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**TRANSPORTATION PLANNING BOARD  
MEETING ATTENDEES  
November 16, 2022**

**MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Pamela Sebesky, Chair – Manassas  
Charles Allen – DC Council  
Christina Henderson – DC Council  
Heather Edelman – DC Council  
Anna Chamberlain – DDOT  
Mark Rawlings - DDOT  
Dan Emerine – DC Office of Planning  
Mati Bzurto – Bowie  
Reuben Collins – Charles County  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmondson – City of Frederick  
Neil Harris - Gaithersburg  
Brian Lee – City of Laurel  
Evan Glass – Montgomery County  
Gary Erenrich – Montgomery Executive  
Victor Weissberg – Prince George’s County Executive  
Kacy Kostiuk – Takoma Park  
Marc Korman – Maryland House  
R. Earl Lewis, Jr. – MDOT  
Caneq Aguirre – Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
David Meyer – City of Fairfax  
James Walkinshaw – Fairfax County - Legislative  
David Snyder – Falls Church  
Adam Shellenberger – Fauquier County  
Kristen Umstattd – Loudoun County  
Jeannette Rishell – Manassas Park  
Victor Angry – Prince William County  
Ann B. Wheeler – Prince William County  
Maria Sinner – VDOT  
Bill Cutter - VDOT  
John Lynch – VDOT  
David Reid – Virginia House  
David Marsden’s Office Rep – Virginia Senate  
Sandra Jackson - FHWA  
Allison Davis – WMATA  
Mark Phillips – WMATA  
Tammy Stidham - NPS

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## MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Mark Moran  
Tim Canan  
Andrew Meese  
Nick Ramfos  
Paul DesJardin  
Stacy Cook  
Leo Pineda  
Sergio Ritacco  
John Swanson  
Eric Randall  
Jane Posey  
Dusan Vuksan  
Deborah Etheridge  
Rebecca Schwartzman – DC Office of Planning  
Bill Pugh, Coalition for Smarter Growth  
Tom Webster, WMATA  
Leroy Jones, WMATA  
Peter Cafiero, WMATA

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

Chair Pamela Sebesky called the hybrid meeting to order. She said the meeting would be hybrid and she was participating virtually because she was ill. She welcomed those members who were attending in person as well as those participating virtually. She described the procedures for conducting hybrid meetings.

Lyn Erickson conducted a roll call confirming those participants in the room and those attending remotely. Attendance for the meeting can be found on the first page of the minutes. She confirmed there was a quorum.

There was one in person speaker. Bill Pugh from the Coalition for Smarter Growth said that when the board voted in June of 2021 to redo the plan on an expedited basis, the intention was to lead to a better outcome that more closely matched adopted regional policy goals. He said it was difficult to see how the proposed process is substantially different from the one for the plan that was recently approved. He said the TPB should seek public input upfront and that the input received should be incorporated into the decisions of TPB members to submit projects. He also said that more time should be provided if it is needed to accommodate a more comprehensive approach that will model the impacts of alternative scenarios.

Lyn Erickson said the TPB received seven comments via email.

Tad Aburn, a retired Maryland Department of the Environment representative on MWAQC, submitted a letter and attachments providing comment on a proposed District of Columbia bus maintenance facility project on Claybrick Road near Cheverly, Maryland.

Rick Rybeck submitted an email providing comment on the 2024 long-range transportation plan update, the financial plan assumptions.

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Charlie Grymes submitted an email encouraging prioritization of pedestrian safety improvements.

Bethany Usher submitted an email encouraging prioritization of various bicycle and pedestrian improvements.

Gem Bingol from the Piedmont Environmental Council submitted an email addressed to the Loudoun County representatives encouraging prioritization of pedestrian improvements.

Noble Smith, a faculty assistant at the University of Maryland, submitted an email and a letter providing comment on the proposed District of Columbia bus maintenance facility project on Claybrick Road near Cheverly, Maryland.

Sonya Breehey from the Coalition for Smarter Growth submitted an email addressed to the Fairfax County members encouraging prioritization of pedestrian improvements.

## **2. APPROVAL OF THE OCTOBER 19, 2022 MEETING MINUTES**

Takis Karantonis made a motion to approve the minutes. The motion was seconded by Mati Bazurto and was approved unanimously.

## **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted meeting summary, Matt Arcieri gave the report. He said the committee received briefings on TPB agenda items, including the safety work session and the draft targets for highway and transit safety. The committee also received a briefing on the update of the long-range transportation plan and the WMATA listening sessions on bus service.

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

Referring to the posted report, Ashley Hutson said the Community Advisory Committee met on October 13. She said it was a virtual meeting. She said the meeting featured a briefing on the long-range plan update and the State of the Commute Survey. She said the committee also had an open discussion about recruitment for the 2023-2024 CAC.

Kacy Kostiuk noted that CAC members had asked what would cause a project to be taken out of the plan. She asked what sort of discussion occurred around that question.

Ashley Hutson said it was her understanding that projects for which funding has already been allocated are expected to remain in the plan.

Kanti Srikanth said that the TPB resolution for the 2024 update specified that the TPB members will be asked to reexamine individual projects in the plan to consider whether to resubmit them. However, he said that projects that are already funded would be assumed to continue to remain in the plan.

Kacy Kostiuk asked how the process would be different from the process currently used.

Kanti Srikanth said that theoretically, the members have previously had the opportunity to reexamine the projects the projects in the plan with each update and make changes including removing projects from the plan. However, he noted that with this update, the jurisdictions were explicitly being asked to reexamine and resubmit all their projects. In addition, Srikanth said every member jurisdiction would be required to explicitly and qualitatively document how the project advances one or more of the TPB goals and priorities. Finally, he noted that information on past TPB scenarios would be provided to the

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jurisdictions, and they would be asked to use that information to inform their decisions on project submissions.

Ann Wheeler asked if NVTAs projects that are funded and going forward would be exempt.

Kanti Srikanth confirmed they would be exempt. He said that this does not preclude a member agency from reexamining these projects and making changes to them as appropriate. He said that in order to make the project review process more streamlined, staff has been compiling project segments that are currently included in the plan as discrete projects.

Chair Pamela Sebesky asked Ashley Hutson to let the CAC know how much their feedback is appreciated.

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

Referring to the posted material, Kanti Srikanth said the Steering Committee met on November 4 and approved two TIP amendments. One amendment, requested by DDOT, updated funding for a large number of projects under five separate programs. The other amendment, requested by VDOT, reprogrammed funds for U.S. 1. He said the letters packet included a commitment of additional funding from WMATA for the Street Smart program. He said the packet also featured a memo on recruitment for the CAC and a memo on staff participation in the annual conference of the Association of Metropolitan Planning Organizations (AMPO). Finally, he noted that the launch event for the new Street Smart campaign would be held on November 17, and he also said the TPB hosted a workshop on best practices in pedestrian enforcement for police officers on October 27. He also reminded TPB members to register for COG's annual meeting and awards program on December 14.

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

Chair Pamela Sebesky said that Kacy Kostiuk was not seeking reelection and would be leaving the TPB. She thanked Kostiuk for her service and presented her with a certificate.

Kacy Kostiuk thanked the board, the staff, and members of the AFA and CAC. She said she was pleased that board has taken some important strides in the right direction, but there is still much more work to be done.

Chair Pamela Sebesky said her position as chair would end in December. She said she had convened a nominating committee to select officers for the next year. That committee includes Jeanette Rishell from the City of Manassas Park, Kelly Russell from the City of Frederick, and Charles Allen from the District of Columbia. She said the committee would present its nominations to the TPB at the December meeting and the board would vote on them.

Chair Pamela Sebesky said she wanted to be sure to provide enough time for the item with WMATA on the bus services.

## **7. SAFETY TOPICS**

Chair Pamela Sebesky introduced the item, noting that a work session had occurred prior to the TPB meeting at which representatives of the three state DOTs provided presentations on their work to improve roadway safety.

Andrew Meese provided a recap of the session. He said that speakers included Charlie Willson and Christine Mayeur of DDOT, Douglas Mowbray of MDOT, and Stephen Read of VDOT. He said the

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speakers from DDOT talked extensively about their many efforts under their Vision Zero program. The speaker from MDOT emphasized their collaboration with local jurisdictions and regions. The VDOT representative described their widespread implementation of proven countermeasures to traffic safety issues. He said that question and answer topics included sharing best practices inter-jurisdictionally, automated enforcement and reciprocity, deeper dives into data, and funding opportunities, particularly under the new Bipartisan Infrastructure law. He said the TPB website has links to the presentations.

Eric Randall gave a presentation on draft 2022 safety targets under federal requirements for performance-based planning and programming (PBPP). His presentation included information on the federal rule for transit agency safety planning; transit safety performance measures; applicability to agencies in our region; the adopted 2021 regional transit safety targets; 2021 transit safety performance; the 2022 draft regional transit safety targets; and the schedule for development and approval of the targets.

Janie Nham gave a presentation on highway safety targets, which was comparable to Eric Randall's presentation on transit safety targets. Her presentation included information on federal requirements; 2017-2021 highway safety targets and trends; staff recommended 2019-2023 regional safety targets; and the schedule for development and approval of the targets.

Kacy Kostiuk expressed frustration that despite the fact that a lot of good work was being done, safety concerns continue to grow. She also said she appreciates the inclusion of both the transit and highway safety information because it showed the relative safety of using transit.

David Snyder said the data are depressing and frustrating. He asked how the region might get the data out to the general public, as well as to officials who are not part of the TPB, to emphasize the growing nature of the problem. He also noted that when the data are reported to the federal government, the TPB should also include information about the efforts that are being taken to improve safety. Finally, he suggested that the TPB should send this information to the region's various legislative delegations.

Kanti Srikanth said the transmission of the data could include a cover page or cover document that recognizes the efforts that the TPB member jurisdictions at the local and state level are doing, but also calls attention to the large gap that continues to exist between the region's aspirations and what is actually happening. He also said that, pursuant to David Snyder's suggestion, staff could send a communication package to the legislators at the state and federal levels.

## **INFORMATION ITEMS**

### **8. 2024 LONG-RANGE TRANSPORTATION PLAN UPDATE**

Chair Pamela Sebesky said that at the October TPB meeting, TPB staff proposed a process for updating the long-range transportation plan in 2024 in response to more fully reflecting the TPB's goals and priorities, and for the updates to be informed by the results of TPB's scenario studies.

Kanti Srikanth stated that the 2024 Plan update will be different in that it will be asking the TPB member agencies to reexamine all the projects in the current LRTP to see how the mix of projects, programs, and policies can be revised to better advance TPB's goals and priorities. He said he believes one way to better advance TPB's goals and priorities is for its LRTP to be crafted more deliberately, by working to ensure that the projects, programs, and policies proposed by TPB members are more reflective of TPB's policies and goals and to use the findings from the TPB's scenario studies. He said to this end staff has developed two documents that Stacy will present in draft form. We welcome your feedback on the draft – in terms of how these documents can be improved to help serve as a useful

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reference for your agencies as they develop the projects, programs, and policies to propose for inclusion in the 2024 LRTP. The two documents are: a summary of the TPB's principles, goals and priorities for regional transportation planning; and the other is a compilation of the findings from the more than 10 recent scenario studies the TPB has conducted examining the types of action that would advance one or more TPB goals and priorities.

Stacy Cook referred to the presentation, noting that the policy framework and scenario summary are both posted as agenda items. She said that the TPB intends to update the long-range transportation plan by the end of 2024 with the technical input solicitation in early 2023, which allows three to four months for elected officials to have conversations to make sure that projects that are moving forward are reflective of the policy framework and scenario findings.

Stacy Cook said that plan will be based on how each local jurisdiction discusses inputs, which projects they find are exempt or non-exempt, what projects they might change in ways to be more reflective of the policy framework and scenario findings. She noted that exempt projects are those under construction or currently funded with federal, state, regional, local, or private funds.

Stacy Cook stated that staff will be scheduling virtual meetings with board members in the District, Maryland, and Virginia to have subregional conversations about projects, programs, and policies being resubmitted for the plan update. She shared the policy framework document with the TPB, which synthesizes TPB policy priorities into a shorter document that reflects the ideas of Region Forward, the goals and challenges documented in the Regional Priorities Plan, and the Aspirational Initiatives. She said that the policy framework includes eight goals that also reflect the board's climate change goals, resilience goals, and the importance of safety.

Stacy Cook used the safety goal as an example to explain how the policy framework document is set up. She noted that each goal is based on prior documents, includes a brief goal description, and ideas for how to achieve the goals. She stated that the TPB asks that projects moving forward reflect at least one of the TPB priority strategies. She said the last page of the framework document talks about performance measures.

Stacy Cook said that there are two versions of the scenario findings document, which contain 11 scenario findings. She stated that the scenario findings include a short series of what-if questions and analysis to help TPB members determine good choices when it comes to strategy investment, who benefits from the investments, and what can be expected from investments such as implementing a bus rapid transit system or expanding Metro.

Stacy Cook encouraged TPB members to look at the scenario document which shows that endorsement of the aspirational initiatives is a good example that it takes everything in order to start making progress on goals. She said that in addition to the 10-page scenario summary, there is a 50-page document with analysis findings. She stated that the documents can be used by TPB members to look at the projects they are resubmitting for the long-range plan to ask if they are reflective of the scenario findings. She asked for feedback on the draft documents by December 2 for staff to make any modifications.

Victor Weissberg asked to what extent the TPB can integrate and run a scenario and take a closer look at the connection of land use in the region if more jobs on the eastern part of the region closer to where there is housing, looking at the 15 under-utilized Metro stations, things of that nature. He asked how TPB staff are integrating sort of the goals and objectives that were passed as part of the climate change resolution into this exercise.

Stacy Cook said that results of the climate study are included in this summary and that is considered one of the scenario studies. She encouraged board members to look at the land use section or

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Appendix A of the larger report and stated that there is a section on land use that discusses a couple of scenario studies that did look at what TPB calls the East-West Divide and reallocated housing and jobs from one part of the region to the more eastern portion. She said that TPB staff also studied reallocation of jobs and housing to around high-capacity transit and Metro stations.

Kanti Srikanth asked that if TPB members have additional questions that they send their comments as questions to TPB staff. He said the comments and questions will be compiled, and staff will respond in an email to all board members.

## **9. WMATA BETTER BUS LISTENING SESSION PRESENTATION**

Kanti Srikanth welcomed the panel from WMATA and shared that this initiative was an opportunity for TPB to provide feedback on their priorities for a better regional bus system.

Chair Pamela Sebesky stated that post-pandemic transit ridership recovery and regional bus service are topics of importance to the TPB. She said that the pandemic highlighted bus service gaps for transit-dependent and potential riders, and that a reexamination of network design is timely considering post-pandemic travel pattern changes.

Chair Pamela Sebesky introduced the WMATA Better Bus Initiative panel, Tom Webster, Leroy Jones, Peter Cafiero, and Allison Davis.

Tom Webster introduced the item by inviting feedback about what better buses mean for TPB members in WMATA's initiative to transform the region's Metro bus service into a fast, frequent, reliable, and affordable service that meets their customer's needs.

Leroy Jones said WMATA is working internally in addition to partnering with other bus providers through the National Capital Region Bus Leaders Committee to identify solutions to challenges experienced by local providers and improving the regional network for customers.

Allison Davis and Peter Cafiero referred to the slide presentation and briefed the board with an overview of the purpose, priorities, implementation of the Better Bus Initiative.

Allison Davis said that across demographic groups in the region, customers sought frequency, reliability, and connectivity in a bus network. She said that the bus transportation project produced several strategies, eight of which were completed during the pandemic and other strategies packaged in the Better Bus Initiative.

Allison Davis shared several strategies that advance goals outlined in Visualize 2045, including improving customer information, partnering with local jurisdictions on bus priority, and the transition to zero-emission buses.

Peter Cafiero referred to the slide presentation to discuss the need and guiding principles for the bus network redesign. He noted that transit providers in Prince George's County and the City of Fairfax are also participating in the study. He added that WMATA is coordinating with Montgomery County on their on-going bus network redesign, Ride-On Reimagined.

Peter Cafiero shared the service redesign roadmap, highlighting the intention to expand upon the Bus Transformation Project in upcoming phases of the Better Bus Initiative.

Allison Davis opened the discussion to TPB about what the Better Bus Initiative meant to them and their constituents.

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Kanti Srikanth stated that TPB staff would share the questions posed by WMATA to TPB members and compile comments to share with WMATA.

Reuben Collins stated that the 2018 removal of Metrobus Route W19 has impacted the mobility of traditionally underserved populations and federal workers to the naval support facility in southern Maryland. He asked WMATA to consider the impact of ceasing operations to their riders and will follow up with comments on this particular route and the requested feedback by letter.

Earl Lewis said that he commended WMATA's effort to consider transit-dependent populations and their focus on connectivity to job centers. He said that this connectivity is important to low-income populations who cannot afford a vehicle and those who make the choice to be transit dependent. He also thanked WMATA for their efforts.

Chair Pamela Sebesky said that connectivity is important and noted the importance of connecting bus services in the outer jurisdictions with Metro.

David Snyder suggested adding the Better Bus Initiative to a future TPB agenda to allow more time for discussion. He added that bus rapid transit in the region is important and highlighted the Route 7 corridor and its importance to the Northern Virginia jurisdictions.

Canek Aguirre said that he agrees with the statements of Earl Lewis and David Snyder. He noted that localities may hold the responsibility of safety and bus stop infrastructure. He asked WMATA to highlight their needs from localities to help prioritize those projects at the local level. He noted that pedestrian connectivity to transit is an important consideration.

Chair Pamela Sebesky asked TPB staff if this item could be added to the January TPB agenda.

Kanti Srikanth affirmed that this item could be revisited by the board as a potential focus item.

## **10. ADJOURN**

There being no other business, the meeting was adjourned at 2:04 P.M. The December 21, 2022 TPB meeting will be a virtual meeting.