was asking the AFA about how they are looking at or evaluating spending programs, or if she was asking the TPB to create an advocacy campaign.

Ms. Krimm said either one. She said she thinks there should be some advocacy to tap into the money that is coming through the infrastructure bill.

Mr. Srikanth said that the next item references a summary that staff developed on what is in the \$1.2 trillion infrastructure bill. He said that the bill offers additional funding for existing programs and also for new programs. He said that federal agencies are anticipated to issue detailed rulemaking and program guidelines and at that time there will be opportunities to consider any collective or individual actions to go after any competitive grant funding.

Mr. Lewis reiterated that the federal agencies need to flesh out their rules for how those funds will be

administered.

Ms. Krimm said she brought it up because paratransit always seems to be at the bottom of the list for funding.

Mr. Aguirre said that the region needs to have a larger discussion around paratransit, and he hopes that the AFA can discuss this topic next year. He said if there is money for paratransit, the region needs to pursue it.

5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT

Mr. Srikanth said the Steering Committee met on November 5. He said that details from the meeting can be found in the report for this item. He said that on page 14 of the report is a letter from the TPB to WMATA's general manager about a study to redesign WMATA's bus service. He said that during the October board meeting Mr. Kannan mentioned that a network redesign had been scoped and funded but had not yet begun. He said this letter urges WMATA to start that bus network redesign as early as possible.

Mr. Srikanth reported on two other topics. First, he said that the Street Smart safety campaign had an in-person launch event on November 4 in Oxon Hill, Prince George's County. Second, he said that on Monday, the president signed the Infrastructure Investment and Jobs Act, a bill that proposes federal investment totaling about \$1.2 trillion in several sectors over the next five to eight years. He said that staff pulled together a high-level summary of the bill. He said that this is not a one-time stimulus funding, but rather it is an ongoing program. He said that of this funding, \$650 billion is to support preexisting programs and \$550 billion is new funding. He said that a considerable amount of new funds will be distributed on a formula basis and that all states, including the District of Columbia, are guaranteed a minimum amount of money.

Mr. Srikanth referenced Ms. Krimm's comment earlier. He said that later today the board will be asked to approve \$6.6 million in Enhanced Mobility projects and this program is anticipated to receive additional funding under the new law.

Mr. Brown asked if "Section 107: Member Designated Project Authorizations" was part of the infrastructure bill.

Ms. Srikanth said that he would need to consult the legislative text to answer that question.

6. CHAIR'S REMARKS

Chair Allen said that the Infrastructure Investments and Jobs Act is a historic action that invests in a breadth of sectors over time. He said the bill will provide funding for a number of topics that the TPB has been working on: maintenance and state of good repair for bridges and transit, roadway safety, addressing climate change, reconnecting communities by removing or mitigating physical infrastructure barriers, and improving accessibility and facilitating economic development. He said it is an amazing opportunity, and he encouraged jurisdictions to pursue the money for themselves and also to work collectively for some regional priorities.

Chair Allen said that he is convening a nominating committee to develop a slate of candidates for the position of chair and vice-chairs for 2022. He thanked Mr. Dorsey and Ms. Newton for serving on the committee.

Chair Allen said that a technical work session will be held on December 13 to brief the board on the results of the TPB's Climate Change Mitigation Study of 2021. He encouraged members to participate.

ACTION ITEMS

7. ENHANCING REGIONAL ROADWAY SAFETY ENFORCEMENT

Chair Allen thanked the Steering Committee for accepting his proposal to bring this item to the board. He said that the board has been very active and consistent in wanting to reduce roadway fatalities and serious injuries in the region. He said that the resolution adopting roadway safety targets clearly noted the board's dissatisfaction on the state of roadway safety in the Washington region. He said the board spent time and money conducting a detailed roadway safety study and identifying a comprehensive set of strategies to improve roadway safety. Earlier this year, the board approved the first set of technical assistance projects to help develop ideas, programs, and policies to improve roadway safety. He said that throughout all this work, enforcement has been recognized as one of the important strategies for making roads safer.

Chair Allen said that in this region, with three states and many local jurisdictions, drivers are constantly crossing state lines and are governed by different legal authorities. He said that in this context enforcement is challenging. He said that fortunately the three states belong to a national compact to assist each other with traffic enforcement. He said that a continuing issue is that the compact does not cover enforcement of citations issued by automated traffic enforcement devices. He said that in this region unsafe drivers are taking advantage by racking up fines and not paying them. He said he believes that the TPB has made roadway safety a priority and that it should write to the governors of Maryland and Virginia, and the mayor of the District of Columbia, encouraging them to work together to establish interjurisdictional reciprocity of automated enforcement citations to improve regional traffic safety. He said that a draft of this letter has been shared with the board.

Chair Allen made a motion to approve a letter from the TPB to the governors of Maryland and Virginia and the Mayor of the District of Columbia to establish interjurisdictional reciprocity of automated enforcement citations to improve regional traffic safety.

Mr. Snyder seconded the motion.

Ms. Henderson thanked staff for drafting this letter. She referred to fatalities in D.C. that resulted from traffic violence. She encouraged the board to approve the letter.

Mr. Dorsey said he supports the merits of this effort. He said he was concerned about process. Specifically, he wanted to give the jurisdictions an opportunity to discuss the issue internally before asking the TPB to send the letter. He said that he did not want the process to exclude local voices by engaging in a direct appeal to the chief executives in each state.

Chair Allen asked for clarification on Mr. Dorsey's recommendation.

Mr. Dorsey asked that the board defer consideration of the letter until December. He said that would give local jurisdictions an opportunity to offer a letter or resolution in support of this effort before a letter from the TPB is sent to the chief executives.

Chair Allen said the intent of the letter is to encourage the chief executives to work together to find a solution. He said that the TPB is not trying to be the arbiter of that agreement.

Mr. Dorsey said he believes that the jurisdictions should weigh in and inform the TPB before it engages with the executives. He said speaking generally he does not want a precedent set where the TPB decides to pursue an agenda and engage the chief executives on an issue over the objections of affected jurisdictions.

Chair Allen said that the intent of the discussion at the October meeting recognized that each of the jurisdictions are experiencing traffic violence, injuries, and fatalities. He said that drivers are driving dangerously throughout the region. He wants these drivers to be held accountable. He noted that the action that we had talked about last month and the letter to put forward, was to call on those executives to work together to find a solution not being prescriptive about what that solution should be.

Mr. Dorsey said that the jurisdictions have not weighed in on this issue in any official capacity. He said that DC had a legislative process to determine that this is the local position. He asked that other jurisdictions be given the opportunity to have that discussion locally before the TPB reaches out to the executives.

Chair Allen asked if Mr. Dorsey felt that his jurisdiction had not authorized him to vote in favor of support in a call for unified enforcement.

Mr. Dorsey said he felt comfortable that his jurisdiction would support the decision to engage in the effort. However, he said his preference would be that his jurisdiction's voice be the principal voice asking the Virginia governor to engage in this kind of relationship, and not proxying that role to the TPB.

Chair Allen said he believes that as a regional body, the TPB should be able to lay out key principles. He does not believe the letter, as written, would preclude jurisdictions from acting.

Ms. Umstatt said that she would like to support the initiative. She said her concern is that Virginia's state legislation is not necessarily compatible with D.C.'s or Maryland's. For that reason, as well as the concerns put forward by Mr. Dorsey, she said that she was not sure if the board should support the action at this time. She said that should the board want to act on this item today, she has some recommended language that would acknowledge the difference in the legislation among the three jurisdictions

Ms. Rishell said she would be comfortable resolving this today.

Ms. Sebesky echoed Mr. Dorsey's comments. She said the merits of this letter and keeping people safe are important. She said that if this gets passed it would likely affect all of Virginia, not just northern Virginia. She asked that the board defer action so members can consult with their legislators.

Mr. Glaros said that Prince George's County is about to recess its council sessions and that they would not be able to pass a resolution before late January. She proposed that the board approve the letter today but wait to send it until jurisdictions have had the time to pass resolutions of support locally.

Ms. Russell concurred with Mr. Dorsey and Ms. Sebesky on taking a bit of time. She said that like Virginia, in Maryland too there are differences between jurisdictions with automated enforcement. Taking some time today will provide for consultation among the jurisdictions.

Ms. Kostiuik said she had previously noted her equity concerns about enforcing primary seatbelt laws and those concerns would be applicable here as well. She said while she supports the focus of the letter, she will abstain from voting.

Chair Allen said that enough members from Virginia and Maryland voiced concern that he acknowledged that it feels inconsistent from where he thought the conversation was a month ago. He addressed Mr. Glaros' concern and said that there was no request that each jurisdiction pass resolutions. He said that he would withdraw the item to give everyone additional time to discuss any issues that may want to have addressed in the letter and that he would bring it back in December. In the meantime, he said that staff can work with board members to think through the concerns and arrive at a solution that works for the board.

Mr. Snyder supported postponing the item and said he has suggested language that applies to Virginia.

Mr. Lewis said that this is a good initiative, but he thought that postponing the vote is a good decision.

Mr. Conklin asked if staff could develop a brief summary of automated enforcement practices among the jurisdictions in the region.

Mr. Srikanth said that staff would look into automated enforcement practices in the region. He said that the issue is that once the authority is granted, how does one go about implementing this in an equitable manner and what degree of recourse would each jurisdiction be willing to implement.

8. 2021 ENHANCED MOBILITY GRANT PROGRAM APPROVAL

Mr. Aguirre thanked staff and the review committee for the time they spent overseeing the process and reviewing project applications.

Ms. Winchell-Mendy thanked Mr. Aguirre. She provided a brief overview of the Enhanced Mobility program. She said there was approximately \$6.6 million in Federal Transit Administration dollars and that \$11.1 million dollars were requested in the applications. She said the selection committee recommended funding 21 of the 23 received applications. She referenced the memo for this item and said it contains more detail on the specific projects. She said seven projects were selected for mobility management. Three projects were specific to operations. Two projects were selected for vehicle acquisition only. Three projects were selected for wheelchair accessible taxis and their operations. Six projects were selected for both capital and operations. She said staff recommend approval of Resolution R5-2022.

Chair Allen made a motion to approve Resolution R5-2022 to approve funding recommendations for Enhanced Mobility and to adopt an amendment of the FY 2021-2024 Transportation Improvement Program (TIP) to include these projects.

Ms. Sebesky seconded the motion.

The board approved Resolution R5-2022.

9. PBPP: TRANSIT SAFETY TARGET APPROVAL

Mr. Randall said that the board was briefed on the federally required targets for transit safety for the region. He said his last presentation covered requirements, how they are applied, and shared the draft targets. He said that in October a board member asked how public safety incidents are recorded vis-à-vis these targets. He said that in general, the transit industry and the federal requirements attempt to distinguish between safety events and public safety or security incidents. He said the latter are not included in these targets or actual performance data for safety. He said that staff recommended approval of Resolution R6-2022.

Chair Allen made a motion to approve Resolution R6-2022 to set Regional Transit Safety Targets.

Ms. Kostiuk seconded the motion.

Mr. Snyder asked if the targets are proposing performance that is better than present performance.

Mr. Randall said that the safety rules, which were part of the Fixing America's Surface Transportation (FAST) Act, only came into effect last year as the pandemic was striking. He said that at this point many transit planners are still reconciling how to handle these targets versus performance because ridership was impacted by the pandemic. He said that this is an area of gradual improvement, as people get more used to target- setting, and as they implement required agency safety plans.

Mr. Snyder asked if the region is pushing itself in terms of improving the safety record of transit with these targets.

Mr. Srikanth said the general answer is yes. That is what the federal regulations require the region to do. He said that the federal regulations also put a constraint on the targets. They must be data-driven on data collected by the agencies for the previous five years. So, their aspirations and ambitions might be better than the targets, but they are forced by what the data shows. He said that this is the same process used for the roadway safety targets.

Ms. Kostiuk asked if it was possible to consider the roadway and safety targets at the same time in the future.

Mr. Srikanth said that staff had planned to present both topics for approval together. He said that there has been a lag in the highway safety data which prevented plans to bring both topics at the same time .

The board approved Resolution R6-2022. Mr. Snyder abstained.

INFORMATIONAL ITEMS

10. CONNECTED AND AUTOMATED VEHICLES: UPDATE ON RECENT ACTIVITIES AND REVIEW OF DRAFT REGIONAL PRINCIPLES

Mr. Meese said that TPB staff undertook a process to strengthen the regional understanding of connected and automated vehicle (CAV) impacts. He said that this work informed development of a draft set of principles. He described the approach that staff took to develop the principles, including work with advisory and technical sub-committees. He said the goal is that the principles, once approved by the board, would be included in the 2022 Visualize 2045 update. He referenced a consultant-written white paper that looked at TPB goals, policies, and activities that may substantially interact with deployment impacts, roles, and responsibilities. He said the white paper is about how CAVs may impact TPB activities. He shared some presentation slides covering this work.

Mr. Meese said that the CAV principles were written for brevity and positive phrasing, and to stay within the TPB's purview. He said that there are 18 principles. He said that the principles focus on outcomes in these topic areas: safety, equity, mobility, accessibility, support of transit, environmental land-use objectives, reduction of VMT, security, goods movement, legal liability, and operations. More detail on the principles can be found in the presentation and memo.

Chair Allen asked for clarification about when the board will take action on these items.

Mr. Meese said that the board is expected to approve the principles in January, but that it could be later.

Mr. Krimm said that Maryland has a CAV working group. She asked if there has been any interaction between the TPB and that working group.

Mr. Meese said that there is an MDOT-level working group and a SHA-level working group. He said he has listened in on an MDOT meeting and participated in the SHA meeting. He said it has been useful.

Mr. Lewis said that the MDOT working group has been around for nearly six years.

Ms. Krimm asked if the MDOT working group has an update on the Westminster pilot.

Mr. Lewis said that he does not have the details, but that corridors are being considered.

Ms. Russell asked whether the principles address moral questions that CAV software might need to confront, such as when a vehicle has to choose one terrible outcome versus another terrible outcome.

Mr. Meese said the group did discuss the topic and that principles 1 and 2 are phrased in a way that is meant to encompass this.

Mr. Wojahn asked if the transit piece might be made more explicit. He also asked how these principles would be operationalized.

Mr. Meese said that he did not focus on principle 7, which covers enhancing the provision of transit, including providing opportunities for micro-transit to the region's high-capacity transit stations. He added that principle 6 supports priority transit on the region's roadways. He said the last principle covers staff's continuing work on this. He said there is perhaps more that could be said on how to operationalize the principles.

11. VOICES OF THE REGION: FOCUS GROUPS

Ms. Bond said that the early in 2021 TPB staff conducted eleven focus groups. These focus groups are part of Voices of the Region, a public outreach initiative for Visualize 2045 that included a regional public opinion survey and a poster campaign that solicited comments via QR codes. The focus group participants reflected a diversity of geographic location, income, age, race, and education. A key goal was to hear from members of underrepresented communities to gather a diversity of perspectives and backgrounds.

Ms. Bond said that the focus groups resulted in 17 hours of audio and 600 pages of transcript. She said that throughout the presentation she would read quotes from the focus groups. She summarized findings from the focus groups. Those quotes and more detail on the findings are part of the materials for this item.

Ms. Bond said that the focus groups asked participants questions on transportation equity, safety, and climate change. She said themes include affordability, inadequate services for disadvantaged communities, missing bicycle and pedestrian infrastructure, concerns about reckless driving, environmentally-friendly travel options are often not feasible or affordable, and that climate change is not an immediate person priority. She shared key takeaways for transportation agencies on each topic. Those takeaways were included in the meeting materials.

Ms. Kostiuik said she appreciated the emphasis on equity. She said there is a gap in the populations studied in that there was no input from young people. She encouraged staff to reach out to even more groups in the future.

Ms. Bond agreed that younger demographics deserve special attention because they often are missing from public participation. She said that within the specific focus groups, there was diversity of age present. There were also many people who had children and commented about challenges getting their kids to and from school.

Ms. Kostiuik encouraged staff to do outreach to teens.

Mr. Snyder said that these findings are extremely useful for validating what planners and decision-makers already know.

12. ADJOURN

Chair Allen reminded the board that there is a TPB work session scheduled for December 13 from 3:00 to 4:00 p.m. This session will cover the results of the TPB's Climate Mitigation Study of 2021. He said the final board meeting of the year is on December 15.

Mr. Marsden said that the Virginia governor's transportation conference is being held in Arlington the first three days of December. He said the topics include connected and automated vehicles. He asked for permission to use some of Mr. Meese's slides from his presentation today.

Mr. Srikanth said that staff will share the presentation.

No other business was brought to the board. The meeting adjourned.