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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

January 19, 2022

**VIRTUAL MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen – Council of the District of Columbia  
Ella Hanson – Council of the District of Columbia  
Christina Henderson – Council of the District of Columbia  
Kristin Calkins – DC Office of Planning  
Mark Rawlings – DDOT  
Lezlie Rupert – DDOT  
Reuben Collins – Charles County  
Jason Groth – Charles County  
Denise Mitchell – College Park  
Jan Gardner – Frederick County  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmondson – City of Frederick  
Neil Harris – Gaithersburg  
Dennis Enslinger - Gaithersburg  
Emmett V. Jordan – Greenbelt  
Brian Lee – Laurel  
Christopher Conklin – Montgomery County Executive  
Evan Glass – Montgomery County Legislative  
Victor Weissberg – Prince George’s County Executive  
Deni Taveras – Prince George’s County Legislative  
Bridget Donnell Newton – Rockville  
Kacy Kostiuk – Takoma Park  
R. Earl Lewis, Jr. – MDOT  
Canek Aguirre – Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
Walter Alcorn – Fairfax County - Legislative  
James Walkinshaw – Fairfax County Legislative  
David Snyder – Falls Church  
Adam Shellenberger – Fauquier County  
Robert Brown – Loudoun County  
Kristen Umstattd – Loudoun County  
Pamela Sebesky – Manassas  
Jeannette Rishell – Manassas Park  
Ann B. Wheeler – Prince William County  
Victor Angry – Prince William County  
Paolo Belita – Prince William County  
John Lynch - VDOT  
Marie Sinner – VDOT  
Amir Shahpar – VDOT  
Shyam Kannan – WMATA  
Allison Davis - WMATA

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Mark Phillips - WMATA  
Dan Koenig - FTA  
Julia Koster - NCPC

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Mark Moran  
Tim Canan  
Andrew Meese  
Nick Ramfos  
Paul DesJardin  
Tom Gates  
Leo Pineda  
Stacy Cook  
Sergio Ritacco  
Bryan Hayes  
Andrew Austin  
John Swanson  
Dusan Vuksan  
Deborah Etheridge  
Jon Schermann  
Erin Morrow

Ashley Hutson - CAC  
Christopher Laskowski – Council of the District of Columbia  
Matt Arcieri – City of Manassas  
Heather Edalman  
Shyamali Hauth

Audio and video of the meeting, and materials referenced in the minutes can be found here:  
[mwcog.org/events/2022/1/19/transportation-planning-board/](http://mwcog.org/events/2022/1/19/transportation-planning-board/)

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

Chair Sebesky called the meeting to order and reminded the board that the meeting was being recorded and broadcast. She said the process for asking questions and voting would be the same as at previous meetings. After each item, members would be asked for comment or to vote by jurisdiction.

Ms. Erickson conducted a roll call. Members that were present are listed on the first page of the minutes.

Ms. Erickson said that two comments were submitted by email. The first was a letter from the Coalition for Smarter Growth urging the TPB to move forward with specific actions to implement the climate resolutions adopted by the TPB in June and July 2021. Second was an email from Ms. Montemarano who sent an editorial from a Fredericksburg area newspaper about cars isolated on I-95 during a recent snowstorm. A summary of these comments and their full contents were posted with meeting materials.

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## **2. APPROVAL OF THE DECEMBER 15, 2021 MEETING MINUTES**

Ms. Newton made a motion to approve the minutes from the December TPB meeting.

Ms. Mitchell seconded the motion.

The board approved the minutes for the December TPB meeting.

## **3. TECHNICAL COMMITTEE REPORT**

Mr. Arcieri said that the Technical Committee met on January 7. He said that in addition to receiving presentations that are part of the board agenda, the committee also received a presentation on VTrans, an update on the Regional Travel Survey, and the performance analysis for Visualize 2045. More detail can be found in the report for this item.

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

Ms. Hutson introduced herself and said that the Community Advisory Committee met on January 13. At the meeting the committee was briefed by Chair Sebesky and Mr. Srikanth. The committee was also briefed on the UPWP. To help plan for the year ahead, the committee divided into small groups by state and discussed motivations for participating in the CAC, how members share and solicit information from their communities, and their biggest local and regional transportation priorities. A summary of this discussion can be found in the report for this item.

## **5. STEERING COMMITTEE ACTIONS AND DIRECTOR'S REPORT**

Mr. Srikanth greeted Mr. Karantonis who is a new board member representing Arlington County. He said that the Steering Committee met on January 7. At the meeting the committee approved amendments for DDOT and VDOT. Details on both sets of amendments can be found on page 4 to 17 of the report. He said the report includes the letter that the TPB sent to the executive in Maryland, Virginia, and the District of Columbia encouraging them to establish a reciprocity agreement for automatic traffic enforcement. He said that the U.S. EPA finalized greenhouse gas emissions for tailpipes of motor vehicles for all model years from 2023 to 2026. The emissions targets are even more stringent than expected. He said that the TPB is accepting applications for the Transportation Land-Use Connections program. Details are on page 33 of the report. He said that page 37 of the report includes an updated schedule for the TPB indicating whether meetings will be in-person or online-only.

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

Chair Sebesky thanked the board for selecting her to serve as chair. She said she strives to retain a collegial, collaborative, and deliberative approach to the TPB's work. She described the diversity of the Washington region and said that in order for the region's transportation system to work seamlessly, safely, and reliably, members of the board need to be on the same page in terms of priorities and commitments for taking action in the jurisdictions and agencies. In service to these objectives, she said that her approach for chairing the board starts with keeping commonly held goals and aspirations in mind while striving for consensus on actions the board takes to achieve the goals.

Chair Sebesky announced that Mr. Kannan is leaving the board. She thanked him for his service and presented him with a certificate.

Mr. Kannan said the TPB has accomplished a lot and said it has been an honor to work with the members. He urged the board to keep up the good work.

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## ACTION ITEMS

### 7. PERFORMANCE BASED PLANNING AND PROGRAMMING: HIGHWAY SAFETY TARGETS

Mr. Schermann said that at the December meeting he reviewed the federally defined highway safety performance measures and target-setting requirements for MPOs. He said he also shared the methodology for setting safety targets. He said that more detail can be found in the memo for this item.

Mr. Snyder made a motion to approve the resolution to adopt annual highway safety targets for the National Capital Region.

Ms. Russell seconded the motion.

Mr. Snyder said that the process for setting these targets is data-driven and the resulting numbers are not satisfying. He said that this is acknowledged in the resolution. He said that the TPB has taken actions recently to improve the highway safety situation in the region. He said he supports the resolution because it is federally required.

Ms. Newton said she agreed with Mr. Snyder's comments.

Ms. Kostiuk also associated herself with Mr. Snyder's comments.

Mr. Srikanth said that the TPB set aside \$250,000 intended for regional planning to fund actual safety improvements that can be studied, engineered, and implemented. He said the TPB has been very consistent about the importance of safety. He said that staff will continue to collaborate with safety planners in the region and look deeply at the data to identify more opportunities to make the region's roads safer.

The motion was approved unanimously.

### 8. CONNECTED AND AUTOMATED VEHICLES: REGIONAL PRINCIPLES

Mr. Meese referred to the materials for this item and said that his presentation includes revisions beyond the materials shared at the November 17 TPB meeting. He said that comments were received on Principle 6, which focuses on transit. The comments requested clarification on the scope that is intended, as supporting transit has been a regional priority. He said that the TPB staff are proposing edited language to address this comment. He said that the updated Principle 6 text would read, "retain the operational priority for ridesharing and transit vehicles on the region's roadways."

Mr. Meese said that the other comments received concern Principle 13, which focuses on legal liability issues. He said that the proposed change to clarify Principle 13 is to add the phrase stipulating "and stipulating safe and responsible actions and choices by vehicle manufacturers, owners, operators, and users" because motor vehicle laws talk about what human drivers do. He said that if there are no human drivers involved, then there could be some uncertainty about the liability, and so that has resulted in the added phrase.

Mr. Meese shared a revised principles summary chart that includes key words that reflect the changed phrasing for Principles 6 and 13. He shared a slide on next steps, noting that with TPB approval, the CAV principles will be incorporated into Visualize 2045 during the ongoing plan update, and the TPB's Systems Performance, Operations, and Technology Subcommittee will continue to address CAV through discussions and future webinars.

Chair Sebesky called on Ms. Russell to comment.

Ms. Russell stated that she read articles in *Greater Greater Washington* and *The Verge* that mention Tesla software settings, including an assertive setting that breaks common safety laws. She said that the TPB needs to be clear when adopting the principles that programming in violations of basic traffic safety laws and human error is not in keeping with the TPB's vision for safer travel.

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Ms. Russell made a motion to approve the TPB's Regional CAV Principles with the language proposed by staff to clarify Principles 6 and 13.

Mr. Lewis seconded the motion.

The board approved the motion to adopt Resolution R8-2022 approving the TPB's Regional CAV Principles.

## **INFORMATION ITEMS**

### **9. THE UNIFIED PLANNING WORK PROGRAM, SIMPLIFIED**

Ms. Erickson referred to the materials for a brief overview of the responsibilities, federal requirements, and processes the TPB has as an MPO, including development of an annual Unified Planning Work Program (UPWP). She said that any local, sub-regional, or state agencies in the metropolitan Washington region that want to spend federal funding—or if their projects impact air quality—must be a part of the MPO process. She explained that the MPO is required to have a long-range plan and a short-range transportation improvement program. She also said the plan is required to demonstrate how projects are funded and to apply an air quality conformity analysis on the regional network of projects. She said that the TPB is required to engage in performance-based planning and programming and work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards. She noted that plan projects must go through a public comment process. She talked about the important work and collaboration of the TPB's 14 subject matter expert subcommittees, and described the annual programs and data resources that are available to members.

Ms. Erickson said that she will highlight the proposed UPWP at the February TPB meeting and provide information on revenues and expenditures. With board approval, the UPWP will be submitted to federal partners with work beginning July 1.

Chair Sebesky asked if TPB members had questions about Ms. Erickson's presentation. There were no questions.

### **10. VISUALIZE 2045: OUTLINE AND PLAN DOCUMENT DEVELOPMENT**

Ms. Cook referred to the materials and described the elements of *Visualize 2045*, the long-range transportation plan, which was adopted in 2018 and is updated every four years. She thanked the technical agencies, TPB members, members of the public, and COG staff involved in the planning process. She provided the website address for the plan, [visualize2045.org](https://visualize2045.org).

Ms. Cook said that the nine chapters of the plan include new additions that focus on the regional planning process, public engagement, specific projects that are in the constrained element, and response to policy priorities. She said that the plan also includes information on federal compliance, and performance measures. The plan covers air quality conformity, roadways, bicycle and pedestrian, public transit, and rail. She said that the plan includes two chapters on funding and financial performance.

Ms. Cook said that the TPB will be asked to approve the plan update in June 2022. She said that between January and June, staff will complete the air quality conformity and systems performance analysis. She said that the public comment period will be open April 1, 2022, for 30 days.

Ms. Kostiuk said that she is interested in knowing how the plan has interplay between the aspirational initiatives and priorities for the region and climate work.

Ms. Cook said that Chapter 7 documents projects that are in the constrained element of the plan that advance aspirational initiatives, the plan clarifies where to find projects that reflect the aspirational initiatives, and Chapter 6 discusses planning activities for bicycling and transit.

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Mr. Srikanth said the plan chapters reflect the TPB's established regional priorities, such as bringing jobs and housing closer together, and a chapter of the plan includes projects that the 23 member jurisdictions have decided to fund. He said the results chapter includes information on the performance of the transportation system with regard to the various regional planning priorities. He said the analyses includes performance related to jobs and housing, as well as access to jobs analyses for travel by auto, transit, walking and biking. He said that the plan update provides an opportunity for the TPB members to look at these results, assess progress, change the types of projects they intend to implement, or examine housing and land-use policies. Citing freight is an example of one aspect in the plan, he said although this is not talked about much, the TPB has adopted a set of planning principles that the region has agreed upon. He said the information about freight in the plan can be looked at over four years to determine how freight functions in the region and whether it is an area that needs more attention in the future. He said the TPB has always looked at the regional transportation plan as much broader than simply complying with federal requirements.

Ms. Kostiuik said that a core challenge of the TPB is not having control over individual projects, yet the TPB must vote on a plan that includes individual projects. She said that the TPB has goals for the region but does not have control over what individual jurisdictions do. She said that she would like the TPB to think through ways to help move the needle on priorities as she sees the value of the board as a place where members come together and talk through issues.

Mr. Phillips asked for more detail on how the plan has been developed through an equity lens and the kind of questions being asked, how equity will be presented, and what the TPB will learn from equity elements in the plan.

Ms. Cook said that equity examples from the plan include Chapter 2, where implications of existing traffic emissions on various populations are examined. She said that Chapter 3 documents the equity resolution that the board has passed. She said that in Chapter 6 equity considerations are discussed for bicycle and pedestrian planning, operations and management, safety, and other topics. She said that the Voices of the Region survey included questions to provide insight on equity. She said the focus groups had conversations on equity, safety, and climate. She said the focus groups included individuals from populations that are difficult to reach, historically disadvantaged populations, people with low incomes, older adults, younger individuals, and staff engaged the Access for All Committee.

Mr. Srikanth said that the TPB's analysis is at a regional level examining the combined impact of projects and programs on accessibility and mobility on underserved population groups. He noted that each TPB member jurisdiction can take the information from such analysis of the plan in determining which projects to fund that would improve equitable outcomes. He said equity will happen through local, state, and sub-regional level projects and programs and through the local prioritization process.

Ms. Cook said that the plan includes a constrained element and project list for the region that meets the Clean Air Act requirements and the TPB will conduct an air quality conformity analysis. She said that federal planning requires a financial plan to demonstrate that expected revenues can cover expected costs in the future, to make sure that projects do not just comprise a wish list. The TPB sets policy priorities that go with that analysis. She said this is why the climate conversation is important because the TPB will discuss how climate and plan goals interact and strategies that might be effective to address climate change. She said that the plan is a way for the TPB to document what is important for the region and have a conversation about strategies that control for the constrained element and strategies that show up in other ways in the plan.

## **11. CONSIDERATION OF CLIMATE GOALS FOR SURFACE TRANSPORTATION**

Chair Sebesky reminded the board that they received a detailed briefing on the Climate Change Mitigation Study at the December meeting. She said that the findings were sobering but the TPB plan and planning process remains strong. Going forward she said that she wants to facilitate a process that is deliberative and provides every member an opportunity to clearly communicate their jurisdiction's

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thoughts and support for having the TPB include climate change action into its plan and planning process. She referenced a memo that was developed in consultation with the vice-chairs. The memo states that: 1) the TPB should include climate change considerations in its plan and planning process, and 2) inclusions should be based on broad consensus. She said the memo proposed adding two specific elements to Visualize 2045. First, is to formally adopt greenhouse gas reduction goals for on-road transportation. Second, is to adopt a set of on-road greenhouse gas reduction actions that members will commit to work to implement.

Chair Sebesky said that in order for the TPB to endorse a set of strategies it is important that the strategies be comprehensive. She said that the region's geographic and socioeconomic diversity in addition to different governance structures mean that it is not possible for all members to take the exact same actions. She referenced past plans and studies and said the goal is to select a list of several actions that members can choose from. She said that in order to ensure that each member has the opportunity to consult with their jurisdiction or agency, she asked staff to develop a questionnaire to send to members indicating their positions. This should help identify consensus.

Mr. Collins said that Charles County and much of southern Maryland faces a dilemma in that without a transit system, it is reliant on fossil fuel, and that becoming less reliant will require effort at the local level and a regional approach for planning and programming. He said that there is a strong need for equity considerations in making decisions about transportation in the county. He said he wants to see how additional funding can be incorporated into goals for reducing emissions.

Ms. Henderson said that the District is in a unique place being located in between the two states. She noted that the District has been striving to move quickly on addressing climate change. She said that as the board works to achieve consensus on this issue, the District will likely be pushing the region to go further on these issues.

Mr. Alcorn said he likes the emphasis on consensus but asked if a requirement for consensus would replace voting procedures.

Mr. Srikanth said that it would not replace voting procedures.

Chair Sebesky said that she wants to make sure that there is an opportunity for each jurisdiction to contribute, and that those contributions would reflect local realities. There is no one solution.

Mr. Glass said he appreciates the spirit of this conversation. He said that these conversations will continue and will be difficult. For that reason, it is important to be grounded in reality.

Mr. Snyder said that consensus suggests unanimity and he thinks that there are occasions where that will not be achievable.

Chair Sebesky said that board action needs to be inclusive and recognize solutions that work well for one jurisdiction might not be appropriate for another.

Mr. Lewis said, in reference to Mr. Collins' comment, that Maryland has worked to make more funding available for jurisdictions.

Mr. Karantonis said that he appreciates the proposal to work together to find actions that all members can take. He said the problem with climate change and climate emergency goals is that they can be unwieldy and require action sooner rather than later. He said he is committed to work with everyone to reach consensus on actions to take while noting that we have to act on this soon.

Ms. Kostiuk said that "cooperative" is a more appropriate word than "consensus." She suggested that jurisdictions share resources to achieve climate goals.

Mr. Phillips asked for clarification on the difference between a goal and a target.

Mr. Srikanth said that goal is how much the region wants to reduce greenhouse gas emissions. He encouraged jurisdictions to adopt the goal to reduce transportation sector greenhouse gases by 50

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percent below 2005 levels by 2030. He said that a set of strategies the board adopts as priorities will help the jurisdiction achieve those goals, and the strategies would include or can serve as targets to achieve and which can be used to track progress towards the goals.

Chair Sebesky encouraged board members to discuss this with their colleagues in their jurisdictions.

## **OTHER ITEMS**

### **12. ADJOURN**

Chair Sebesky said that the February board meeting will be online-only.

No other business was brought before the board.

The meeting adjourned after 2:10 p.m.