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**TRANSPORTATION PLANNING BOARD  
MEETING ATTENDEES**

April 20, 2022

**HYBRID MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Pamela Sebesky, Chair - Manassas  
Kelly Russell - City of Frederick  
Brian Lee - Laurel  
Gary Erenrich - Montgomery County Executive  
Bridget Newton - Rockville  
Kacy Kostiuk - Takoma Park  
Takis Karantonis - Arlington County  
David Meyer - City of Fairfax  
James Walkinshaw - Fairfax County  
Robert Brown - Loudoun County  
Christen Umstattd - Loudoun County  
Ann B. Wheeler - Prince William County  
John Lynch - VDOT

**MEMBERS AND ALTERNATES ATTENDING VIRTUALLY**

Ella Hanson - DC Council  
Christina Henderson - DC Council  
Heather Edelman - DC Council  
Sakina Khan - DC Office of Planning  
Mati Bazarro - Bowie  
Reuben Collins - Charles County  
Denise Mitchell - College Park  
David Edmondson - City of Frederick  
David Lorenzo-Botello - Montgomery County Legislative  
Marc Korman - Maryland House of Delegates  
R. Earl Lewis - MDOT  
Heather Murphy - MDOT  
Canek Aguirre - Alexandria  
Dan Malouff - Arlington County  
Dave Snyder - Falls Church  
Jeanette Rishell - Manassas Park  
Victor Angry - Prince William County  
Jimmy Rogers - Virginia Senate  
Maria Sinner - VDOT  
Allison Davis - WMATA  
Mark Phillips - WMATA  
Sandra Jackson - FHWA  
Julia Koster - NCPC  
Tammy Stidham - NPS

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## **MWCOG STAFF & OTHERS**

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Tim Canan  
Mark Moran  
Andrew Meese  
John Swanson  
Stacy Cook  
Jane Posey  
Eric Randall  
Leo Pineda  
Jeff King  
Erin Morrow  
Ken Joh  
Rachel Beyerle  
Deborah Etheridge  
Kim Sutton  
Joe Limber  
Andrew Austin  
Bryan Hayes  
Tom Gates  
Sergio Ritacco  
Ashley Hutson - CAC  
Jim Ponticello - VDOT  
Sree Nampoothiri - NVTA  
Matt Arcieri - City of Manassas  
Mel Franklin - Prince George's Council

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

Chair Sebesky called the hybrid meeting to order and said that the board will continue the practice of limiting the number of attendees in the board room. She stated that a climate strategies work session was held just prior to the meeting and that Item 9 on the agenda provides a report on the session. She said that Ms. Erickson would identify members participating online and confirm a quorum. Public comments will continue to be received online due to limits on the number of people present in the board room.

Ms. Erickson listed the names of the participants in the room and attending remotely. Attendance for the meeting can be found on the first page of the minutes.

Ms. Erickson said that 11 comments had been submitted. Ms. Posas from the Maryland Sierra Club sent a letter reinforcing comments submitted by the Coalition for Smarter Growth. Mr. Pellegrino from the Chesapeake Climate Action Network stated that communities in Northern Virginia want strong climate action. Ms. McGimsey from the Faith Alliance for Climate Solutions stated that climate change is one of the most urgent moral issues of our time, and the alliance urged the board to consider the outcome on greenhouse gas emissions for every decision made. Mr. Slatt from Sustainable Mobility for

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Arlington County urged the board to adopt climate strategies with concrete goals, measures, and specific targets. Mr. Pugh of the Coalition for Smarter Growth sent ideas for board members to consider as the TPB considers adopting climate strategies. Mr. Pietila from the Southern Environmental Law Center commented on proposed greenhouse gas reduction goals and strategies for Visualize 2045, saying that the TPB must not delay making strong commitments until the next long-range plan.

Ms. Rosenberg from the Faith Alliance for Climate Solutions encouraged the TPB to commit to aggressive targets and a meaningful implementation plan with recommended strategies. Ms. Wolinsky sent comments urging the TPB to add specific numeric targets for electric vehicle adoption and education in per capita vehicle miles driven to the Visualize 2045 plan and include the entire slate of necessary strategies from the TPB's own climate study. Mr. Gymes commented that the threat of climate change worldwide is clear, and the need for action now by Metropolitan Washington Council of Governments jurisdictions is clear. Mr. Gymes urged COG to plan for future jobs and housing to be in walkable communities, increase transit capacity, and more.

Ms. Montemarano sent a comment urging the public to write to Congress to ask the federal government to prevent the addition of toll lanes and the widening of I-270 in Maryland. In the final comment received, Mr. Schwartz from the Coalition for Smarter Growth sent comments referencing the findings of the TPB climate change mitigation study. Mr. Schwartz said that region can meet its goals if the region's leaders are committed to addressing climate change's largest source of climate pollution: transportation. Mr. Schwartz's comments compiled background information and recommendations for each of TPB's climate strategies listed in the climate mitigation survey.

## **2. APPROVAL OF THE MARCH 16, 2022, MEETING MINUTES**

Ms. Umstatt made a motion to approve the March meeting minutes. Mr. Karantonis seconded the motion. The minutes were approved.

## **3. TECHNICAL COMMITTEE REPORT**

Mr. Arcieri said that the Technical Committee met on April 1 and reviewed the Transportation Land-Use Connections Program projects, received a briefing on Visualize 2045, the Transportation Improvement Program (TIP) and Air Quality conformity. The Technical Committee also received the Bike to Work Day proclamation, an update on the Bicycle and Pedestrian Plan for the National Capital Region, and a briefing on regional transportation survey research.

More detail can be found on the report for this item.

## **4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**

Ms. Hutson said that the Community Advisory Committee (CAC) met on April 14. The first hour of the CAC meeting was dedicated to the TIP Forum which featured TPB DDOT, MDOT, VDOT, and WMATA presentations on agency funding programs. CAC members received a response to an earlier question about how the Visualize 2045 draft plan update relates to the moveDC long-range transportation plan update through the DDOT TIP presentation. The CAC received a briefing on the Visualize 2045 update and Air Quality conformity determination.

Mr. Aguirre said that the Access for All Advisory Committee (AFA) met on April 8. The AFA meeting included an overview of Visualize 2045 and discussion of the impact of projected congestion on quality of life for populations who depend on transit or paratransit and an analysis on trips that are not job related because the AFA wants to consider daily needs of riders in addition to work trips. The committee discussed the extent of information on bicycle and walking trips in the plan. The discussion from the

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April AFA meeting will be included in comments to the TPB by the May 1 Visualize 2045 comment deadline. He said that AFA committee members held breakout discussions that focused on unmet needs as part of the 2022 update of the Coordinated Human Service Transportation Plan for the National Capital Region. Discussion themes included availability, awareness, accessibility, and affordability. Mr. Aguirre said that it is anticipated that the coordinated plan will be presented to the TPB in November with approval of the plan anticipated for December 2022.

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

Chair Sebesky acknowledged that the TPB had received a written summary of the April 1 TPB Steering Committee meeting.

Mr. Srikanth said that at the April 1 TPB Steering Committee meeting that Chair Sebesky signed a proclamation marking May 20, 2022, as Bike to Work Day. He said that each TPB member jurisdiction is encouraged to adopt similar proclamations. He said that the Steering Committee reviewed and approved a joint letter with the Metropolitan Washington Air Quality Committee (MWAQC) and COG's Climate Energy Environment Policy Committee to provide comments to the docket on the proposed rule to change the heavy-duty vehicle emissions control program by including standards and test procedures that would further reduce the emissions and improve air quality. Details are on page 5 of the report.

Mr. Srikanth reported that the TPB has written nine letters of support for member RAISE grant applications. The TPB is accepting applications through the May 16 deadline for federal Transportation Alternative Set Aside Program grants in Maryland. He announced that the TPB is continuing its transportation resiliency webinar series with three more webinars to follow in May, June, and July. In addition, COG is working with the Government Alliance on Race and Equity to provide a free racial equity learning series for elected officials. Details are on page 22 of the report. In Virginia, VDOT is holding a Northern Virginia public meeting on May 4 for their six-year improvement program, and Virginia is organizing a highway safety summit on May 4 and 5. He also announced that the spring 2022 Street Smart campaign kicks off on April 26 in Arlington County.

Mr. Srikanth recognized Bob Brown, alternate member of the TPB from Loudoun County and active member and former chair of the TPB Technical Committee on Mr. Brown's retirement. He also recognized Bryan Hayes, TPB Planner, who is departing the TPB for a position with the City of Alexandria.

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

Chair Sebesky thanked Mr. Brown and Mr. Hayes for their service to the TPB and thanked TPB colleagues for the staff and local board conversations about the climate change mitigation survey. She stated that important questions and perspectives were shared and that all have been mindful and respectful of various perspectives and challenges that the different members have identified.

## **ACTION ITEMS**

## **7. APPROVAL OF FY 2023 TLC TECHNICAL ASSISTANCE REPORTS**

Ms. Koster made introductory remarks about the Transportation Land-Use Connections (TLC) Program and project selection for FY 2023, stating that the projects represent an intentional commitment of the TPB to advance the priorities that TPB jurisdictions care about including guiding growth to High-Capacity Transit areas and Activity Centers, advancing equity, and supporting a regional trail network.

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Mr. Swanson referred to the handout materials and presentation and said that 20 applications were received with 11 projects recommended for funding. The recommended FY 2023 projects include an array of projects in the outer jurisdictions and small cities.

Mr. Swanson highlighted three of the recommended projects. The City of Manassas Park is being funded to establish a bicycle/pedestrian active transportation plan that will identify infrastructure within the municipal boundaries of Manassas Park and make connections within Prince William County and with the City of Manassas. Montgomery County is developing streetlight standards. The project prioritizes safety and advancing the county's Vision Zero initiative and Complete Street design guidelines and will establish standards for corridor and intersection illumination in urban, exurban, and suburban locations in the county. The third highlighted project is a District of Columbia microhub feasibility study to address last-mile freight challenges through sustainable delivery modes include bike, cargo bike, and on-foot deliveries.

Chair Sebesky called for questions or comments. There were no questions or comments.

Ms. Umstatt made a motion to approve TLC technical assistance recipients under the FY 2023 TLC Program. Ms. Newton seconded the motion.

Chair Sebesky called a vote. The board unanimously approved the TLC technical assistance recipients under the FY 2023 TLC program.

## **8. 2022 UPDATE TO VISUALIZE 2045, FY 2023-2026 TIP AND AIR QUALITY CONFORMITY ANALYSIS OF THE PLAN AND TIP**

Staff provided an overview of the draft update to Visualize 2045 (the region's long-range transportation plan), the FY 2023-2026 Transportation Improvement Program (TIP), and the Air Quality Conformity Analysis of the draft Plan and TIP. These materials were made available for a 30-day public comment period starting April 1, 2022.

Chair Sebesky introduced the item, noting that the update process was kicked off in December 2015. She said that last summer, the board voted on the inputs for the constrained element of the plan. She said that staff has completed all of the federally required analyses for the plan update, as well as an analysis of the performance of the plan. She said the board would be receiving briefings on those analyses. She said that in May, the board would be briefed on comments received during the comment period. She said that in June, the board would be asked to approve the plan update.

Ms. Cook provided additional background material on the plan update. She said the material that was begin presented had been released as part of a public comment period that began on April 1 and would end on May 1. She further said that between the May and June meetings, staff would update the plan draft to include any actions the board takes regarding climate at the May meeting.

Referring to the material posted online, Ms. Cook gave an overview of the plan update and TIP, including federal requirements and other analyses. She said the plan has nine chapters, which she described in detail.

Referring to the material posted online, Mr. Randall described the financial plan for Visualize 2045. He said that federal regulations require a financial plan that demonstrates how the adopted long-range transportation plan can be implemented. He said that federal regulations require that forecast year-of-expenditure (YOE) revenues must cover the estimated YOE costs of maintaining, operating, and expanding the highway and transit system that is laid out in the constrained element of the plan. He said the plan demonstrates that the forecast revenues are reasonably expected to be available to

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implement Visualize 2045. He described in detail the analysis that underlay these findings.

Referring to the material posted online, Ms. Posey described the air quality conformity analysis in the plan update. She said the plan update meets the federal Air Quality Conformity Requirements. She said that mobile source VOC and NOx emissions associated with the plan/TIP are below EPA-approved motor vehicle emissions budgets. She described the analysis that underlay these findings.

Referring to the material posted online, Mr. Ritacco described the performance analysis for the plan update. He said the TPB measures performance as one way of tracking progress on the goals and priorities presented in the TPB Policy Framework. He described the key measures used and key takeaways. He provided the background for the analysis, including forecast growth and the policy context. He described findings for each performance measure in detail.

Ms. Cook closed the presentation by highlighting progress made in the region's transportation system. She described how the materials that had been presented could be accessed.

Mr. Weissberg said the presentation again called attention to the continuing east-west regional divide. He asked the board to really "dig into" this data, and try to understand why this is happening, and what would it take to change it.

Ms. Cook pointed out that the forecast change in auto access under the no-build scenario would be even worse than the change in access that Mr. Weissberg highlighted.

Mr. Srikanth underscored that the \$233.3 billion that the TPB members have currently agreed upon is going to make a difference in mobility, accessibility, and in most metrics. He said this relative progress is good news, but he also noted that the progress is not sufficient. He said the board voted last year to conduct an interim update in 2024, which would provide the opportunity to make further improvements.

Mr. Weissberg said he hoped the board would seek to make significant changes in the update in two years. He said the board should not only look at the question of getting housing closed to jobs, but also at opportunities to get jobs closer to existing housing.

Ms. Newton said an item of interest could be found on page 95 of the plan draft. She said that last July, when the TPB voted on the toll lanes on the Beltway and I-270, the eastern portion of the project had been taken out. She said this project was now back in the plan. She noted that among other things, the Montgomery County Council's vote to support the project was contingent on the elimination of the eastern portion of the project. She asked for a correction. She also expressed doubts about the state's commitment to build the portion of the project north of I-370.

Mr. Srikanth said the Sierra Club of Maryland had issued an erroneous press release on this subject, which was factually incorrect. He said that page 95 in the draft plan appendix listed the eastern portion of the managed lanes on the Capital Beltway as "study" not "construct." He said it in earlier drafts, it had been previously listed as "construct," but on page 95 in red, "construct" had been stricken out and replaced with "study." He said that the depiction in the draft is what the TPB decided last July and that is what the Maryland Department of Transportation submitted in their project submission.

Mr. Srikanth further noted that the project portions included in the plan update for construction called for both the southern portion (between the American Legion Bridge and I-370) and the northern portion (between I-370 and Frederick) to be constructed and operational by 2030.

Ms. Newton expressed continued skepticism and asked that the plan be clarified.

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Chair Sebesky emphasized the importance of transparency and said the planned documents should be understandable to the general public.

Mr. Lee asked how the performance analysis for the plan was affected by the pandemic, including increased telework and decreased transit use. He further asked whether the plan development process had considered the development of intra-corridor (infill) stations on the Metro system.

Mr. Srikanth answered that the forecasts do not make any assumptions for the future based on the recent and current experiences from the pandemic. He said it was too early to make assumptions about the long-term effects on teleworking and transit. He further noted that the TPB's model currently does not forecast telework, although he said a new model currently under development will provide that capacity.

Regarding the question about infill stations on existing Metrorail corridors, Mr. Srikanth said that such projects may be moving through the planning processes at the state and local levels, but they may not have achieved the level of anticipated funding that is federally required for inclusion in the constrained element of Visualize 2045.

Ms. Erickson said a question had been received asking if there is an interactive Zoom version of the map on page 62 available. She said that such a map is not currently available.

## **9. CLIMATE CHANGE MITIGATION GOALS AND STRATEGIES: SURVEY RESULTS**

Mr. Srikanth referred to the meeting materials and explained that there are two sets of documents for the climate change mitigation goals and strategies agenda item. He said that Item 9 includes the results of the TPB's climate change mitigation survey taken during February and March 2022 and a summary memo of on-road sector climate change mitigation elements that TPB staff would like to put forward for inclusion in the Visualize 2045 long-range transportation plan and the long-range transportation planning process based on recommendations from survey findings.

Mr. Srikanth said that the TPB held a work session the morning of April 20 where the survey results were shared. The TPB received approximately 340 comments captured in 10 themes described in the agenda memo and work session slides.

Mr. Srikanth said that the TPB is interested in considering adopting greenhouse gas (GHG) reduction goals specifically for the on-road transportation sector, and the TPB would like to adopt GHG reduction strategies as planning priorities. He said that at the work session that morning, the group discussed whether the TPB should adopt GHG reduction goals for the on-road transportation sector and if so, which strategies should be pursued. He said that of the 14 strategies surveyed, seven received a majority of support or feedback for the TPB to consider adopting as planning priorities. He noted that the seven remaining strategies merit further discussion and investigation in terms of how the strategies can be implemented and what resources would be needed.

Mr. Srikanth stated that following the work session discussions, his sense was that the members agreed that TPB should adopt GHG reduction goals for the on-road sector and that sixty-five percent of survey respondents said that the TPB should do so. He said that the survey findings indicate that there are differing opinions on the levels of goals to be established. There was a sense from the comments that the 2030 goal of 50 percent reduction was not realistic or perhaps non-attainable. Mr. Srikanth said in light of this and other comments, the question of at what level the greenhouse gas reduction goals be adopted is yet to be finalized.

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Mr. Srikanth said that during the second part of the work session discussion, TPB members talked about the seven strategies for the survey and indicated majority support for adoption. He said there were differing opinions on the levels of outcomes assumed for some of these strategies. He noted, for example, with electric vehicles (EV), there is a sense among TPB members that the region should adopt transitioning vehicles to clean fuel as a planning priority; yet the survey included a question as to whether the TPB should adopt a goal where 100 percent of new light-duty vehicles sold by 2030 would be clean vehicles. This number is under discussion as to whether it could be lower or whether the priority could be to transition to cleaner vehicles in general without specifying a numeric target.

Mr. Srikanth provided another example by noting that 15 percent of survey respondents thought that it was important to identify a goal for reducing travel time for all bus service. Beyond the seven strategies for which there is majority support for adoption, seven other strategies were determined through the survey as warranting further investigation, and these were not fully discussed during the work session due to time constraints. He said that TPB staff is willing to convene another work session in May where members can discuss the level of GHG reduction goals.

Chair Sebesky thanked Mr. Srikanth and stated that she would support holding a May work session. She asked the membership if there were questions about the survey results.

Mr. Snyder asked whether there are steps that the TPB can take or to what extent the TPB can use its authority to move forward on areas where the TPB had decided what it wants to do. He asked if there are potential tools the TPB might use, such as setting up special funds, to take action. He asked a second question about goal setting and expressed interest in establishing sub-goals for reaching the priorities.

Mr. Srikanth said that one way the TPB could move forward on topics of regional interest is by adopting GHG reduction goals and strategies as planning priorities. He cited a couple of recent similar actions the TPB had taken. He noted that the long-range plan task force had examined different ways that the TPB could change transportation projects and land use policies and scenarios. From that task force's work, the Aspirational Initiatives were established. As another example, the TPB funded a regional roadway safety study that identified 29–32 strategies that would be effective in helping to improve roadway safety. The TPB adopted those planning priorities and now uses TPB planning funds to give small planning grants for members to explore ideas that could improve roadway safety. He said that something along those lines could be considered with climate change mitigation strategies. In 2024, when the TPB does a plan update, TPB staff can ask member jurisdictions which climate GHG strategies are supported or promoted by a particular project.

Mr. Srikanth said that TPB's funding is constrained for establishing a new grant program. However, he noted that the new Infrastructure Investment and Jobs Act (IIJA) provides increased funding, so there is an opportunity to see if there could be technical assistance for member jurisdictions to advance their climate change initiatives. As an example, if a member jurisdiction wants to do an EV charging network study and would need help developing that study, that is a potential example of the type of work the TPB could do.

## **10. ADJOURN**

Chair Sebesky commented that the TPB is scheduled to meet virtually for its May meeting and asked board members and staff whether the meeting should be changed to in-person due to the climate work session scheduled for May. TPB members present in person expressed interest in holding the May meeting in person.



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Ms. Rishell said that virtual meetings have worked well in the past, and she does not see a reason why the meeting could not be virtual.

Chair Sebesky, based on further TPB member questions and input, announced that the May 2022 climate work session and TPB meeting will be held in a hybrid format.

No other business was brought before the board. The meeting adjourned at 1:58 P.M.