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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

September 21, 2022

**VIRTUAL MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Pamela Sebesky, TPB Chair – Manassas  
Brook Pinto – DC Council  
Ella Hanson – DC Council  
Charles Allen – DC Council  
Christina Henderson – DC Council  
Heather Edelman – DC Council  
Dan Emerine – DC Office of Planning  
Anna Chamberlin – DDOT  
Lezlie Rupert – DDOT  
Mark Rawlings - DDOT  
Matt Bazurto - Bowie  
Reuben Collins - Charles County  
Patrick Wojahn – College Park  
Denise Mitchell – College Park  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
Neil Harris – Gaithersburg  
Rodney Roberts – Greenbelt  
Brian Lee – Laurel  
Gary Erenrich – Montgomery County Executive  
Evan Glass – Montgomery County Legislative  
Victor Weissberg – Prince George’s County Executive  
Bridget Donnell Newton – Rockville  
Kacy Kostiuk – Takoma Park  
Marc Korman – Maryland House of Delegates  
Nancy King – Maryland Senate  
R. Earl Lewis, Jr. – MDOT  
Jeffrey Hirsch - MDOT  
Canek Aguirre – Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
David Meyer – City of Fairfax  
Walter Alcorn – Fairfax County - Legislative  
David Snyder – Falls Church  
Adam Shellenberger – Fauquier County  
Matthew Letourneau – Loudoun County  
Kristen Umstattd – Loudoun County  
Corinna Sinsbury – Loudoun County  
Jeannette Rishell – Manassas Park  
Victor Angry – Prince William County  
Paolo Belita – Prince William County

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John Lynch - VDOT  
Maria Sinner – VDOT  
Amir Shahpar - VDOT  
Allison Davis - WMATA  
Mark Phillips – WMATA  
Sandra Jackson – FHWA  
Dan Koenig - FTA  
Julia Koster - NCPC

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Mark Moran  
Tim Canan  
Andrew Meese  
Nick Ramfos  
Tom Gates  
Sharon Pandak  
Stacy Cook  
Leo Pineda  
Sergio Ritacco  
John Swanson  
Eric Randall  
Kim Sutton  
Rachel Beyerle  
David Petrucci - FHWA  
Adam Campbell - VDOT  
Ashley Hutson - CAC  
Matt Arcieri - Manassas

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

Chair Sebesky called the meeting to order. She said the meeting was being conducted virtually and she reiterated the procedures for conducting virtual meetings.

Ms. 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.

Chair Sebesky said that no public comments had been received.

**2. APPROVAL OF THE JULY 20, 2022, MEETING MINUTES**

Ms. Umstattd made a motion to approve the minutes. The motion was seconded by Mr. Karantonis and was approved unanimously.

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### **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted material, Mr. Arcieri said the Technical Committee met on September 9. He said that among other things, the committee received a briefing from U.S.DOT on safety which would be featured later on the TPB agenda. As information items, the committee discussed the preparations for the next long-range plan update, the updates on the Round 10 Cooperative Land-Use Forecasts, and the proposed greenhouse gas rule at the federal level.

### **4. REPORTS OF THE COMMUNITY ADVISORY COMMITTEE & THE ACCESS FOR ALL ADVISORY COMMITTEE**

Referring to the posted report, Ms. Hutson said the Community Advisory Committee met on September 15. She said the committee invited representatives from the region's DOTs to attend the meeting. The intent for this session was to educate the committee on DOT coordination with the MPO process and to form relationships between CAC members and the DOTs. She said the meeting began with brief presentations from the DOT representatives. After a full-group discussion, the meeting broke into state-based breakout groups for more in-depth, state-specific interaction. She said that after this meeting, she believed CAC members had a better understanding of how DOT plans and processes fit with MPO plans and processes, and they also had formed or improved relationships with their respective DOTs.

Chair Sebesky said it is good that the CAC is strengthening its understanding of the regional transportation planning process.

Mr. Aguirre said the Access for All Advisory Committee met on September 2. He said that the meeting featured a presentation from the National Capital Planning Commission on their Pennsylvania Avenue Initiative. He said this effort is very exciting and has implications for committee members. He said the Committee also received a presentation on Equity Emphasis Areas and on the TPB's pedestrian and bicycle planning work. He said the committee's next meeting would be on December 16.

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

Referring to the posted material, Mr. Srikanth said that the Steering Committee met on September 9 and approved the following: An amendment to the list of Northern Virginia projects that the TPB had previously endorsed for SMART SCALE funding; endorsement of the performance projects for roadway safety, air quality measures for the Baltimore MPO. He said there is a small piece of the Baltimore MPO's planning area that is physically in the TPB's urbanized area; and amendments to the TIP that the TPB adopted in June from DDOT, from WMATA, and from VDOT.

Mr. Srikanth highlighted a letter sent to WMATA requesting funding for the Street Smart program.

Mr. Srikanth called attention to the federal approval of the update of Visualize 2045. He thanked the federal agencies for the quick turnaround.

Mr. Srikanth also called attention to a federal proposal to add carbon dioxide emissions reduction target into the MPO planning process. He said that TPB staff had drafted a letter responding to this proposal, which supports establishing these targets as part of the MPO performance-based planning and programming process. He said the draft letter highlighted some differences between the federal proposal and the approach that the TPB has taken in its climate work, and he suggested that federal agencies might consider requiring a broader-based approach, such as what TPB has done.

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Mr. Srikanth highlighted a resolution adopted by the COG board to establish a regional electric vehicle deployment working group, and also to set up an electric vehicle deployment clearinghouse for the entire region. He noted that a significant amount of federal funding being made available for EV deployment and he suggested that if there is interest among the TPB member jurisdictions and agencies to come together and apply for a regional federal grant, then this working group can be the forum where such discussions and efforts might be undertaken.

Mr. Srikanth said the September 22 is Car Free Day and he encouraged registration in the event.

Mr. Srikanth spoke about an email update from Maryland Department of Transportation about their Maryland express lane project. He asked Mr. Lewis if he had anything to say about it.

Mr. Lewis that TPB resolution R15-2022 called upon MDOT to provide the TPB with an update on the status of the Op Lanes Maryland project and transit investments. As described in the memo submitted to the TPB, he briefly summarized the status of the project.

Ms. Kostiuk asked about the proposed federal rule on the greenhouse gas emissions. She saw that the proposal suggested a six- to nine-month period to establish targets once the rule is established, and she asked if it might be possible to accelerate that schedule.

On a separate point, Ms. Kostiuk asked about the MDOT policy of not allowing partial funding for Transportation Alternatives Set-Aside Program projects, which she had asked about in July. She said she appreciated the information provided by MDOT, but she said she continued to be concerned that funding could be left on the table if partial funding is not allowed. She asked if the issue might be further explored to potentially find some middle ground.

Mr. Lewis said he would ask their planning staff to look into this further.

In response to Ms. Kostiuk's first question, Mr. Srikanth noted that the process of setting targets would take time and it could be difficult to accelerate the process. He further noted that some specific issues would need to be resolved before the targets could be set, including discrepancies between MPO boundaries and urbanized area boundaries, and the challenges of gathering data to inform target-setting.

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

Chair Sebesky noted that the next day would be Car-Free Day. She expressed appreciation for the quick federal approval of the long-range plan and associated documents. She called attention to the proposed federal rule regarding greenhouse gas targets for MPO planning. She also expressed support for the COG board resolution on electric vehicle deployment.

## **ACTION ITEM**

### **7. TPB BYLAWS UPDATE**

Chair Sebesky introduced the only action item on the agenda. She said that TPB members are being asked to provide comments on the draft Bylaws revisions released in July 2022 and stated that if possible, she would like the TPB to act on the revisions today.

Chair Sebesky said that the staff memo for the Bylaws item contains a comment about opting to participate virtually in a meeting that is scheduled as an in-person meeting.

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Ms. Erickson said that the impetus for the July proposal was to outline virtual participation procedures available to members and alternates after the public health emergency ends.

Ms. Erickson said that this revision period is an opportunity to bring the Bylaws into the 21<sup>st</sup> century through minor edits and as currently drafted, the Bylaws address virtual participation in a couple ways. She said that in the current draft of the Bylaws, the TPB chair and TPB can designate and pre-schedule up to three all-virtual meetings per year.

Ms. Erickson said that the current draft Bylaws note that the TPB shall give preference to in-person meetings versus virtual meetings and members will be expected to participate in in-person meetings unless exempted from the provisions which allow as an exemption up to two virtual participations in “in-person meetings”, and they allow the TPB chair to determine that no electronic participation is permitted for any given meeting, .

Ms. Erickson said that the comments received on the draft were related to offering more flexibility for virtual participation in “in-person” meetings, and as such the degree of flexibility for virtual participation in “in-person” meetings is the topic of discussion before the board.

Ms. Erickson said that that the staff has identified four options to consider and that the TPB members will be informally polled on the options listed in the agenda memo via Webex prior to a formal vote. She asked that only voting TPB member or alternates vote once the poll has started and all participants will see the responses.

Ms. Erickson said that once poll responses are submitted that she will show the members what the Bylaws text will read that members will be asked to vote on in the formal vote. She stated that the chosen text will be placed into Resolution R2-2023 for the final vote.

Ms. Erickson explained that in preparing the staff memo, the TPB staff asked to see what other board members and member agencies are doing regarding virtual participation and found variation in member’s boards, and some agencies have not yet started the process.

Ms. Erickson stated that in Option A, the bylaws remain as drafted, which limits optional virtual participation and in-person meetings to two times a year. She said that Option A translates to two in addition to the three that the TPB can already schedule and that gives up to five of the 11 meetings that a member can participate in virtually.

Ms. Erickson stated that Option B limits optional virtual participation in in-person meetings to up to four times a year, so therefore, potentially seven of 11 meetings can involve virtual participation.

Ms. Erickson said that Option C replaces limits on two optional virtual participations with a requirement for two in-person participations, so what that translates to is potentially nine of 11 meetings can be virtual participation.

Ms. Erickson explained that Option D places no limits on virtual participation or requirements for in-person participation. She said that this is the option recently approved by the COG Board.

Chair Sebesky said that the four options cover a wide spectrum that the board could do. She stated that she believes that the TPB is a regional body with members from three states and 23 localities, and it makes a difference when members, many of whom would likely not have a chance to work together other than when they are on the TPB, come together in person at least once every couple of months.

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Chair Sebesky stated that in-person meetings provide an opportunity for members to get to know one another so that all can understand the different priorities and challenges to making the transportation system better and work for everyone.

Chair Sebesky stated that she has concerns that if the Bylaws are changed so that board members can participate virtually 100 percent of the time, that there will be less collaboration and this will ultimately impact the decisions this board needs to make in a potentially negative way. She said that she appreciates that there are some who see the other benefits of participating virtually, such as the time commitment for travel to these meetings or from an environmental perspective.

Chair Sebesky asked if any TPB members have thoughts on an option that has not been proposed. There were no comments on additional options.

Ms. Erickson posted the poll for TPB members and announced the results which showed that the Bylaws remain as drafted with seven responding to change from two to four, five responses to place limits for two virtual with two in-person, and maximum flexibility with not limits received 12 votes. .

Chair Sebesky called for comments.

Mr. Lee said that having served on several regional collaborative bodies including Leadership Greater Washington, the Metropolitan Washington Board of Trade, and on the TPB, he thinks it is important to have some in-person meetings because the board are a deliberative and collaborative body, and those things that you get when you meet and network are invaluable and members cannot get that online. He said he thinks it is important to have some in-person meetings.

Mr. Harris said that the reason he voted for maximum flexibility is that he recognized that value of attending in person and would expect to attend in person whenever possible; however, he commented about the practicality of limiting virtual participation. He stated that the City of Gaithersburg had a similar discussion about its council meetings and ended up opting for maximum flexibility because they did not want someone to be in a position where they had already attended their entire quota of virtual meetings, and therefore would not be allowed to attend.

Mr. Snyder said that from the poll it appears that there is a large number of votes that support maximum flexibility. He said that he supports Mr. Harris's comments.

Mr. Snyder stated that because the laws in the different TPB member jurisdictions vary, that he thinks the Bylaws change should be reviewed by municipal attorneys in all three [state] jurisdictions to assure that the TPB is not inadvertently stepping on laws that would otherwise apply.

Chair Sebesky recognized Ms. Sharon Pandak, TPB legal counsel, to comment.

Ms. Pandak stated that the issue raised by Mr. Snyder has been reviewed and was reviewed prior to the discussion being brought to the COG Board and stated that it is not relevant to Falls Church. She said that when there are more than two members from the same jurisdiction coming to a meeting then there has to be notice given at the home jurisdiction because of the requirements.

Ms. Pandak said that there is not a problem with respect to allowing maximum flexibility under the Virginia Freedom of Information Act (FOIA), the Maryland Public Records, or the District Public Meeting and Records Act, because COG is not subject to them.

Chair Sebesky stated that members in Virginia have to get approval and a vote by the board to participate virtually, and there is a limitation for Virginia boards, but that is not applying to COG.

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Ms. Rishell said that she thinks that no matter what the board decides that members will do their best to accommodate the scheduling. She pointed out that the TPB board just passed greenhouse gas reduction goals that were really very robust, and it would seem to me that the maximum flexibility (Option D) would support that previous vote.

Mr. Karantonis said that he has respect for board members who come from very far to attend the TPB meetings and said that he thinks it would help to see whether the board can move the meetings to a place where the commuting would be facilitated.

Mr. Karantonis said that he hopes that the board can reach a point where travel can be done without significant carbon footprint with public transportation. He said that the board member alternates provide additional flexibility when members have a conflict to attend the meeting in person.

Ms. Erickson displayed the resolution text for board vote. She said that the amended sentence in the Bylaws would read, "virtual participation in an in-person meeting when an in-person meeting is scheduled a member may attend the meeting virtually through electronic communication means from a remote location," and the "...the member wishing to participate virtually shall give at least three days-notice,"

Mr. Snyder moved approval of the proposed language for Resolution R2-2023. The motion was seconded by Ms. Rishell.

Chair Sebesky requested a roll call vote.

Ms. Russell said that with regards to the three-days' notice, she stated that there may be exceptions if something occurs day of the meeting.

Ms. Erickson said that there are exceptions, and the chair can accept or deny anything, and there is flexibility built into the bylaws.

Ms. Erickson performed a roll call vote. She said that a "yes" vote indicates passing Resolution, R2-2023, with the language from Option (D).

The following members voted "yes" to Resolution R2-2023: Ms. Pinto, Ms. Hanson, Ms. Henderson, Mr. Emerine, DC Office of Planning, Ms. Chamberlin, Ms. Bazarro, Mr. Collins, Mr. Mishler, Ms. Russell, Mr. Harris, Mr. Erenrich, Mr. Weissberg, Ms. Newton, Ms. Kostiuik, Mr. Korman, Ms. King, Mr. Hirsch, Mr. Snyder, Mr. Shellenberger, Ms. Umstattd, Ms. Sinsbury, Ms. Rishell, Mr. Angry, Mr. Belita, Mr. Lynch, Ms. Davis

The following members voted "no" to Resolution R2-2023: Mr. Wojahn, Mr. Lee, Mr. Aguirre, Mr. Karantonis, Ms. Sebesky.

The final vote tally was Yes: 26; No: 5; Abstain: 2; Absent: 6.

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## INFORMATIONAL ITEMS

### 8. PBPP: DRAFT 2022-2025 REGIONAL TARGETS FOR HIGHWAY SYSTEMS PERFORMANCE AND HIGHWAY ASSETS

Chair Sebesky introduced Eric Randall, TPB Transportation Engineer, to brief TPB members on proposed updates to the performance targets previously set for highway assets and for highway system performance.

Mr. Randall referred the information memo and presentation in the agenda packet. He said that in 2018 the TPB set four-year targets for performance areas including highway and pavement conditions.

Mr. Randall said that he would provide a recap of the proposed measures and explain the methodology, performance forecasts, and development of the updated targets for 2022-2025.

Mr. Randall explained that the process is part of performance-based planning and programming, which is a federal requirement.

Mr. Randall said that the TPB is working with the District DOT, Maryland DOT, and Virginia DOT to validate data and discuss methodology forecasting future performance and developing new targets.

Mr. Randall presented the highway asset pavement bridge condition draft targets and the highway system performance travel time reliability measures. He said that the draft targets would be brought to the TPB for adoption at the October TPB meeting.

Mr. Randall said that the state DOTs are planning for slowly degrading asset conditions and that there is decreased focus on keeping the interstate in good condition. He said that there is increased focus on the rest of the National Highway System and on other state-maintained roads.

Mr. Randall said that federal funds make up about 15 percent of transportation funding in the region, and overall, about 10 percent of funding is going toward keeping highway assets in good condition.

Mr. Randall presented slides on the performance measures that indicated actual performance compared to past targets and the six targets proposed for the 2022-2025 period.

Mr. Randall presented slides on travel time reliability indicating the performance during 2020-2021 and proposed targets.

Mr. Randall said that TPB staff will take comments; but staff are receiving final data and information from the states.

Mr. Randall said in the next few days that the TPB staff will have snapshots that show conditions for each jurisdiction, so that members can see what conditions are in their jurisdiction, and staff is also on a GIS map that shows pavement and bridge conditions.

Chair Sebesky asked the TPB members place questions in the chat and staff will respond with answers.



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## 9. U.S. DOT SAFE SYSTEMS APPROACH FOR ROADWAY SAFETY

Chair Sebesky said that safety is a topic that TPB has been working on for several years, and the TPB has established a new grant program to help improve safety outcomes on our region's roadways.

Chair Sebesky introduced David Petrucci, Federal Highway Administration Senior Safety Engineer to brief the TPB on the U.S. DOT's comprehensive Safe System Approach to roadway safety.

Mr. Petrucci referred to the slide presentation contained in the agenda packet and explained that the Safe System Approach (SSA) is a change from how the U.S. Department of Transportation has traditionally or conventionally approached safety. He said that the SSA recognizes that people make mistakes, and humans are vulnerable to those mistakes on our transportation system.

Mr. Petrucci explained that SSA designs a roadway system with redundancies in place can help to improve safety and protect all users.

Mr. Petrucci said that SSA is built on the management of kinetic energy, is human focused, embraces best practices, and embraces proactivity. He said that SSA has existed for more than 30 years in other countries, and those countries have seen marked decreases in traffic fatalities of at least 50 percent from the mid-1990s to 2015 compared to 11 percent decreases in the U.S. for the same period.

Mr. Petrucci presented the six Safe System principles: redundancy is crucial, death and serious injury are unacceptable, humans make mistakes, humans are vulnerable to mistakes, responsibility using operating, designing our system is shared, and safety is proactive.

Mr. Petrucci explained that the six Safe System elements are safe road users, safe vehicles, safe speeds, safe roads, and post-crash care. He said that the approach does not abandon enforcement, education, emergency response and engineering.

Mr. Petrucci said that a traditional approach focuses on preventing crashes, and the SSA accepts that crashes will happen, and the focus is on prevention of death and serious injury.

Mr. Petrucci shared links to resource materials from the U.S. Department of Transportation and the Institute of Transportation Engineers.

Mr. Wojahn stated that his concern is that the safest road often times for a bicyclist or pedestrian isn't a road but separated infrastructure or trails. He said that keeping the focus on roadways is concerning in that roads are particularly built for cars, and bicyclists and pedestrians are considered as afterthoughts. He asked Mr. Petrucci about the role of infrastructure like trails, like off-road infrastructure, fitting into this overall scheme.

Mr. Petrucci replied that safe roads are an element of the approach that include the roadway environment not just the cross-section of the highway, roadway, or street but the environment in which users are operating and making decisions. He said that the approach is intended to go beyond just the street and includes the physical infrastructure that exists to support multiple user types and modes of travel.

Ms. Kostiuk asked how much FHWA considers the larger system such as land use, locating people close to grocery stores so that they do not have to drive, and transit access. She said that in thinking about safe vehicles, often using a transit vehicle is much safer than driving your own car in terms of the likelihood of being in a crash. She asked if those things are taken into consideration in building into this approach?

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Mr. Petrucci said that one of the technical avenues that can be considered is the management of conflicts on roadway types and among various user groups. He said that conflicts may exist due to access and land development among other reasons. He said that the SSA is at the approach level at this point and is not discussing specific strategies and solutions but as an exercise to manage conflicts, where they occur, how they occur, what those conflicts look like, the Safe System Approach is really compelling us to consider them in the design of our projects and the management of the systems that U.S. DOT is responsible for.

Mr. Harris asked if the SSA is different than Vision Zero?

Mr. Petrucci said that that the two are not exclusive. He said that the Safe System Approach might be really the way that we would like to see reaching that ultimate goal of zero injuries and fatalities on our nation's surface transportation system. He said that the goal of zero might be the vision, and the approach is the way we could get to that goal.

Mr. Roberts said that he hears about people making mistakes yet when people are traveling 80 miles per hour in a 55 miles per hour zone, he doesn't view that as a mistake and views speeding as on purpose. He encouraged better enforcement of traffic laws.

#### **10. BRIEFING ON THE 2022 STATE OF THE COMMUTE SURVEY**

Chair Sebesky said that because the board had run out of time, the State of the Commute Survey report will be in October or November.

#### **11. ADJOURN**

Chair Sebesky said that the next meeting will be on October 19 and will be an in-person meeting at COG.

The meeting was adjourned at 2:05 PM.