
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
Virtual Meeting
May 17, 2023

MEMBERS AND ALTERNATES PRESENT

Reuben Collins – Charles County
Charles Allen – DC Council
Christina Henderson – DC Council
Heather Edelman – DC Council
Mark Rawlings – DDOT
Sandra Marks – DDOT
Dan Emerine – DCOP
Mati Bazurto - Bowie
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
Emmett V. Jordan – Greenbelt
Brian Lee - Laurel
Neil Harris – Gaithersburg
Marilyn Balcombe – Montgomery County
Gary Erenrich– Montgomery County Executive
Eric Olson – Prince George’s County Council
Oluseyi Olugbenle – Prince George’s County Executive
Victor Weissberg – Prince George’s County Executive
Shana Fulcher –Takoma Park
Heather Murphy – MDOT
Marc Korman – Maryland House
Kris Fair – Maryland House
Canek Aguirre – Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
Tom Ross – City of Fairfax
Walter Alcorn – Fairfax County - Legislative
James Walkinshaw – Fairfax County Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Kristen Umstattd – Loudoun County
Ralph Smith – City of Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
Paolo Belita – Prince William County
Maria Sinner - VDOT
Bill Cuttler – VDOT
David A. Reid – Virginia House
Mark Phillips – WMATA

MWCOG STAFF – EX OFFICIO/NON-VOTING AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Mark Moran
Paul DesJardin
Andrew Meese
Leo Pineda
John Swanson
Sergio Rittaco
Christina Finch
Rachel Beyerle
Marcela Moreno
Deborah Etheridge
Kim Sutton
Janie Nham
Nicholas Ramfos
Katherine Rainone
Jane Posey
Richard Wallace – CAC Chair
Bob Brown – Loudoun County
Ralph Smith - City of Manassas
Rebecca Schwartzman – DCOP
Kari Snyder – MDOT
Laurel Hammig – NPS

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

Vice Chair James Walkinshaw called the meeting to order. He said that due to upgrades taking place in the board room for the audio and video system, the meeting was being conducted as virtual only format. He described the procedures for conducting the meeting.

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

Vice Chair Walkinshaw turned the meeting over to Chair Reuben Collins.

Lyn Erickson said that between the April 2023 TPB meeting and noon on May 16, the TPB received two submissions from the Visualize 2050 initial project list feedback form, and four comments submitted by email. She said a memo with a summary of the comments can be found on our TPB meeting page.

2. APPROVAL OF THE MAY 17, 2023 MEETING MINUTES

Mati Bazarro, City of Bowie, abstained. Tom Ross, City of Fairfax, abstained. Due to unanimous consent, the minutes were approved.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Mark Rawlings, 2023 chair of the TPB Technical Committee, said the committee met on May 5. He said that four items were reviewed for inclusion on the TPB agenda:

- An update on the coordinated human service transportation plan;

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- Regional Roadway Safety Program recommended projects;
 - Congestion Management Process activities including the 2022 CMP Technical Report and bottleneck analysis;
 - An update on the TPB transportation resilience planning program, including status of the regional transportation study.

He said that two items were presented for information and discussion:

- A staff report on public comments received and member request to share any public outreach they have been conducting;
- A staff briefing on the status of the National Capital Region Freight Plan Update.

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

Referring to the posted material, Richard Wallace, 2023 CAC Chair, said the committee met on May 11. He said the committee discussed their goals and expectations, TPB's technical assistance programs, and the congestion management process. He noted that the committee seeks to promote the role of public involvement in regional transportation planning, encouraging more interregional transportation options, and generally promoting a regional perspective. He added that members discussed expectations about attendance and respectful discourse for diverse perspectives. He said that CAC members expressed support for TPB technical assistance programs to assist local jurisdictions achieve TPB's regional goals.

Referring to the posted material, Vice Chair Christina Henderson, 2023 AFA Chair, said that committee members were excited about the Coordinated Plan process and that the next AFA meeting will be held in a hybrid format, with an in-person option at COG and virtual option on WebEx.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on May 5 and approved one TIP amendment requested by the Virginia DOT. VDOT's amendment encompasses 12 different projects and adds \$91 million to the TIP. Nine of the projects are for Virginia Railway Express, and three are for ongoing roadway widening projects.

Mr. Srikanth said that the TPB received an invitation to attend a May 1 Commonwealth of Virginia Transportation Board public event for input on Virginia's next six-year improvement program. TPB Vice Chair James Walkinshaw represented the TPB, Fairfax County, and VRE at the meeting. Mr. Srikanth said that TPB staff will share a summary of the public input received on May 1 and commented that many of the TPB's planning priorities—including safety, investing in non-motorized projects, and advancing climate change goals—were heard.

Mr. Srikanth stated that the TPB has received letters of support for TPB member grant applications under the bipartisan infrastructure law. He said that the City of Alexandria is applying for a grant to advance electric vehicle infrastructure. The TPB is submitting a letter in cooperation with the Metropolitan Washington Air Quality Committee and COG's Climate Energy Environment Policy Committee to comment on two new rules proposed by the EPA. The draft letters are posted in the Director's Report.

Mr. Srikanth said that COG has established a regional electric vehicle deployment work group, and the TPB and its members are all part of the group. The group has released a tool called EV Clearinghouse – Electric Vehicle Clearinghouse. COG and TPB members can access information on available grants, incentives for purchasing infrastructure related to electric vehicles, EV laws and regulations, and how many of the local jurisdictions have plans to adapt to EV. He stated that the last items in the report are the summaries of the March Visualize 2050 listening sessions for the District, Maryland, and Virginia.

6. CHAIR'S REMARKS

Chair Reuben Collins thanked Mr. Srikanth for the report and said that he would like to emphasize that May is Bike to Work Month, and May 19 is Bike to Work Day. He said that the TPB is encouraging everyone, with capacity and ability, to take advantage of the event and that most jurisdictions have created proclamations recognizing the event.

7. COORDINATED HUMAN SERVICE TRANSPORTATION PLAN UPDATE

Chair Collins introduced Sergio Ritacco, TPB Transportation Planner, to provide an update on the Coordinated Human Service Transportation Plan (Coordinated Plan). He said that the presentation is a follow-up to the Coordinated Plan update at April's TPB meeting, and that staff seeks TPB's approval for the 2023 update to the Coordinated Plan.

Referring to the presentation materials, Sergio Ritacco reviewed public comments received and provided an overview of the Coordinated Plan. He concluded his presentation by requesting TPB's approval for the 2023 update to the Coordinated Plan ahead of the Enhanced Mobility Grant program solicitation in Summer 2023.

Takis Karatonis moved approval of Resolution R11-2023 to approve the 2023 update to the Coordinated Plan. Mati Bazurto seconded the motion, which was approved unanimously.

8. REGIONAL ROADWAY SAFETY PROGRAM PROJECT APPROVALS

Vice Chair Henderson introduced the second action item, which was approval of projects recommended to receive funding through the TPB Regional Roadway Safety Program Technical Assistance grant. She stated that this is the fourth year of the program and twice the amount of funding is available this time.

Referring to the presentation materials, Janie Nham, TPB Transportation Planner, shared an overview of the Regional Roadway Safety Program, project funding levels to date, and the purpose of the program. Ms. Nham said that 12 applications totaling \$910,000 were received during the application period, and for the first time, two applications proposed safety education campaigns focused on road user behavior. She stated that the program selection panel recommends eight projects for funding, and with the board's approval, TPB staff will coordinate with the relevant jurisdictions to finalize project scopes, and project kick-offs will follow in early fall.

Bill Cuttler, Virginia DOT, thanked all of the organizations helping to improve safety in the region. He said that Arlington County's project is the data-driven, anti-drunk driving campaign and an important aspect of the project is the coordination with Virginia DOT and Virginia DMV on the data available for Arlington County to use.

Chair Collins asked for abstentions or nays in accepting the list of projects as reported to receive the TPB's Regional Roadway Safety Program and technical assistance grants. Hearing none, the board unanimously approved the Regional Roadway Safety Program projects.

9. CONGESTION MANAGEMENT PROCESS UPDATE

Chair Reuben Collins introduced Andrew Meese, Systems Performance Planning Director, to brief the board on the congestion management process (CMP), recent activities, and a recent analysis of bottlenecks in the region in the last 12 years.

Referring to the presentation materials, Andrew Meese said that the CMP is a federal requirement in metropolitan transportation planning and that it is included within the Visualize 2045 plan. He highlighted the overall need for a CMP, work conducted in the most recent CMP technical report, and findings from a 12-year bottlenecks analysis.

Chair Collins thanked Andrew Meese for the presentation and said that Route 301, McHenry Road, and Cedarville were mentioned in the remarks. He said there was a Bloomberg report that called the 301 corridor one of the worst commutes in the nation. He asked if congestion and bottlenecks are interrelated because the report affirms Charles County's commitment to partner with Prince George's County for Southern Maryland Rapid Transit in the corridor.

Andrew Meese said that a bottleneck is a type of congestion that occurs at a particular place on a corridor where something is causing the head of the queue and congestion behind it. He added that there are some causes of congestion that cannot be pinpointed and shared examples like incidents, glare, or sight lines. He added that bottleneck analysis is one type of congestion analysis.

Dan Emerine asked if the 2022 CMP report addresses induced demand and how capacity relates to congestion management strategies.

Andrew Meese said that the CMP technical report discusses related topics like land use, support of connectivity to activity centers, and the TPB's Aspirational Initiatives, and may not directly reference induced demand. He added that, in general, the report looks at strategies to reduce congestion and reducing demand is part of the strategies. He said future reports could point out any analyses that relate to induced demand.

Dan Emerine asked about the correlation between various improvements projects and changes in levels of congestion included in the report.

Andrew Meese said that the analysis and observations do show that use of priced lanes usually allows for free flow conditions with the exception of certain circumstances like a major crash.

Emmett Jordan asked if this study, or perhaps a future area of study, would look at the relationship among factors such as variable pricing, gasoline, ride share fares, and changes in people's travel behavior.

Andrew Meese said that the CMP documents what is happening and refers to reports published by TPB, member agencies, and COG to document strategies that have been implemented or proposed. He added that the future effect of pricing or fares could be addressed elsewhere in the TPB process, such as scenario planning.

Kanti Srikanth said that congestion is a measure of travel and indicates the conditions of travel and is tied to how much travel is occurring. He added that there are a multitude of variables that impact the amount of travel and congestion, for example, weather, development patterns, or changes in transit service and reliability. Examining only roadway or transit or trail usage data, it is difficult to pinpoint a specific causation for changes in congestion, but that TPB's household travel survey is a tool to understand changes over time. He said that TPB is currently looking at utilizing big data to understand changes in travel behavior and that while TPB cannot capture in the CMP technical report, it is a consideration in travel monitoring.

Emmett Jordan stated his interest in understanding the impact of rideshare use versus single-occupancy vehicle congestion. He asked if the analysis included data from rideshare companies such as Uber and Lyft.

Kanti Srikanth said that information is currently not collected from rideshare providers, but TPB staff could research what data that companies would provide. He noted that the District of Columbia recently

implemented a requirement that rideshare companies share certain data with the District of Columbia, and authorized parties like TPB. He shared that nationally, anecdotal and research reports have shown that ride hailing has increased traffic and reduced transit trips in urban areas.

Takis Karantonis noted that induced demand is impacted by a variety of factors including telework. He asked how telework and the digitalization of the workplace is impacting traffic behavior. He also asked how those impacts will be taken into consideration for the Visualize 2050 plan update.

Kanti Srikanth noted 2023 data reporting that roadway travel is at 95 percent of pre-pandemic levels while the transit ridership is at approximately 50 percent. He added that TPB continues to monitor the impact of telework. He said that one of the means of getting more information on telework and its impact on travel is through household travel surveys. He said that staff is planning to provide a briefing to the board on the impacts of telework in the next three to four months about a plan to conduct household travel surveys more frequently than the current practice of once in 10 years.

Takis Karantonis added that innovations in digital mapping applications such as Google may be valuable for TPB to explore considering the wealth of data they collect and the abilities to use advanced computational capacity or artificial intelligence for analysis.

Kanti Srikanth said that TPB is working with several big data vendors regarding data licensing. He added that TPB is working with the three state DOTs on a possible partnership to access this data.

Mati Bazurto asked if an analysis has been done on the impact of long-term capital roadway improvement projects on congestion bottlenecks.

Andrew Meese said that each long-range plan update includes an analysis on how the proposed project inputs will impact various factors like travel time. He added that TPB staff collects information on considered alternatives but does not conduct independent analysis on specific projects.

10. TPB'S TRANSPORTATION RESILIENCY PLANNING PROGRAM

Vice Chair Henderson introduced the final presentation of the meeting on TPB's Transportation Resiliency Planning Program. She said that several years ago, TPB adopted a resolution that affirmed the region's climate change goals and included a goal for the region's transportation systems to be resilient to disruptions. She introduced Katherine Rainone, TPB Transportation Planner, to provide an update on the program.

Referring to the presentation materials, Katherine Rainone provided an overview of transportation resiliency and information about federal funding programs that support resiliency projects and implications for the National Capital Region. She also discussed TPB's past, current, and future work on transportation resiliency planning.

Takis Karantonis asked about TPB's resiliency planning program considers equity and disparities in its work.

Katherine Rainone said that Phase II of the TPB's vulnerability assessment will incorporate TPB's existing work on Equity Emphasis Areas and Justice40 data. She added that those data layers will be incorporated in an interactive mapping platform. She said that the resilience working group and resiliency forum are other opportunities to hear from stakeholders on equity issues faced at the local level.

Takis Karantonis stated interest in a methodical way to consider the disparate impacts of disasters on communities.

David Snyder asked if the program would measure fatalities and injuries associated with non-flooding rain events, or recurrent flooding. He also asked if the study would develop mitigation recommendations to help guide resources to improve safety and infrastructure.

Kanti Srikanth noted that TPB can continue to build on the Regional Roadway Safety program which tracks the locations of serious injuries and fatalities in the region. He said that vulnerability analysis will identify locations of vulnerable assets and risks in infrastructure. He added that it is possible to use both analyses to understand the impact of these other non-driver related factors and how that may contribute to injuries and fatalities.

Katherine Rainone said she will follow up with TPB's consultant about the question. She added that locations with repetitive flooding will be under consideration. She said that while TPB and COG continue to consider mitigation measures, the focus of the resiliency study will be on adaptation.

Vice Chair Henderson thanked Katherine Rainone and the board for the discussion.

11. ADJOURN

There being no other business, the meeting was adjourned at 1:59 P.M. The next meeting will be on June 21.