
TRANSPORTATION PLANNING BOARD
MEETING MINUTES
January 18, 2023

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Reuben Collins, TPB Chair – Charles County
Mark Rawlings – DDOT
Patrick Wojahn – College Park
Kelly Russell – City of Frederick
Dennis Enslinger – Gaithersburg
Brian Lee – Laurel
Marilyn Balcombe – Montgomery County
R. Earl Lewis, Jr. - MDOT
Takis Karantonis – Arlington County
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Kristen Umstatted – Loudoun County
Pamela Sebesky – City of Manassas
Victor Angry – Prince William County
Ann B. Wheeler – Prince William County
Amir Shahpar – VDOT
Bill Cuttler – VDOT
Allison Davis – WMATA

MEMBERS AND ALTERNATES PRESENT *VIRTUALLY*

Heather Edelman – DC Council
Kevin Whitfield – DC Council
Anna Chamberlin - DDOT
Sakina Khan – DC Office of Planning
Mati Bzurto – Bowie
Mark Mishler – Frederick County
Neil Harris – Gaithersburg
Christopher Conklin – Montgomery County Executive
Gary Erenrich – Montgomery County Executive
Victor Weissberg – Prince George’s County Executive
Canek Aguirre - Alexandria
Catherine Read – City of Fairfax
Walter Alcorn – Fairfax County
Adam Shellenberger – Fauquier County
David Edmonson – Frederick County
Corinna Sigsbury – Loudoun County
Jeanette Rishell – City of Manassas Park
Mark Phillips - WMATA
Sandra Jackson - FHWA
Daniel Koenig – FTA
Julia Koster – NCPC

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Chuck Bean
Clark Mercer
Lyn Erickson

Andrew Meese
Tim Canan
Mark Moran
Nick Ramfos
Tim Canan
Jeff King
Dusan Vuksan
Rachael Beyerle
Kim Sutton
Deborah Etheridge
Pierre Gaunaurd
Katherine Rainone
Janie Nham
Marcela Moreno
Leonardo Pineda
John Swanson
Justine Velez
Ashley Hutson – Community Advisory Committee
Kari Snyder – MDOT
Malcolm Watson – Fairfax County
Bill Pugh – Coalition for Smarter Growth
Bill Orleans – public

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

Chair Reuben Collins called the meeting to order. He described the procedures for conducting hybrid meetings.

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.

One person provided an in-person public comment. Bill Pugh with the Coalition for Smarter Growth encouraged the board to further explore all of the 14 strategies that the board endorsed last year to advance climate change greenhouse gas mitigation activities. He said he understood that the board would mainly exploring strategies to promote electric vehicles, which he said was important, but not enough. Regarding the development of Visualize 2050, he said his organization would like to see more objective standards for zero-based budgeting.

Lyn Erickson said the TPB received two comments via email. A memo with a summary of the comments as well as the entire comments can be found on our TPB meeting page. She said that Arlene Montemarano submitted an email forwarding a 2023 article about highway widening and congestion. The second comment came from Tad Aburn, a former Maryland Department of the Environment representative on COG's Metropolitan Washington Air Quality Committee. He provided written comment letters and a concept paper asking TPB to consider updating regional policies and projects that may contribute to environmental justice issues.

2. APPROVAL OF THE DECEMBER 21, 2022 MEETING MINUTES

Pam Sebesky made a motion to approve the minutes. The motion was seconded by Kristen Umstadd and was approved with abstentions from Catherine Read and Marilyn Balcombe .

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Mark Rawlings said the Technical Committee met on January 6. He said the committee reviewed items on the TPB's January agenda, including the Unified Planning Work Program, the federally required environmental justice analysis, and the technical input solicitation for Visualize 2050. Items that were presented for information and discussion included the financial plan status for Visualize 2050, streamlining access to online planning tools and resources, the TPB's new resiliency program, and the 2017-2018 Regional Travel Survey seven-day panel evaluation.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Referring to the posted material, Ashley Hutson said the CAC met on January 12. She said this was her last meeting as CAC chair, and she thanked the TPB for the opportunity to serve. She said the committee received a briefing on WMATA's Better Bus project and also discussed the committee's end-of-year report, which was included in the posted material.

Chair Collins presented Ashley Hutson with a certificate expressing the TPB's gratitude for her service as chair of the CAC.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted report, Kanti Srikanth acknowledged and welcomed a few new members to the board: Jessica Fitzwater, Marilyn Balcombe, Catherine Read, and Eric Olson.

Kanti Srikanth said the Steering Committee met on January 6 and approved two amendments to the Transportation Improvement Program (TIP), including the addition of \$49.3 million of federal and state funds to six different projects in Maryland. In particular, he highlighted a project to study the Southern Maryland Rapid Transit, which received \$5 million in federal funds through a congressionally directed spending appropriation. He noted that expanding high-capacity transit is one of the climate change strategies endorsed by the TPB last year. He said the other TIP amendment, requested by VDOT, add \$115 million to four different projects in Prince William County.

Kanti Srikanth called attention to the announcements and updates section of his report, which included a calendar for 2023 TPB meetings and an announcement about the application period for the Transportation Land-Use Connections (TLC) program and Regional Roadway Safety Program (RRSP). He said the packet also included information about EPA's finalization of the National Clean Air Standards to reduce emissions from heavy-duty trucks, beginning with the 2027 model year.

Finally, he noted that COG's Climate, Energy, Environment Policy Committee would be hosting a special event at this year's auto show. He also welcomed COG's incoming executive director, Clark Mercer, who was in attendance at the meeting that day.

6. CHAIR'S REMARKS

Chair Collins said his goal as chair is to efficiently facilitate the overall agenda for TPB. He said he hoped that 2023 will be the year when the region fully bounces back from the disruptions caused by the covid pandemic. He said he looked forward to several exciting opportunities to advance the region's mobility and accessibility goals, including the long-range plan update. He said he has observed that TPB does not shy away from tackling several tough issues. He noted that the TPB, as a body, represents a vast region with 24 different localities with very different characteristics and interests. He said that ensuring that the interests of every single jurisdiction are reviewed and taken seriously is of the highest importance. He said he has been impressed about the collegiality and collaborative spirit of TPB members. He said he looked forward to

working with everyone this year.

Chair Collins announced that Item 9 on the agenda would be tabled due to staff illness.

7. APPROVAL OF 2023-2024 APPOINTMENTS TO THE TPB'S COMMUNITY ADVISORY COMMITTEE

Chair Reuben Collins called on Marcela Moreno to present the appointments to the 2023–2024 Community Advisory Committee (CAC). He added that he and the TPB Vice Chairs reviewed applications from their respective jurisdictions to help develop the list of appointments.

Marcela Moreno referred to the presentation materials and reported to the board about the application period, and information about the 2023 – 2024 appointments to the CAC.

Marcela Moreno recommended that the TPB should approve, or make changes and then approve, the nominations for the 2023–2024 CAC. She said that after approval, Chair Collins would announce the 2023 CAC Chair.

Chair Reuben Collins asked the board for any questions.

Kristen Umstattd asked if it was possible to receive information about which Equity Emphasis Areas were represented in the applications.

Marcela Moreno affirmed that she could provide that data.

James Walkinshaw motioned to approve the 2023 – 2024 CAC appointments. The motion was seconded by Pamela Sebesky.

Chair Reuben Collins asked for any nays or abstentions. Hearing none, he said the motion was approved. He announced that the 2023 CAC Chair would be Richard Wallace of Charles County.

8. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2024 UPWP

Lyn Erickson referred to the presentation materials to explain the federal responsibilities that the TPB has as the metropolitan planning organization for Washington, DC, Maryland, and Virginia urbanized area as well as those of Frederick and Waldorf in Maryland. Erickson noted that the UPWP is the TPB's annual budget. She stated that the board will be asked to approve the UPWP in March 2023.

Lyn Erickson stated that the next steps for the UPWP are to develop revenues and expenditures for February 2023 TPB review. She said that the February TPB presentation will highlight revenues, expenditures, and specific activities in the FY 2024 UPWP. Upon board approval, TPB staff will submit the UPWP for federal approval.

Brian Lee asked with the projects planned, will the TPB need more staff support and what does that look like in the budget.

Kanti Srikanth said that the federal bipartisan infrastructure law increased federal funding across the board for existing programs, and funding for MPOs has gone up, and he has been working with state DOTs to determine the increase that the TPB can expect in the upcoming fiscal year.

Kanti Srikanth said that in terms of tasking, the federal planning regulations have been asking for the MPO to do more in transportation resiliency planning, and the TPB has hired a new resiliency expert and has created a transportation resiliency program. He said the TPB has been under resourced in terms of looking

at emissions and climate impact and has proposed adding another position to help TPB's work on these topics.

Kanti Srikanth also said that the TPB has been able to put aside funding to take a deeper dive into data to understand what types of crashes and issues are leading to unacceptably high traffic fatalities. He said that the TPB is also able to collect its own data and purchase data so that TPB staff can answer policy questions and help with decisions.

David Snyder thanked the TPB staff for undertaking high priority issues such as climate and highway safety. He said that the MATOC initiative appeared on the slides and that there may be some that do not understand what that is. He asked if TPB staff could take a moment to provide an update on the Metropolitan Area Transportation Operations Coordination.

Kanti Srikanth and Andrew Meese explained that the TPB and state DOTs fund MATOC which provides real-time coordination between the 24 different jurisdictions, the three states, and approximately 50 different agencies for monitoring roadway systems, weather, and emergency preparedness. Kanti Srikanth said that the TPB staff would be happy to invite MATOC personnel to do a presentation at the board meeting on how they function and the services provided.

Patrick Wojahn said that the TPB has agreed to be aggressive in reduction of greenhouse gas emissions and asked how that work ties into the UPWP so that the TPB knows what it needs to go beyond those strategies to meet the aggressive goals set by the board. He asked how the TPB is going to continue to ensure the need for greenhouse gas emission reduction in the region and how is that incorporated into the UPWP.

Kanti Srikanth said that in looking at the 14 strategies that the TPB has endorsed to help reduce greenhouse gases from the on-road sectors, many of the policies have to be enacted at the local government, state, and federal level. He said the TPB, for its part, collects data, conducts analysis, and provides the effectiveness of a particular strategy, using the regional roadway safety study as an example.

Kanti Srikanth said that increasing transit is another way to address greenhouse gas emission reduction, and the TPB has been asking member agencies to come up with transit improvements. He said that WMATA is currently reexamining their bus service and looking at fare structure. He said another TPB policy priority to address strategies is to bring jobs and housing closer together. He provided another example of working with COG to reexamine the population, employment, and housing projections.

Takis Karantonis asked if the TPB members will see resources being dedicated to the adopted climate goals to frame the way that local jurisdictions have to adopt to make decisions,

Kanti Srikanth replied that for the 14 reduction strategies, if there are specific information analyses that members need, the TPB staff is here to see how best to put the resources towards developing that. He said if there are legitimate requests for information or for data, the TPB will be happy to do that.

9. ENVIRONMENTAL JUSTICE ANALYSIS

Item 9 was tabled and will be included on a future TPB board meeting agenda.

10. VISUALIZE 2050: DRAFT TECHNICAL INPUTS SOLICITATION

Lyn Erickson, referring to the staff memo and presentation, provided a briefing and schedule for the Technical Inputs Solicitation for the update to the Visualize 2045 plan, Visualize 2050. She said that the approval of the Technical Inputs Solicitation (TIS) is the traditional kickoff of the TPB's plan update, and the board will be asked to approve the TIS in February.

Lyn Erickson said that this plan development activity is entirely focused on the constrained element of the plan, and there will be 23 agencies entering data into the project list, and there are 626 conformity records in the current plan. She said TPB staff has developed a frequently asked questions document available on the TPB meeting materials page.

Lyn Erickson stated that all projects must be resubmitted, and all data must be reentered. She said that projects currently under construction or currently funded with federal, state, regional, local, or private funds, are intended to be kept in Visualize 2050. She requested any comments on the TIS document and schedule by January 27.

Lyn Erickson commented that agencies should look at each project and evaluate each project against the TPB goals and policy priorities findings from the TPB scenario analysis, both of which are documents provided to the TPB in November and December 2022. She said that TPB staff will provide a reorganized list of all the current projects in the approved plan, noting that 70 percent of the projects in the plan right now are active projects that will stay in the plan until the projects are completed.

Lyn Erickson said that the board will be asked to approve the Technical Inputs Solicitation at the February TPB meeting. She said that the TPB will schedule three meetings in DC, Maryland, and Virginia between board members and transportation agencies. She explained that the TPB will hold public comment in fall 2023, and comments will be provided to the TPB members, and the board will be asked to approve draft inputs in November. She said that the air quality analysis will be run after that point, and a year later the TPB will be asked to approve the long-range plan and the TIP.

Sakina Kahn said that she is trying to understand how Visualize 2050 will differ from Visualize 2045, and in terms of opportunities to review policy around equity and land use, is Visualize 2050 framed more as a check against the existing TPB goals and policy priorities rather than delving more into them and possibly revisiting them? She asked if Visualize 2050 is a new plan as opposed to an update to Visualize 2045 or is the plan being framed as an update.

Kanti Srikanth replied that since a long-range plan already exists the federal agencies do not make distinctions between updating a plan and a new plan, and an MPO is supposed to be in a continuous state of planning. He said that the original plan was established by the TPB in the early 1960s and since then the MPO has been updating the plan, and Visualize 2050 will be an update of Visualize 2045 adopted in 2022.

Regarding how this update will be different, Kanti Srikanth said that this time the TPB will send all projects in the current plan back out to every agency, ask them to reevaluate the projects, and repopulate the plan. This is like total redevelopment of the plan. He said that the TPB has recently updated the aspirational components of the plan, including last year by adding climate change mitigation initiatives and strategies. As such the focus will be on updating the projects and not revisiting the aspirational initiatives. He said that the TPB plans to use Cooperative Forecast 10.0 for the plan, which is an update over Cooperative Forecast 9.2, and the 10.0 forecast reflects 2020 Census data and the latest economic outlook.

Sakina Khan said that her question was in part due to looking at Visualize 2045 and seeing a section on factors affecting the future, including equity and climate change and the relationship between land use and population, and then emerging technology, and wondering to what extent will those factors be brought forward into this 2050 update.

11. ADJOURN

There being no other business, the meeting was adjourned at 1:54 P.M. The February 15 TPB meeting will be a virtual meeting.