
TRANSPORTATION PLANNING BOARD
MEETING ATTENDEES
December 21, 2022

VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Pamela Sebesky, Chair – City of Manassas
Charles Allen – DC Council
Christina Henderson – DC Council
Heather Edelman – DC Council
Ella Hanson – DC Council
Dan Emerine – DC Office of Planning
Rebecca Schwartzman – DC Office of Planning
Steven Varga – DDOT
Anna Chamberlin - DDOT
Mark Rawlings – DDOT
Mati Bazurto – Bowie
Rueben Collins – Charles County
Patrick Wojahn – College Park
Denise Mitchell – College Park
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Dennis Enslinger - Gaithersburg
Emmett V. Jordan - Greenbelt
Evan Glass – Montgomery County
Marilyn Balcombe – Montgomery County
Glen Orlin – Montgomery County
Christopher Conklin – Montgomery County Executive
Victor Weissberg – Prince George’s County Executive
Bridget Newton - Rockville
R. Earl Lewis, Jr. - MDOT
Marc Korman – Maryland House
Canek Aguirre - Alexandria
Takis Karantonis – Arlington County
David Meyer – City of Fairfax
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Corinna Sigsbury – Loudoun County
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
John Lynch – Virginia DOT
Maria Sinner – Virginia DOT
William Cuttler – Virginia DOT
Allison Davis – WMATA
Mark Phillips - WMATA
Julia Koster - NCPC

MWCOG STAFF AND OTHERS PRESENT

Chuck Bean
Lyn Erickson
Mark Moran
Tim Canan
Andrew Meese
Nick Ramfos
Paul DesJardin
Stacy Cook
Sergio Ritacco
John Swanson
Eric Randall
Erin Morrow
Deborah Etheridge
Kim Sutton
Leo Pineda
Marcela Morena
Pierre Gaunard
Dusan Vuksan
Katherine Rainone
Rachel Beyerle
Janie Nham
Kari Snyder – MDOT
Jeff Jamawat – NCPC
Dan Janousek - MDOT
Matt Arcieri – Chair, TPB Technical Committee, City of Manassas
Virginia Burke - MDOT
Ashley Hutson – Chair, TPB Community Advisory Committee
Elizabeth Miller - NCPC
Karin Schierhold - NCPC
David Lorenzo-Botello – Montgomery County Council staff

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

Chair Pamela Sebesky called the virtual meeting to order. She described the procedures for conducting virtual 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.

Lyn Erickson said that one comment had been received between the November 2022 TPB meeting and noon on Tuesday, December 20. She said that Arlene Montemarano submitted an email which forwards a 2014 article on urban traffic congestion. The comment was posted.

2. APPROVAL OF THE NOVEMBER 16, 2022 MEETING MINUTES

Kelly Russell made a motion to approve the minutes. The motion was seconded by Victor Angry and was approved with one abstention from Emmett Jordan.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Matt Arcieri said the Technical Committee met on December 2. He said the committee reviewed items on the TPB's December agenda and also received briefings on a consultant-led evaluation of the TPB's public participation activities and an update on climate goals. He thanked the TPB for the opportunity to serve as Technical Committee chair in 2022 and acknowledged the work of TPB staff.

Chair Sebesky thanked Matt Arcieri for his service and presented him with a certificate of appreciation.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Referring to the posted material, Ashley Hutson said the CAC met on December 15. She said the committee received briefings on climate goals and the consultant-led evaluation of TPB public participation activities. Committee comments regarding these two items were included in the CAC's posted report.

Chair Sebesky expressed her thanks to Ashley Hutson for serving as CAC chair. She noted that the current CAC would have one more meeting, in January, before the new committee convenes in February.

Canek Aguirre presented the report from the Access for All Advisory Committee. He said the committee met on December 16 and received a presentation on the consultant-led study of TPB public participation activities, as well as a presentation from WMATA staff on the Better Bus project. He said that committee comments regarding these presentations were included in the committee's report. He thanked the TPB for the opportunity to serve as AFA chair and he acknowledged the work of TPB staff.

Chair Sebesky thanked Canek Aguirre for his service as AFA chair. She presented him with a certificate. She also announced that Christina Henderson has agreed to chair the AFA next year.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

In the absence of Kanti Srikanth, Lyn Erickson provided the Steering Committee report and the Director's Report. Referring to the posted material, she said the Steering Committee met on December 2 and approved two amendments to the FY 2023-2026 TIP. The first was an amendment from MDOT to add approximately \$45 million for two projects already in the plan and TIP, as well as adding approximately \$11 million for a new project along Maryland Route 6 in La Plata. The second amendment, requested by VDOT, would add funding for a new planning and engineering study to explore the continuation of the express lanes on Virginia's Beltway east of I-395.

Lyn Erickson said the posted materials under this item included a letter of support for Prince William County's application for federal RAISE grant money to improve the Prince William Parkway and Minnieville Road intersection. The packet also included the TPB meeting schedule for 2023, an announcement of the upcoming applications periods for the TPB's TLC and RRSP programs, and the press release for the recent launch of the TPB's Street Smart campaign.

7. PENNSYLVANIA AVENUE INITIATIVE – VISION AND CONCEPTS [item presented intentionally out of order]

Because the presenters for Item 7 needed to leave early, Chair Sebesky said that Item 7 would precede Item 6 at the meeting.

Referring to the posted material, Beth Miller and Karin Schierhold from the National Capital Planning Commission (NCPC) briefed the board on the Pennsylvania Avenue Initiative. They explained that their agency has developed a new vision and draft concepts for Pennsylvania Avenue NW between the White House and the U.S. Capitol. They said the vision and concepts were currently out for public comment. They

said the Avenue as a venue is an inclusive, welcoming, and dignified corridor designed to put people first, and serve as an inspirational destination for civic expression. Three concepts imagine the Avenue as a street for people: uniquely prioritizing pedestrians, bikes, transit and cars. Each concept explores ways to realign circulation, re-configure public space, achieve sustainability goals, and balance daily use of the street with event programming. Their presentation provided background on the location, conceptual approaches for potential changes, and next steps.

Bridget Newton said she was very impressed by the planning activities.

David Snyder asked if the presenters had data available regarding the traffic volumes currently using Pennsylvania Avenue and how that traffic would be managed if cars were removed. He also asked what the next steps would be.

Beth Miller said the project was in the early stages. She said they hope to procure a consultant before next summer and then start planning and design work. She said they planned to communicate with the TPB and its committees as the initiative moves toward implementation.

Responding to David Snyder's first question, Karin Schierhold said they did a transportation study in 2018. With the impacts of covid, she said, all these studies will need to be refreshed. However, she said that the results of the 2018 study essentially led to the conclusion that two lanes, 20 feet of space, could be reallocated without impacting that level of service.

Beth Miller said that the next stage in the initiative would start to explicitly address the question of diverting traffic.

Mr. Karantonis said he was interested in how the three concepts described by the presenters might be merged. He said he thought the Linear Green concept was ambitious and he was interested to see how it might be developed. He said other international capitals had done similar things.

Beth Miller said the Linear Green proposal has been the most popular concept during public outreach to date, although it has also received some pushback because of traffic implications. She said the Civic Stage concept, which she said is perceived to be a more European approach, has also positive feedback. She said they hope to take the best ideas from each of the concepts and integrate them into a final synthesis.

Mr. Karantonis said the possibilities were very exciting. He said the Civic Stage approach was not just European; it, in fact, is international with Montreal providing a good example.

6. CHAIR'S REMARKS [item presented intentionally out of order]

Returning to Item 6 on the agenda, Chair Sebesky announced the names of TPB members who would be leaving the board at the end of the year. She said David Meyer would be leaving the TPB and she thanked him for his contributions. She presented him with a certificate.

David Meyer thanked the TPB for the opportunity to serve and acknowledged the work of staff. He said there are many exciting things underway in our region, and he wished the TPB luck in the future.

Chair Sebesky said that Evan Glass would be leaving the TPB, and she thanked him for his contributions. She presented him with a certificate.

Evan Glass thanked the TPB for the opportunity to serve and acknowledged the work of staff. He said that although there has been some disagreement within the board and within the region, he believes it is far more important that regional leaders focus on areas where there is agreement.

Chair Sebesky said that Deni Taveras from Prince George’s County would not be returning to office next year, and hence she would be leaving the TPB. She said a certificate had been presented to Councilmember Taveras.

Chair Sebesky said that at the last board meeting, members suggested that the TPB should more broadly share information about regional roadway safety. Based on that suggestion, Chair Sebesky said she worked with staff to write an op-ed that was recently published in *Virginia Mercury Newspaper*. She said the op-ed was posted on the web.

In her concluding remarks, Chair Sebesky said it had been a privilege and honor to serve as chair. She said that, coming from a small jurisdiction in the outer areas of this vast region, she has greatly benefited being a part of the TPB process. She noted the year’s achievements, including the approval of the long-range plan update and the elevation of climate change as a planning priority. She highlighted the importance of holistic planning at the TPB, which incorporates issues like land-use and growth, ensuring equity and access to transportation services, providing safe and affordable options for travel, and doing so in a fiscally and environmentally sustainable manner.

Finally, Chair Sebesky thanked the 2022 TPB vice chairs for their collaboration and support.

Vice Chair Collins thanked Chair Sebesky for her leadership. He said she did an outstanding work in building consensus and steering the TPB. He expressed appreciation for Chair Sebesky’s representation of the interests of outer jurisdictions.

Vice Chair Henderson thanked Chair Sebesky for her leadership. She expressed appreciation for keeping the meetings on time while also making sure that everyone has an opportunity to feel like they have been heard.

ACTION ITEMS

8. NOMINATING COMMITTEE REPORT FOR THE 2023 TPB OFFICERS

Chair Sebesky asked Kelly Russell to present the 2023 slate of candidates.

Kelly Russell recognized the members of the TPB nominating committee which included Charles Allen from the District of Columbia and Jeanette Rishell from the City of Manassas Park.

Kelly Russell announced the slate of candidates to serve as TPB officers in 2023: Reuben Collins, President of the Charles County Board of Commissioners, as TPB Chair; Christina Henderson, District of Columbia Councilmember, as Vice Chair; and James Walkinshaw, Fairfax County Board Supervisor, as Second Vice Chair.

Kelly Russell made a motion to appoint the nominated members to the posts of chair and vice chairs for 2023, The motion was seconded by Bridget Newton.

The motion to approve the calendar year 2023 slate of TPB officers was unanimously approved.

Chair Sebesky congratulated the incoming chair and vice chairs.

9. PBPP: TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY

Chair Sebesky stated that the TPB received a briefing at the November 2022 TPB meeting on the proposed update to the roadway safety and transit safety targets adopted a year ago as required by federal regulations, and the board will be asked to adopt two separate resolutions to approve the updated safety targets.

Mr. Randall referred to the two staff memos for Item 9 and stated that he would speak to the first resolution, R4-2023.

Mr. Randall stated that transit safety targets are set for four performance measures: fatalities, serious injuries, safety events, and reliability performance which is miles or distance between failures. He said that the targets are then set for mode of operation: heavy rail (Metrorail), streetcar, and urban bus with the targets combined for each applicable local bus provider, resulting in one set of regional targets.

Mr. Randall said that no agencies are setting targets other than zero for fatalities or rates of fatalities; however, several hundred serious injuries are expected.

Mr. Randall stated that no comments have been received on the draft targets.

Mati Bzurto moved approval of Resolution R4-2023. The motion was seconded.

The motion to adopt Resolution R4-2023 passed unanimously.

Janie Nham said that the TPB was briefed in November 2022 on the 2019-2023 highway safety targets for the region. She stated that compared to the 2017-2021 regional safety targets set by the TPB, the region met two of its five performance measures (for serious injuries and serious injury rate) over the past year.

Janie Nham said that targets for the number of fatalities and fatality rate are being kept at the same level as 2021, whereas the targets for serious injuries, the serious injury rate, and non-motorist fatalities are being set at more aggressive levels. She stated that no comments have been received on the targets to date.

Takis Karantonis moved approval of Resolution R5-2023. The motion was seconded by Kelly Russell.

David Snyder said that the target setting is one of the most distressing votes that the TPB has to take in any given year and that the TPB and local jurisdictions continue to work hard on safety. He said that he knows that TPB members share a deep concern for safety, and hopefully TPB members can all recommit to addressing the issues of safety in transit and on our highways.

David Snyder thanks Chair Sebesky for putting forward an op-ed piece that was published by the Virginia Mercury and stated that he hoped that these issues will continue to be part of the TPB agenda at a very high level in 2023.

Mr. Conklin said that he is disappointed to see no change in the fatality target but recognizes as a nation and a region we are not making the progress that we would like to regarding fatalities. He said he is pleased to see that some progress is being made and hopefully that will lead to progress in fatalities.

Mr. Conklin emphasized that as the TPB considers the long-range plan that there be emphasis on expectations for speed of travel on the region's corridors and the impact of that on safety performance for corridors.

Chair Sebesky said that at the November TPB meeting that several members supported sending a communication to the region's legislators about safety outcomes on the region's roadways and calling for a concerted effort to take action to address the serious issue. She said that TPB staff will draft a letter to send in January 2023. She said that as all TPB members work with state legislators that it is important to keep safety in legislative priorities.

The motion to adopt Resolution R5-2023 passed unanimously.

10. FY 2023 AND FY 2024 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA

John Swanson referred to the Item 10 presentation and memo introducing the project recommended for funding under the District of Columbia Transportation Alternatives Set-Aside Program. He shared the example of successful past funded projects for the C&O Canal, C&O Trail, and Water Street in Georgetown.

John Swanson said that the DC program funding was competitive, and the project selection panel met in November to recommend the projects presented to the TPB. He said that the projects will be funded over two years at the available funding amount of \$2.3 million.

John Swanson shared the list of recommended projects: the Anacostia River Trail, the Joyce Road Trail and Beach Drive Trail, and installation of green infrastructure facilities that are meant to replicate natural hydrological processes in places that have large impervious surface areas. Swanson stated that the green infrastructure is typically bioretention facilities, often called rain gardens that offer street trees and landscaping, and permeable pavement.

John Swanson shared that the last two projects are restoring, repainting, and conserving the East Hall at Union Station and bicycle and pedestrian safety improvements on 11th Street NW.

John Swanson requested TPB approval of Resolution R6-2023 to approve projects for funding under the Federal Transportation Alternatives Set-Aside Program for the District of Columbia for FY 2023 and FY 2024.

Anna Chamberlin moved approval of Resolution R6-2023. The motion was seconded by Earl Lewis.

The motion to adopt Resolution R6-2023 passed unanimously.

John Swanson thanked District DOT staff and Kelsey Bridges for their outstanding work and coordination. He said that there is a new round of funding for the Maryland TAP project, and the application period is going to open in April. He stated that the TPB is always interested in seeing projects that are moving forward on things that have been studied through the Transportation Land-Use Connections program and also the Regional Roadway Safety Program.

INFORMATION ITEM

11. MARYLAND ZERO EMISSION ELECTRIC VEHICLE (EV) INFRASTRUCTURE COUNCIL PRESENTATION

Chair Pamela Sebesky introduced the item with opening remarks about the TPB's adopted resolution to reduce greenhouse gases within the transportation sector 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050. She highlighted that transitioning the region's vehicle fleet was one of the endorsed strategies with potential to reduce greenhouse gases.

Chair Sebesky introduced the presenter, Earl Lewis, Maryland's Deputy Transportation Secretary and Chair of the Maryland Zero Emissions Electric Vehicle Infrastructure Council (ZEEVIC), to bring attention to the opportunities and challenges around this strategy.

Earl Lewis provided an overview about the National Electric Vehicle Infrastructure Grant Program (NEVI), established by the Infrastructure Investment and Jobs Act (IIJA), to help meet national demand for EV charging infrastructure.

Earl Lewis referred to the slide presentation to demonstrate the growth of registered EVs in Maryland from Fiscal Year (FY) 2012-2023, with an approximate increase of 10,000 percent. He noted that while registered EVs are concentrated in the central part of the state, most zip codes included a registered EV. He said this demonstrated need for equitable distribution of EV charging infrastructure across the state – including suburban, rural, and urban areas.

Earl Lewis said that NEVI provides federal formula funding for states to support its mission of a national network of 500,000 EV chargers. He added that \$2.5 billion will be available in discretionary funding over five years, from FY2022 – FY2026. He stated that the draft language for the two discretionary grants, the Corridor Charging grant and the Community Charging grant, is expected to be released in early 2023.

Earl Lewis shared that Maryland and MDOT submitted their NEVI plan early on and that their plan was one of the first approved plans. He referred to the slide presentation to illustrate the 23 alternative fuel corridors in their plan. He shared how Maryland is adapting to the new rule that mandates charging stations to be within one mile of an exit or intersection. He said that previously, EV chargers needed to be within five miles of highways along these corridors, as a result, their earlier corridors are recognized but need to meet the new rule to be corridor ready. He stated that the first three years of the program funding will likely be focused on making corridors corridor-ready, with years four and five focused on EV charging needs.

Earl Lewis referred to the slide presentation to give an overview of EV charging infrastructure in Maryland. He said that there are currently 1,188 charging stations and 3,398 charging outlets across the state. He noted that the highest concentration of charging stations is along the I-95 corridor. He said that this distribution closely aligns with the concentrations of registered EVs, and that many vehicles utilize the interstate when traveling north or south in Maryland.

Earl Lewis stated that MDOT is currently setting up their NEVI program and released a request for information (RFI) in September 2023. He said the RFI was intended to get feedback from stakeholders on the development of EV charging networks in the state.

Earl Lewis referenced the slide presentation to outline other state-led initiatives to support the construction of EV charging infrastructure. He referenced several examples of EV charging initiatives through the Maryland Public Service Commission, Maryland Highway Administration, Maryland Department of Transportation, and private-public partnerships.

Earl Lewis referenced the slide presentation about addressing equity to ensure that Marylanders have access to EV charging. He said that consideration for building EV chargers to ensure EV owners that do not live in single-family homes have access to charging. He said that tools like the Maryland environmental justice (EJ) screening tools and the Centers for Disease Control and Prevention's (CDC) Social Vulnerability Index are resources to identify areas of need. He shared ZEEVIC's community outreach efforts, including bi-monthly meetings and booths at community events. He added that ZEEVIC has encouraged Maryland state government to convert their own fleets to EVs.

Earl Lewis referenced the slide presentation to highlight several funding sources related to fleet electrification in the state, including opportunities for governments to get funding for EV recharging infrastructure per the Inflation Reduction Act. He added that there are several EV-related multi-state agreements that Maryland, Virginia, and DC are active in.

Earl Lewis concluded the presentation with a summary of Maryland's EV goals and opened the discussion for questions.

Mati Bazarro asked about whether the NEVI program has addressed resiliency.

Earl Lewis said that resiliency is a key tenant of their work. He mentioned his work establishing an office of climate change, and the need to focus on resiliency statewide.

Patrick Wojahn asked about the Maryland's plan to engage with local governments to move forward on the EV charging initiative.

Earl Lewis said that they will assist local governments with understanding the rules as sub-grant recipients when additional federal guidance is available. He added that a challenge may be finding partners that are able and willing to move forward quickly with federal funding terms and conditions. He said that the state of Maryland wants government involved to ensure that goals related to distribution and Justice40 are maintained.

Dan Emerine asked about the potential to integrate charging within curbside parking in urban areas. He said that the District has piloted this type of charging and wanted to learn about any similar efforts and results in Maryland.

Earl Lewis said that similar deployments demonstrated the variable costs depending on localities. He stated that EV installation firms have experienced delays for permits, so local governments can play a role in reviewing codes for EV charging. He said that Maryland's grant program will be designed to motivate the creativity needed for the technological transformation.

Takis Karantonis asked about the hydrogen data points referenced in an earlier slide.

Earl Lewis said that an entity in the region submitted a letter of interest to a hydrogen initiative led by the Department of Energy (DOE). He said that the DOE will be granting funds to entities to build hydrogen hubs and refueling stations. He added that an advantage of ZEEVIC is their knowledge of various zero-emission efforts across the region.

12. ADJOURN

There being no other business, the meeting was adjourned at 2:03 P.M. The January 18, 2023 TPB meeting will be an in-person/hybrid meeting.