

ITEM 7 – Action
January 16, 2019

Approval of 2019 Appointments to the
TPB Citizens Advisory Committee

Staff Recommendation: Appoint members and alternates to the 2019 CAC.

Issues: None

Background: The TPB Participation Plan calls for 15 individuals to be appointed to serve as members of the CAC for each calendar year: six members designated by the current CAC and nine members nominated by TPB officers. In December, the 2018 CAC elected six individuals to serve on the 2019 CAC. The TPB officers will each nominate three individuals to serve as CAC members. They will also nominate individuals to serve as alternate members. In addition, Chairman Nohe will appoint the 2019 CAC chairman.



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Appointment of Citizens Advisory Committee (CAC) members for 2019
DATE: January 10, 2019

The term of the TPB's 2018 Citizens Advisory Committee (CAC) ends in January 2019. The term for the 2019 CAC begins in February. This memorandum presents the nominations of the CAC members for the 2019 term for the Board's consideration and approval.

According to the TPB's Participation Plan, the CAC comprises 15 members. Six of these members—two each from the District of Columbia, Maryland, and Virginia—are designated by the previous year's CAC. The TPB officers nominate nine individuals—three each from the District of Columbia, Maryland, and Virginia. The Participation Plan also specifies that the chairperson of the TPB will appoint the chairperson of the CAC.

In December 2018, the 2018 CAC elected six individuals to serve on the 2019 committee. Subsequently, the TPB officers reviewed the remaining applications and finalized the nominations from their respective jurisdictions. Listed below are all 15 nominations for the 2019 CAC.

The TPB is requested to consider the nominations and approve with or without changes, the appointment of all 15 members as well as up to three alternates for each jurisdiction. Following the Board's action, TPB Chair Martin Nohe will announce the appointment of the CAC chair. The new committee will convene its first meeting on February 14. The application for the nominees is attached for your review and consideration.

Nominated as 2019 CAC members:

Name		State	Nominated By
Robert	Jackson	VA	2018 CAC
Jeff	Parnes	VA	2018 CAC
Daniel	Papiernik	VA	Martin Nohe
Lorena	Rios	VA	Martin Nohe
Kalai	Kandasamy	VA	Martin Nohe
Jeremy	Martin	MD	2018 CAC
Emmet	Tydings	MD	2018 CAC
Nancy	Abeles	MD	Kelly Russell
Enrique	Tejada	MD	Kelly Russell
Jonathan	Warner	MD	Kelly Russell
Meredith	Howell	DC	2018 CAC
Katherine	Kortum	DC	2018 CAC
Karthik	Balasubramanian	DC	Charles Allen
Theodore	Wilhite	DC	Charles Allen
Jasmine	Young	DC	Charles Allen

Nominated as 2019 CAC alternate members:

Name		State	Nominated By
Tahari	Johnson	VA	Martin Nohe
Jacqueline	Manapsal	VA	Martin Nohe
Katherine	Weintraub	VA	Martin Nohe
Ronit	Dancis	MD	Kelly Russell
Veronica	Lowe	MD	Kelly Russell
Audrey	Nwaze	MD	Kelly Russell
Anthony	Giancola	DC	Charles Allen
Mary	Peralta-Reed	DC	Charles Allen
Elisa	Walton	DC	Charles Allen

2019 CAC Members

ROBERT JACKSON – VIRGINIA

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

Citizen input to transportation decisions is important and thoughtful people reviewing and discussing transportation information provides useful information for elected officials and transportation professionals. I have enjoyed my time on the CAC and have learned from both staff and my colleagues.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I'm interested in reducing traffic congestion and improving safety as well seeing how good investments and practices can improve residents' lives and provide better economic growth. I've been an active participant on the CAC and, IMO, have helped the group find consensus positions on several issues.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I am the former president of the McLean Citizens Association & the Fairfax County Federation of Citizens Associations, both heavily involved in transportation matters. I am a long-time member of the MCA's Transportation Committee and recently became chair of the MCA's Planning & Zoning Committee, where we regularly consider the intersection of land use and transportation issues.

JEFF PARNES – VIRGINIA

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I believe the transportation network of any community makes or breaks that community. The system transportation provides residents opportunities to commute for jobs, pursue their education, explore their surroundings and the freedom to grow. Communities without adequate transportation networks are at a disadvantage compared to other communities and provide a disservice to their residents. I have been active in land use and transportation matters for 38 years in Fairfax County and the Greater Washington Area. I have watched both the Orange line being built in the I66 median in the mid-80s and now watch with satisfaction the Silver line inch its way up the Dulles Road median in Fairfax County. I remember the completion of the Green line and extension of the Blue lines into Prince George's counties. What is now needed now is connectivity between neighboring communities without necessarily traveling through the region's core. I can only see that resulting from a regional approach, and the only body capable of making that happen is the Metropolitan Washington Council of Government's Transportation Planning Board. Therefore, I wish to continue to participate on and serve that body.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Alternative Commuting: In the years I've lived in the National Capital Region, I have tried all forms of commuting to office locations, including personal vehicle, telework, carpool, bus, rail, slug and bicycle. If there's an alternate way to commute, I've more than likely tried it. Bicycle Advocacy: As one who had commuted to work on a regular basis via bike before it got too dark at night to do so safely, I am a strong advocate of bicycling for both commuting and recreation. I raised the question of whether it is legal to ride your bike in Reston as street signs seemed to prohibit it – see a web page I created
http://www.sullydistrict.org/TACPhotoGallery/Fairfax_County_Issues_Ive_found_in_my_travels/Pages/No_Bicycling_in_Reston.html

Business/Chamber: I serve as the citizen representative to a transportation advisory group, the Dulles Area Transportation Association, and work with representatives of Business and Chamber groups on a regular basis

Citizen at Large: As a citizen activist, I have been appointed and selected to serve on various commissions and task forces representing the citizenry - including one of the few non-paid members of the MWCOG Greater Washington 2050 Coalition. In 2018 as a Northern Virginian member of the CAC, I was asked by the Prince William County Committee of 100 to serve on as a citizen representative on a transportation panel and serve as a CAC representative on the Washington Bus Transformation Project's Strategy Advisory Panel Downtown D.C.: As one who has worked in the downtown area, and additionally as one who frequents it to partake of its cultural and educational offerings, I am acutely aware of how downtown serves as a hub for the region. As such, its multiple purposes should not be compromised to serve one constituency over another.

Economic Development: Although every jurisdiction in our area depends on economic development to help balance their tax loads, development is not uniformly spread throughout the region, nor

should it. The COG has identified development nodes, which are prime areas for new and redevelopment, concentrating economic growth where transportation exists or is planned to exist.

Environmental Concerns: As long ago as the 1970 when I joined in the first Earth Day march, and as befitting a College of Forestry and Environmental Sciences (SUNY) student, I have always been a strong supporter of improving the environment and protecting the earth.

Freight/Rail/Trucking: Although it might seem that with so much of the nation's commerce occurring electronically, the transport of freight by trucks and rail would play a diminishing role in the nation's economy, just the opposite is true. With the rise of just-in-time methodology, and with everyone and their brother ordering online, freight deliveries are more and more dependent on a working transportation infrastructure.

Highway Commuting: Although some believe that smart growth and "live where you work" policies will cut down the amount of highway commuting in our region, I do not see that occurring. For much of the work force both their homes and jobs are transient. Their employers may move, or they may move to new jobs, so it becomes impracticable to always be close to your job. If there are large office buildings, and concentrations of jobs, there will be highway commuting, and so to plan it away is an invitation to transportation disaster.

Highway Safety: Over the course of the last 40 or so years, safety improvements in both the vehicles we drive and roads and highways themselves have helped decrease the crash death rate. With the concepts of smart and complete streets, we have seen how we can decrease pedestrian and bicycling crashes. We can and should drive this rate further down. Although Vision Zero will never be obtained, it is an admirable goal.

Land-Use Issues: My first involvement in citizen activism was as a member of my community's Land Use Committee, and to this day I chair my district council's Land Use and Transportation committee. As indicated by my council's combining the two topics into one committee, I believe that both are flip sides to a coin and cannot be separated. **Motor Vehicle Advocacy:** As indicated in my comments on Highway Commuting above, I believe that the private vehicle user must be considered and accommodated, otherwise the center city will lose its vibrancy. In addition, with the growth of autonomous vehicles looming soon, we need to understand their impact on motor vehicle usage.

Neighborhood-Scale Issues: Everyone lives in a neighborhood, whether it is Shaw in the District, or a subdivision in the suburbs. Transportation issues impact a neighborhood, driving it to the future or ensuring it stays locked in the past. The scale of improvements planned may or may not, depending on the neighborhood location, be consistent with the scale of the adjoining neighborhoods, but neighborhood impacts should also be considered.

Parks/Trails: Everyone needs to recreate. Not only do parks and trails allow and, if properly planned, encourage people to do so, they can and should provide needed additions to our transportation network. The earliest limited-access highways were built as parkways, encouraging people to head out and visit parks. Trails can link cul-de-sac communities, providing ways for bicycle and hiking networks to connect without having to venture on collector and higher speed roads.

Pedestrian Advocacy: When I lived less than a mile from my place from work, I realized the Fairfax County had allowed four-lane roads to be built without sidewalks. I was forced to walk in streets or on muddy unpaved areas where sidewalks should have been. I am acutely aware that if we don't make

it possible for pedestrians to walk safely, we have failed to make it possible to people give up their cars and walk.

Ridesharing: I use ridesharing in the old sense of the word, slugging or carpooling, but not in the high-jacked sense that Uber and Lyft would have you believe that they are ridesharing services and not alternate forms of taxi service. But ride sharing as I've experienced is one of the most conducive forms of commuting, with the benefits and comforts on private vehicle usage, and the increase in commuter density makes the HOV concept work.

Road/Bridges Advocacy: For a region's whose population has grown as the National Capital Area has in the last forty years, the fact that we still have the exact same number of Potomac River crossings makes no sense. Look at other areas, whose development is equivalent to ours, such as the Twin Cities in Minnesota, or even in Richmond or the Tidewater area, and count the new bridges and highways that support them. We continue to cut our nose to spite ourselves.

Rural/Exurban: The areas that were rural and exurban years ago are now part and parcel of the MWCOG. Rather than letting development happen happenstance, our planners need to consider how we can best constrain growth in the outer areas; while not just stating that it should not happen there.

Senior Citizen Issues: Now finding myself one of them, the gradual diminishment of our mobility needs to be considered as more senior citizens decide to retire in place rather than move to warmer or less expensive locations.

Smart Growth: Although it is imperative that we seek to control and plan for growth, we must do so knowing that the bulk of our residents do not live in "smart growth" planned developments. Redevelopment should be done using smart growth concepts, but transportation improvements should not be denied to the clear majority of our current residents because of some ideal vision of what our future should look like.

Suburban Issues: More of the region's residents live in suburban communities than in what used to be called the urban core. Our region's planning needs to accommodate that fact.

Telework: The physical presence of people at their nominal place of work for vast categories of jobs is decreasing. How will that impact the number of people who will be using the transportation infrastructure we have and believe we need?

Transit Rider/Transit Advocacy: As a former Orange/Silver line commuter from the outer reaches of Fairfax County to Capitol Hill, I know what it is like be a transit rider and consider myself an advocate for them.

Transit-Oriented Development: If we allow people to live where they work, then some will. If we build office near where transit is located, then we give people the opportunity to commute via public transit and not drive there. Not everyone will make these choices, but we must make it more convenient for them to do so.

Transportation Funding: Even with the recent federal funding of a multi-year transportation funding bill, there are never adequate funds to completely go around. Many of the needed improvements in the National Capital Region, whether road or rail, are budget busters, such as new Potomac

crossings by rail or road, Metro line extensions or core refurbishment, light rail or bus rapid transit, all are capital - intensive. We must act and think more regionally in our funds disbursement.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I have been a Fairfax County resident for over 35 years, and a citizen activist for much of that period. I served on the Land Use Committee Chair of the Greenbriar Civic Association from 1980-85, and as chair for the last three years of that time. I was a member of the Rt 50/I 66 Study Area Task Force which re-planned the Fairfax Center Area, and in the subsequent Implementation Committee that set up the working structure that still exists today for architectural review and financial contributions for off-site improvements. I then served as a member of the task force that revisited the area thirty years later. From 1985 to date I have served as my home owners association Civic Affairs Committee chair, in addition to serving several stints as President, Treasurer and Board member of the association. From 1990 to date I have served as the Land Use and Transportation committee chair of the Sully District Council of Citizen Associations, in addition to serving as President and Vice President. I have served as the Fairfax County Citizen representative to the Dulles Area Transportation Association since I was appointed in the late 1990s, and in 2012 received their Partner Citizen Award at their 26th Anniversary Celebration & Awards Ceremony. Sully District Fairfax County Supervisor Michael Frey appointed me as Sully District Transportation Advisory Commissioner in 2003, and I served as Vice Chair for two years prior to my election by the TAC as Chair in 2010, a position I currently hold. Current Sully District Fairfax County Supervisor Kathy Frey has reappointed me as well. I served on the Board of the Fairfax County Federation of Citizen Associations, serving as Treasurer, Vice President and President over the period of 2003 to 2010, and I currently still serve as a co-chair of the Federation's Transportation committee. I completed the MWCOG TPB CLI training and served as one of the few non-paid members of the MWCOG Greater Washington 2050 Coalition. I serve as a CAC representative on the Washington Bus Transformation Project's Strategy Advisory Panel. I have had multiple letters to the editor published in the Washington Post, most transportation related.

DANIEL PAPIERNIK – VIRGINIA

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

I continue to have a strong interest in supporting greater regional interoperability of our transportation systems.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

First and foremost, as a long-time resident of Northern Virginia (over 33 years) where I've had various jobs requiring commutes into Silver Spring, Maryland or Ashburn, Loudoun County and for the past 6 years back and forth to Arlington – I've had the opportunity to witness a lot of changes regionally and experience the use of various transportation modes and networks. Also, as a consultant who has been involved with some regionally significant projects involving transportation improvements financed by tolls including the express lanes in Northern Virginia, Dulles Toll Road and Dulles Greenway - I've had a chance to witness first-hand the impacts these projects have had on the region. These experiences have afforded me the opportunity to provide a perspective that I believe helps enrich my contributions to the CAC.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Transportation Research Board, Virginia Toll Facilities Group, Virginia Intelligent Transportation Society, Committee for Dulles

LORENA RIOS – VIRGINIA

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

I am interested in staying engage with Regional transportation planning and offering citizen's feedback on proposed transportation goals.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am interested in future modes of transport; and housing/ transportation implications.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Hispanic Chamber of Commerce of Northern Virginia; VTech; National Council of Architectural Boards



KALAI KANDASAMY – VIRGINIA

Why are you interested in serving on the TPB's Citizen Advisory Committee?

To address commuter issues and find solutions

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Alternate commissioner for PRTC



JEREMY MARTIN – MARYLAND

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

I like to follow the changes in this area and share my views with policy-makers.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am interested in improving transportation safety, reducing pollution, improving equity, and enabling more multi-modal use in the region.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Rockville Traffic and Transportation Commission, Montgomery County Pedestrian, Bicycle, and Traffic Safety Advisory Committee, and my work at the Union of Concerned Scientists, where I lead our work on transportation fuel policy.



EMMET TYDINGS – MARYLAND

Why are you interested in serving on the TPB's Citizen Advisory Committee?

The CAC keeps me informed on all transportation issues in the region and enables me to relate that information back out to the many organizations I'm involved with in transportation.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I sit on multiple transportation and business boards and committees in the region. I'm interested in advocating for a balance multi-modal transportation system in the region to facilitate economic development and higher quality of life for our citizens.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Greater Olney Civic Assoc Transportation Committee Chair
Co-Founder and Vice Chair Suburban MD Transportation Alliance
Long Range Planning Task Force TBP
Road Code Task Force Alternate Mont County
Board Member Howard County Tech Council
CAC - at TPB Bowie Mill Bikeway co-lead advocate



NANCY ABELES – MARYLAND

Why are you interested in serving on the TPB's Citizen Advisory Committee?

My primary interest in serving is to help further the CAC's Public Participation goal. I feel that the CAC's activities, and public participation in general, provides balance to TPB policies. Further, I hope that deeper TPB Public Engagement will permeate through my service to jurisdictional and local levels to ensure more effective transportation outcomes that satisfy the widest possible stakeholder needs. I believe I can help the TPB CAC accomplish this as result of my decade-long experience as community representative for transportation planning and project implementation. I have been active in road and transit advisories in both advisory membership and leadership positions. Because multiple road and multi-modal transit projects are happening in my jurisdiction in relation to increased transit-oriented development, I have a solid knowledge base by participation in a virtual test bed for community engagement. And I agree with transportation and planning experts who assert that transportation is really about people. My secondary interest in serving on the CAC is to better my ability as a community representative. I found that by serving on the CAC, I learned about transportation policies, best practices, and technicalities, in addition to gaining regional perspective. This has informed my service on jurisdictional advisories and helped me communicate on the community level how transportation solutions for regional and local networks intersect.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

From a public policy perspective, I am committed, 1) to ensuring transparency in the planning process. I have witnessed wastes of time and resources that occur when this is not the case, and see proactive, deeper public participation as the preventive solution and best practice. It also appears to me that better communication and public engagement in planning leads to more effective outcomes. 2) As result of work on various project advisories, including for a proposed BRT network, I am interested in better understanding how data on travel behavior is captured and how that data, along with land use status, is used in transportation problem solving. Seems like this curiosity might be about modeling and corridor studies, and how environmental attributes and human behavior or choice-making are factored into them. 3) Long Range Planning Initiatives and Public Engagement: While serving previously on the CAC, when the group was learning about ramp up for Vision2045 and the LRP Task Force was active, I co-drafted a CAC resolution proposing proactive use of public participation in development of the new Long-Range Planning Initiatives. I would like to continue efforts to more deeply and proactively engage the public with the planning process, both for the TPB and in general. This past year, while not a CAC member, I contributed a public comment to the TPB in this vein. I think that planning and transit agencies are beginning to realize advantages of this, and that the CAC should be a reinforcing voice. 4) Technology's influence on transportation infrastructure for both road and transit networks, and how technology will influence norms and behaviors; and digital factors in security and public safety in road and transit infrastructures: For several years I worked in the Cyber (in relation to Critical Infrastructure) sector. I see this realm as an ongoing, worsening risk for which planners need to be more cognizant and the public more prepared. It would be great for the CAC to be briefed on the ongoing vehicle evolution and how it relates to vulnerabilities of the IoT (Internet of Things). 5) How current changes in environmental and transportation-related national policies might impact MPOs and transportation planning goals. With recently proposed or enacted regulation changes, I wonder what might impacts be to MPOs in general and the WMCOG's TPB, as nation's capital. Without turning this



into a partisan issue, it would be great to have an "Emissions for Dummies" briefing or have this be impetus for some form of CAC advocacy to the Board. 6) Better built-in transit access and security for aging and female populations; I am aware that public transit does not adequately consider lacks felt by female passengers, on the systems or at stations. But there are policy and design people who focus on this. And, as many Baby Boomers are transitioning to more urbanized lives, more or better age-friendly transit infrastructure might be necessary. Alternately, if Boomers age in place in single-family homes, non-fixed transit needs to respond. As a member of both constituencies, I would like to help bring these topics to the CAC's attention.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I am current Chair of the BIC (BRAC Integration Committee), an appointed body comprised of community, institution, and federal facility stakeholders surrounding Walter-Reed/NSAB for DOD-funded SHA road and Metro station improvements related to the Bethesda BRAC (Base Realignment and Consolidation.) I also serve on the MD 355 BRT (Bus Rapid Transit) Community Advisory. That those groups for the County's BRT Transit Plan exist are directly due to my personal advocacy and testimony to Montgomery County Council, in response to the utter lack of public engagement for the plan's development by its Task Force. For my work, I received an award from the Montgomery County Civic Federation. I just participated in one of the recent consultant-facilitated focus groups at the TPB about Public Engagement.



ENRIQUE TEJADA – MARYLAND

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

I am excited to participate again with this committee providing diverse feedback on key regional transportation projects. I am interested because I would want to be part of the team that helps launch Visualize 2045, with more promotional campaigns at area libraries, social media marketing, public radio and television. Overall, helping the plan become more relevant with low income neighborhoods and minorities.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I was the leading contact for Transportation educational programs for Arlington and Loudoun County. We promoted public transit in about 60 events this year, gathering community feedback about services, needs, initiatives and customer service overall. The project had also a Spanish speaking segment catering to the areas Hispanics.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Transportation Research Board Annual Meeting Transportation Camp at George Mason University
American Marketing Association-Collegiate Initiative National Harbor Board of Owners



JONATHAN WARNER – MARYLAND

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am born and raised in the Washington DC area and have lived for the last 32 years in Dickerson, Maryland. I believe that my knowledge of the area and professional training in real estate and transportation give me a unique perspective on transportation related issues in the context of urban development and rural preservation.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am a commercial real estate broker working in Frederick, Maryland. While my business is focused in Downtown Frederick and the surrounding area my life is heavily focus on the greater Washington DC area. I travel often to DC for my health care, arts and sports. Several members of my family live in the DC metropolitan area. While I understand the need for roads and improved road networks, my local focus has always been on Mass Transportation. My first job in commercial real estate was as an employee of the Dulles Greenway. I was involved in every aspect of the real estate side of building the road and met with land owners, developers, public officials and interest groups as we worked to build the road. I worked for the owners of the Greenway initially, then the road construction company, Peter Kiewit and Sons, and finally one of the property owners. I acquired in depth knowledge of what it takes to build a road and the myriad of issues and considerations including environmental, safety, and community concerns. I take pleasure in seeing the right of way reserved initially for mass transit now being utilized for the METRO extension to Dulles Airport and beyond in the medium of the Greenway. I specialize in historic properties in Downtown Frederick and my first large involvement with mass transit was helping bring MARC service to Downtown Frederick. I was involved in every step of the expansion of service to Frederick and continue to work aggressively to make the MARC service to Frederick a more viable service. I also live close to the MARC station in Dickerson, so the health of the MARC Brunswick and Frederick lines are important to me and my friends and neighbors. I have been recently involved in trying to bring attention to the issue of the platform at Point of Rocks and CSX's refusal to permit Frederick trains to stop at Point of Rocks. This issue is severely impacting the future growth of MARC service to Downtown Frederick. I believe there are several Mass Transit options that could be developed to ease traffic congestion on 270 without major capital outlays.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

In Frederick where my business is located I served on FACT (Frederick Area Committee on Transportation) as both the Mass Transit Chair and well as on the Board of Director. In addition, I served on TSAC (Transportation Services Advisory Committee). TSAC is a Frederick County advisory board comprised of elected officials, business leaders and citizens. I am also a member of ACT and try to bring Frederick transportation issues to the attention of ACT.



MEREDITH HOWELL – DISTRICT OF COLUMBIA

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

Over the past two years, I have enjoyed learning about the TPB's public involvement and outreach activities in concert with meeting its Federal requirements. As the TPB continues its efforts to finalize Visualize 2045 and conduct additional public outreach, I would like to serve so that I can offer suggestions and thoughtful critiques to improve its these efforts.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My public policy interests include equitable transportation and development, urban planning, public involvement, housing, and the impact of technology on transportation. In addition to my two years of service on the CAC, I have facilitated public meetings on community-driven transportation and urban design issues; have over 8 years of experience in oversight of Federal transportation programs and policy; and regularly read transportation, planning, and equitable development publications. These experiences make me an informed participant in CAC meetings and position me to make realistic suggestions for improvement.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Women's Transportation Seminar (WTS) DC Chapter Young Professionals in Transportation (YPT) DC Chapter American Planning Association National Capital Area Chapter

KATHERINE KORTUM – DISTRICT OF COLUMBIA

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I have enjoyed my time on the CAC so far. I appreciate the chance to know what is going on in the transportation and policy world of my home metro area and being able to make suggestions that can influence daily life for everyone living in the area.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I want to increase the opportunity for people to get around without their cars, for health and financial and environmental reasons. I want the region to provide a better set of transportation options generally. I have served on WMATA's Riders Advisory Council in a similar capacity, and I also work for the Transportation Research Board addressing transportation policy issues.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I work for the Transportation Research Board. I am an active member of the American Society of Civil Engineers, the Institute of Transportation Engineers, and WTS. I am also on ASCE's Transportation Policy Committee.



KARTHIK BALASUBRAMANIAN – DISTRICT OF COLUMBIA

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am an avid user of public transportation in DMV, and I see many opportunities for improving throughput through our transit networks as well as increasing equity in transportation. I am an avid bicyclist – I commute from my home in SW DC to Howard University and extensively cycle DMV trails. I would like to contribute my enthusiasm, energy, and ideas to data-driven progress in transportation in my community.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I have a strong interest in helping our region achieve Vision Zero. I have strongly advocated for protected bicycle lanes, more significant ATE enforcement of speed, red lights, and bus lanes (I appreciated the MWCOG report on bus lane ATE!). I'm also interested in effective and efficient connectivity (Metrorail/Metrobus/Amtrak/VRE/MARC, etc.).

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I regularly attend ANC 6D (where I live), ANC 1B meetings (where I work), met with my Councilmember Charles Allen on two occasions to discuss bicycle safety, met with WABA's advocacy director. I have also attended DC's Pedestrian Advisory Commission as well as DC's Bicycle Advisory Commission as a public observer.

THEODORE WILHITE – DISTRICT OF COLUMBIA

Why are you interested in serving on the TPB's Citizen Advisory Committee?

My first year was a learning curve. However, I think I added a unique perspective as a law student interested in equity. I think equity in transportation needs more diversity and representation. Often my questions provoked discussions around equity matters challenging some of the assumptions or methodologies used in preparation for presentations to the TPB.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Currently, I am a research assistant for the LAB at DC and I have worked in policy, regulations and compliance for various District Government agencies including the office of planning. I also have researched as a fellow for organizations like the National Trust for Historic Preservation issues of displacement and its correlation with not only historic preservation and transportation planning in DC. Most recent, I challenged the Environmental Just and Title VI Analysis of Visualize 2045 for not including historical data in their modeling given their finding suggested that the transportation plan will not have an adverse impact on Equity Emphasis Areas. I would encourage that future models rely more heavily on precedence.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Research Assistant at the Lab at DC; President of the Student Bar Association of the University of the District of Columbia; Volunteer with Empower DC informing the District of Columbia on the Comprehensive Plan



JASMINE YOUNG – DISTRICT OF COLUMBIA

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I'm interested because I'd like to see future transit projects prioritize mass transit and bike/pad over cars.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I'm interested in making urban and suburban places safer to walk and bike around. I'm also interested in WMATA becoming the world class transit system suited to a world-class city. I currently walk, bike and use transit depending on what will get me to my destination faster. My experiences with cycling all over DC (and outside of 9-5 hours) will help bring a new perspective to the CAC.

2019 CAC Alternates

TAHARI JOHNSON – VIRGINIA

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

I was recently appointed to the Architectural Review Board on November 27, 2018 by the Prince William County Board of Supervisors. I love to serve the community at large and I have a true passion of being in the service of others.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I love infrastructure specifically mass transit infrastructure. I believe I can provide a great value for the TPB Citizen Advisory Committee.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Prince William County Architectural Review Board

JACQUELINE MANAPSAL – VIRGINIA

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

I have resided in the metropolitan area for approximately forty years and have commuted to various parts of the metro area via public, private, transport including bus, train, car and bicycle. In addition, I have seen the growth and impact of these modes of transportation on the communities and surrounding areas where I live and can give reasonable insight and practical solutions to transportation improvements for commuters in Virginia.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Specifically, I am interested in viable commuter solutions for bicyclists and finding practical applications for increasing environmentally friendly transportation. As a longtime resident and bicyclist, I have experienced changes on local routes both on pathways and roads where improvements for safety and public awareness are needed.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Currently I am pursuing a Masters of Education degree at the University of Virginia in Curriculum and Instruction with an emphasis in Instructional Technology.

KATHERINE WEINTRAUB – VIRGINIA

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

I've been a resident of Northern Virginia since 2013, and in that time have witnessed the relationship of population growth and transportation infrastructure in this region. Beyond just being an engaged resident, I'm a geospatial analyst with prior transportation demand management experience who is continually curious and thinking about the intersections of transportation infrastructure, systems, and land use.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My chief interest is transportation demand management (TDM), by mitigating single occupancy vehicular congestion and incentivizing commuters into high occupancy vehicle options. In tangent with TDM method applications and the proliferation of rideshares, bikeshares, and electric scooter-shares, I am also interested in how we can effectively weave these existing and widely utilized options into first-mile and last-mile commuting. My experience with both issues include my previous work as a transportation planner at Fairfax County Department of Transportation, as well as being an avid transit user since my undergraduate time at George Mason University, and using rideshare options as necessary during WMATA SafeTrack work.

RONIT DANCIS – MARYLAND

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I live in Maryland and commute by Metrorail every weekday to Virginia, where it is my job to reduce single occupancy vehicle trips in and out of Tysons. The TPB's work on transportation and multi modal options for our entire region affects my community, my daily commute and every aspect of my job.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am a transit advocate who has worked for the Purple Line, Metro funding, transit-oriented development and walkable communities in Montgomery County and Maryland. I have testified on these issues to MNCPPC as well as state and county government. I live in downtown Silver Spring - without a car. My day job is to work with employers, residents and large landowners to increase transit ridership and other multimodal options in Tysons. This gives me a 'on-the-ground' view of what our regional transportation system means to over 100,000 employees commuting in and out of a major job center every workday.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Employer, Tysons Partnership
Volunteer, Action Committee for Transit

VERONICA LOWE – MARYLAND

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

My interest is to serve the citizens in the DMV area and be an advocate for their transportation needs.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My public policy and transportation interests are related to improving transportation regional issues for transportation funding, resources, coordination, and emergency preparedness. I have had 28 years of public and pupil transportation that includes providing service to low-income and people with disabilities both in urban and rural communities. I have been certified in many areas of emergency preparedness and I have had experience in the legislative process.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I am a current member of the CAC. The TAM Transportation Association of Maryland. The Transportation Services Advisory Council (TSAC). The mission of the TSAC is to identify transportation trends and issues, to increase public awareness of transportation alternatives, and to influence public policy by advising Frederick County elected officials and decision-makers on the development of a comprehensive and coordinated regional transportation network. Your insights into the needs of people with disabilities in the community would be invaluable.

AUDREY NWAZE – MARYLAND

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am interested in serving on the TPB's Citizen Advisory Committee because I am concerned about the effect that Transportation has had and will have on the Environment. As a member of the TPB's Citizen Advisory Committee I want to help create a positive change by being involved in the planning process and being a spokesperson for my community, and for future generations.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am interested in lessening the pollution from emission vehicles, and in creating other alternative forms of transportation. Some examples of these alternatives are more safe pathways for biking especially in underserved/ underdeveloped communities. Additionally, more initiatives for those who decide to invest in an alternative energy car that will lessen the Greenhouse Effect. Lastly, educational meetings for the public where transportation awareness information will be dispensed. As a member of the Sierra Transportation Initiative Group I have experience with transportation needs and public awareness. As a member of the group we come up with rules and guidelines for transportation policy that will help usher in zero emissions and lessen the impact that transportation has on the environment. Lastly, I am the CEO and Co-Founder of Kinetic Kar which is a vehicle in the prototype stage. This vehicle is emissions free and will add to the market of alternative energy vehicles.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I belong to the Sierra Club Transportation Climate Initiative group.

ANTHONY GIANCOLA – DISTRICT OF COLUMBIA

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am a retired Engineer/Manager who served 20 years active duty as a US Navy Civil Engineer Corps Officer (retired Commander); 5 years in local government as a Public Work Director (City of Takoma Park MD) and Chief Engineer (Frederick County MD) and 17 years as the Executive Director National Association of County Engineers advocating transportation issues before the US Congress in support of the National Association of Counties transportation legislative agenda. Served as an Alternate Board Member WMATA from 2007 to 2016 as a District (4 years) and federal (5 years) appointee. Currently serve as a DC alternate director on the DC Water Board. Published reports with the Transportation Research Board (resume can provide details).

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

Actively developed and advocated transportation legislative issues before the US Congress as Executive Director NACE. Served on Mayor Fenty's, Mayor Gray's and Mayor Bowser's transition teams on infrastructure and procurement issues.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Currently Secretary of the Roadway Safety Foundation promoting transportation safety issues nationwide. Currently actively involved in several Transportation Research Board committee including: planning, toward zero deaths, safety culture, rural transportation issues, etc. Previously served on several American Association of Transportation Officials (AASHTO) advisory groups involving traffic, transportation planning, pavement preservation, etc.

MARY PERALTA-REED – DISTRICT OF COLUMBIA

Why are you interested in serving on the TPB’s Citizen Advisory Committee?

I am interested in serving on the TPB Citizen Advisory Committee because I want to help make our streets safer for all users, especially those that are most vulnerable.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

I am interested in making getting around the city safer and easier for people. I am interested in connecting bike lanes across the city and making crosswalks safer. I cycle every day to work, to the grocery store, out to dinner, to the movies, shopping. There are times that I fear for my life, almost every day. People driving cars that are parked in bike lanes, making illegal mid-block U-turns, making turns, passing too close. I would like to see DC become a bike able/walkable city that is safe enough that I can ride in a bike lane with my 5-year-old nephew. I believe that my experience as a bike commuter is beneficial to future transportation planning.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

I am a member of WABA and regularly talk to other cyclists and walkers in the area.



ELISA WALTON – DISTRICT OF COLUMBIA

Why are you interested in serving on the TPB's Citizen Advisory Committee?

I am a biker, bike-sharer, metro rider, bus rider, and driver. I am a DC resident with family in Maryland and classes to attend in Virginia, so I have extensive experience navigating transportation options throughout the region. Transportation is an issue that I care about deeply from both an immediate, practical perspective (I draft this while sitting in a metro tunnel due to a cracked rail) as well as a long-term, strategic one (I would love to see greater reach and accessibility for public transit in the future). Above all, I'm interested in improving the connectivity and service of public transit to make it a viable, reliable option for a broader range of citizens and commuters, improving safety for pedestrians and bikers, and planning for more resilient transportation options. With the right policy, transit has a central role in enabling vibrant cities, underpinning the economic growth of the region, and improving quality of life across the board.

What are your public policy and transportation interests? Please briefly describe your experiences related to those interests and how they will help you contribute to the CAC.

My foremost interests are improving metro and bus service for diverse users (and potential users), ensuring safety and accessibility improvements, and building in resilience. I am also very interested in continuing the progress DC has made regarding bike options and accessibility. I'm an experienced strategic planner with expertise weighing the nuances of different policy options. I work with USAID on international development; I also have worked on local community development efforts and disaster recovery (including the Hurricane Maria response). My work has increased my interest in resilient development and infrastructure that can facilitate the efforts of communities to get back to normal following a disaster. This also led to my volunteer work in support of more resilient communities with the Anacostia Watershed Society. I previously worked in communications and journalism, developing outreach skills that would serve me well in sharing information and soliciting input with the TPB. Above all, I am a transportation consumer and a citizen, and I've seen the range of good and bad outcomes in DC and elsewhere. I've learned to appreciate DC public transit after living in traffic-clogged cities like Jakarta, yet I have high expectations after growing up in the biking capital of the United States and living in cities with highly developed transit options like London and Madrid. Having settled into DC for the long run, I am eager to contribute to a more sustainable transportation future, and to build off important ongoing efforts such as Visualize 2045 and Vision Zero.

List any relevant organizations or groups in which you participate that may inform your involvement in CAC discussions.

Federal Triangle bike room coordinator
WABA member Anacostia Watershed Society volunteer
Volunteer with various community organizations as a Spanish-English translator
Longtime reader of urban planning news and local blogs
Open Street Map volunteer
University of Maryland GIS and mapping coursework

