
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

July 19, 2023

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Reuben Collins, TPB Chair – Charles County
Kelly Russell – City of Frederick
Gary Erenrich– Montgomery County Executive
Oluseyi Olugbenle – Prince George’s County Executive
Victor Weissberg – Prince George’s County Executive
Bridget Newton - Rockville
Kris Fair– Maryland House
John Lynch – VDOT
Bill Cuttler – VDOT

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Charles Allen – DC Council
Christina Henderson – DC Council
Sandra Marks – DDOT
Jessica Fitzwater - Frederick County
Neil Harris – Gaithersburg
Marilyn Balcombe – Montgomery County
Eric Olson – Prince George’s County Council
Shana Fulcher –Takoma Park
Heather Murphy – MDOT
Marc Korman – Maryland House
Takis Karantonis – Arlington County
Tom Ross – City of Fairfax
Walter Alcorn – Fairfax County - Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Kristen Umstattd – Loudoun County
Pamela Sebesky – City of Manassas
Jeannette Rishell – Manassas Park
Paolo Belita – Prince William County
David Marsden – Virginia Senate
Mark Phillips – WMATA
Sandra Jackson - FHWA
Dan Koenig – FTA
Julia Koster – NCPC
Laurel Hammig – NPS

MWCOG/TPB STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Nick Ramfos
Tim Canan
Mark Moran

Leo Pineda
John Swanson
Sergio Ritacco
Rachel Beyerle
Christina Finch
Marcela Moreno
Deborah Etheridge
Kim Sutton
Mohammad Khan
C. Patrick Zilliacus
Allison Schnur
Andrew Austin
Lindsey Martin
Amanda Harris
Jason Stanford – Northern Virginia Transportation Alliance
Richard Wallace – CAC Chair
Carol Bondurant – VDOT
Regina Moore – VDOT
Silas Sullivan – Alexandria
Malcolm Watson – FCDOT
Laura Keeley - FTA
Deborah Grant – VDOT
Kari Snyder – MDOT
Madeline Hairfield – DDOT
Joy Schaefer – Frederick County Executive
Rebecca Schwartzman – DCOP
Wendy Howard Cooper - VDOT
Rob Donaldson – Loudoun County
Bob Brown – Loudoun County
Bill Orleans
Mahmoud Arafat

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

Chair Reuben Collins called the meeting to order. He said the meeting was being conducted in a hybrid format. He described the procedures for conducting the meeting.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the minutes. She confirmed there was a quorum.

Jason Stanford, Northern Virginia Transportation Alliance, said that in order to become fiscally sustainable, the Metro system needs to control unprecedented and unsustainable cost growth, and match transit service with demand. He said that such improvements were supposed to have been implemented when additional funding was dedicated to the system in 2018. He said that such changes should be linked to increases in dedicated funding that are currently under discussion.

Lyn Erickson said that between noon June 20 and noon July 18, the TPB received 389 individual project comments from the Visualize 2050 initial project list feedback forum and six comments submitted via email. She reiterated that staff has created a project list feedback forum on the TPB comment page to help share specific project comments with project sponsors. She said that staff is sharing the comments twice a month,

at the Technical Committee and at TPB. She said these comments were attached to the memo. She said a short summary of them was provided at the front of the memo and then provided in full.

Lyn Erickson summarized the rest of the comments. She said Arlene Montemarano shared an article. She said that Stewart Schwartz shared two items, including survey data and a press release. She said that George Aburn, a resident of Delaware, followed up on his previous comments, and requested that the TPB address questions related to regional transportation planning and air pollution, and climate change strategies. She said that Bill Pugh shared results of a survey and a fact sheet on induced demand.

Lyn Erickson said that all the comments received were posted on the website.

2. APPROVAL OF THE JUNE 21, 2023 MEETING MINUTES

Approval of the minutes was moved by Kristin Umstattd and seconded by James Walkinshaw. The minutes were approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Lyn Erickson of TPB staff provided a summary of the Technical Committee's meeting on July 7. The Technical Committee chair, Mark Rawlings, was not in attendance. She said the committee received briefings on the first five items on the TPB agenda. She said the committee also received briefings on three items for information and discussion, including comments received to date for Visualize 2050, a presentation of regional coordination on transit on-board surveys, and a presentation on the COG Round 10 Cooperative Forecast of populations, households, and employment.

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

Referring to the posted material, Richard Wallace, chair of the Community Advisory Committee, briefed the board on the committee's meeting on July 13. He said the committee received a presentation from WMATA staff about their funding and project prioritization process. He said the committee had a lively discussion about funding shortfalls and opportunities, capacity expansion, and public engagement. Separately, he said the committee reviewed the 2022 consultant evaluation of the TPB's public involvement activities.

Referring to the posted material, Christina Henderson, TPB vice chair and chair of the TPB's Access For All Advisory Committee, provided a report on the committee's meeting on June 26. She said the committee received the following briefings: DDOT staff presented on D.C.'s funding and project prioritization process; OmniRide staff presented on their agency's microtransit operations; TPB staff presented on the 2022 evaluation of the TPB's participation activities; and TPB staff presented an overview of the upcoming enhanced mobility grant solicitation.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth called attention to the video, which was playing prior to the start of the meeting, that featured the recent Commuter Connections awards ceremony. He thanked Chair Collins and Vice Chair Henderson who emcee'd the event.

Referring to the posted material, Kanti Srikanth said the Steering Committee met on July 7 and approved two amendments to the Transportation Improvement Program. These included a request of the District Department of Transportation, which added about \$92 million in federal and local funds for the District's bridge program and specifically for the I-395 Northbound bridge crossing the Potomac River. The second amendment was at the request of Maryland Department of Transportation for a project in Prince George's County that added about \$1.6 million for improvements to a historic bridge on Governors Bridge Road.

Referring to letters sent and received, Kanti Srikanth called attention to two letters sent by the TPB in support of applications from Montgomery County for federal grants.

Under announcements and updates, Kanti Srikanth noted that the TPB is soliciting applications for the Transit Within Reach program. He said the application deadline was August 4. He also called attention to a one-page listing of 11 new initiatives that staff will be undertaking this upcoming fiscal year. He noted that these activities all went above and beyond federal requirements and would address a number of key interests of the TPB, including equity and climate change.

David Snyder asked if TPB staff could prepare a response to the comments made by the Northern Virginia Transportation Alliance during the public comment period. He noted that the private sector throughout our region relies on the regional transit system and therefore the business community should support a solution to the Metro funding problems.

Kanti Srikanth said that a response could be developed. He noted that, as part of the next item, Chair Collins and COG Executive Director Clark Mercer had some thoughts to share on this topic.

6. CHAIR'S REMARKS

Chair Collins reminded the board that development is underway for the new long-range transportation plan. He said the key first step is receiving the list of transportation projects each of our 24 member jurisdictions plan to fund and implement between now and 2050. This is due by the end of this year. He highlighted the funding challenges that WMATA is facing.

Chair Collins said that at the COG's board's annual retreat, much of the program and discussion was focused on the WMATA funding shortfall. He noted that WMATA's General Manager and CEO, Randy Clarke, was in attendance, as was the Maryland Transportation Secretary, Virginia's Deputy Secretary, and D.C.'s Budget Director.

Clark Mercer, COG executive director, provided some additional context. He said the COG retreat, which was held the previous week, focused on economic development and the funding shortfall for WMATA. He said that these two subjects are closely related. He said that COG is committed to addressing the challenges facing WMATA. He said that collective work is needed not only to fund Metro's deficit for next year, but also to create long-term financial sustainability for the system so that questions about Metro funding do not again re-emerge in a few years.

Chair Collins announced that Gary Erenrich, long-time TPB alternate and senior staff with Montgomery County, would be retiring at the end of the month. He presented Mr. Erenrich with a plaque expressing appreciation for service to the region.

ACTION ITEMS

7. CAR FREE DAY PROCLAMATION

Referring to the handout material, Nicholas Ramfos provided background on Car Free Day, scheduled for September 22 of each year, which coincides with European Mobility Week. He explained that Car Free Day is an annual campaign on sustainable urban mobility, which goes from September 16 -22, and the goal is to introduce and promote sustainable transportation measures as alternatives to just using vehicles.

Nicholas Ramfos said the event has been held in the region since 2008 and promotes alternative forms of transportation to include transit, bicycling, scootering, walking, carpools, and telework. He stated that the overall pledge goal for 2023 is 5,000 individuals, and a survey is conducted. In 2022, almost 100 percent

of the respondents used car free or car-lite options during Car Free Day, while transit and using bikes and scooters was slightly less than what was pledged. He stated that almost 60 percent of the respondents who changed their commute mode on Car Free Day said they most likely would have driven alone to work on that day.

Nicholas Ramfos said that the website for the event is carfreemetrodc.org, promotional materials, and a Facebook and Twitter page are used to place information on, and the event does receive media attention. He said that local jurisdictions that participate are Montgomery County, Prince George's County, the Tri-County Council for Southern Maryland, City of Manassas, Prince William County, and Arlington County.

The Car Free Day 2023 Proclamation was approved by unanimous consent. Chair Reuben Collins signed the Car Free Day Proclamation.

9. VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUEST TO AMEND THE FY 2023 – 2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Andrew Austin introduced the item referring to the handout materials. He stated that the amendment notice period began before the June TPB meeting, and no comments were received. TPB staff did receive edits from the Virginia DOT during the interagency review period.

Andrew Austin said that two new projects were added. The new projects are Ryan Road, which adds \$3.16 million to the period of the TIP, and the U.S. 1 Bus Rapid Transit project which was already in the TIP but now has a new record adding \$254 million to the period of the TIP. He said that two projects added NVTA funding: Richmond Highway Corridor Improvements Phase 2, adding approximately \$104 million in the period of the TIP and the Northstar Boulevard project, which adds \$62 million.

Andrew Austin stated that there were an additional 21 changes listed in the errata attached to the July 14 memo provided to board members. He said that the totals change VDOT's portion of the TIP from an original \$1.95 billion to approximately \$9 billion. He stated that all the projects have been included in the air quality conformity analysis of the most recently approved plan and TIP, and the TPB staff have worked closely with VDOT staff to verify the financial constraint. He thanked VDOT staff for their assistance.

Chair Reubens asked for a motion to adopt Resolution R2-2024 to amend the Northern Virginia section of the FY 2023-2026 TIP to update project and funding information to align with VDOT's draft STIP.

Takis Karantonis motioned to adopt Resolution R2-2024. Kristen Umstadd seconded the motion. The motion was approved unanimously.

INFORMATIONAL ITEMS

10. DRAFT NATIONAL CAPITAL REGION FREIGHT PLAN

Referring to the presentation, Andrew Meese provided an update of the draft 2023 update to the National Capital Freight Plan for the TPB board's review and approval at the September board meeting. He recognized the work of TPB's consultant team from ICF and TPB colleagues Janie Nham and Patrick Sukiyakis and the advice of the TPB freight subcommittee chaired by Laura MacNeil of the District DOT and the TPB Technical Committee.

Andrew Meese noted that it is a federal requirement that the TPB's metropolitan transportation planning consider freight among other factors, and the TPB has an ongoing freight planning process through the Unified Planning Work Program and the TPB Freight Subcommittee. He called the board members' attention to the fact that part of plan approval is the regionally significant freight network. He said that the TPB

developed this network to look at differential congestion inside and outside the network which is not the same and does not supersede the officially designated truck routes of the states and FHWA.

Andrew Meese said that truck freight remains dominant in the region, and the region will see growth in truck freight and multiple modes and mail delivery. He said that the plan looks at the truck-involved fatalities in the region and what is interesting is that is that even though the region has had an upward trend in overall fatalities, that trend is not reflected in truck-involved fatalities. He said that the jury is still out on long-run trends and the rise of e-commerce in general because of the whole ecosystem created by where warehouses are and how trucks deploy on a daily basis changes with e-commerce.

Andrew Meese stated that issues and challenges include congestion and according to 2016 data, the metropolitan Washington region ranked sixth for freight congestion. He said that 26 percent of the region's population live in Equity Emphasis Areas and 23 percent of the truck-rich roadways, based on functional classification, are in EEAs. He said that the chart in the plan and presentation shows that the percent of trucks in the traffic stream are similar inside and outside EEAs.

Andrew Meese stated that the plan's recommendations include continuation of things that TPB staff are doing now including subcommittee data collection, maintaining relationships with stakeholders, and airport analysis. He said that things that could be strengthened are equity analysis, safety analysis, and looking at data trends for technological developments and progress monitoring.

Andrew Meese commented that July 19 begins a 30-day comment period that lasts until August 21. He said that TPB staff will prepare a revised version for TPB Technical Committee review on September 8 and for the TPB board to review on September 20.

Bridget Newton asked if the TPB board could receive an updated crash analysis that includes beyond 2020 for the years 2021 – 2023 since it is almost 2024.

Andrew Meese replied that TPB staff will take a look, but detailed data on factors related to crashes can take a long time to come out.

Bridget Newton suggested centralizing the data around the Capital Beltway.

Mr. Meese responded that it is the matter of the review process from the police and the states and federal agencies to make sure that data is available. He said that the TPB staff will take a look to see what the most recent data is.

David Snyder asked if the TPB board will be making recommendations on the reduction of greenhouse gases and safety and how tying these two topics into future support of the region's freight system and making the system even more environmentally friendly. He said that each day brings news of a truck crash and what can the TPB do to reduce incidents. He also asked whether the freight report takes into account Virginia work on rail and plans to improve rail connectivity including the Long Bridge and whether the TPB is taking into account what states and regions are doing to support freight rail as well as passenger rail.

Andrew Meese said that the plan contains information on climate, safety, and rail expansion. He said that the TPB can review the plan to see if any enhancements or improvements could be made to that information.

Kanti Srikanth commented that the TPB adopted seven climate change mitigation strategies and identified seven additional strategies to help reduce greenhouse gases to achieve the targets that the TPB adopted for reducing on-road greenhouse gases. He said that part of the work included identifying opportunities to reduce truck-based emissions.

Kanti Srikanth stated that the TPB provided public comments to the EPA on proposed rules to tighten truck emissions. He said that the TPB wrote in support of that and identified system-wide, fleet-wide actions to tighten truck emissions, and the TPB specifically identified system-wide, fleet-wide actions that will be critical because as freight and population grows and the economy develops.

Takis Karantonis asked whether the TPB considers the type of working conditions of those who are driving and the workforce that works in these transportation networks. He also asked about the rise of e-commerce and the tendency for companies to try to deliver fast and often without consideration of the impacts. He asked if the final plan is going to include recommendations with regards to the best practice for residential delivery.

Andrew Meese said that the plan includes limited information about workforce issues but not at a detailed level that covers workforce practices or labor practices. He said that the plan does recommend the use of best practices but does not have detail because best practices might vary by jurisdiction.

Takis Karantonis said that Arlington County board members have received anecdotal input that there are streets in the county receive four, five, or six visits of local delivery, and this is inefficient. He encouraged TPB staff to look at workforce and delivery conditions related to logistical systems, cost factors, and efficiency. He stated that it would be helpful to understand how the overall business model of logistics evolves.

11. ENHANCED MOBILITY GRANT SOLICITATION

Mohammad Khan referred to the presentation materials to introduce the new Round Six Enhanced Mobility Program funding to help senior citizens and people with disabilities in the region. He said that the TPB usually receives 30 applications per solicitation.

Mohammad Khan noted the three pre-application conference dates in August in each jurisdiction, and the solicitation runs between the beginning of August and September 30 at 3:00 P.M. He said that COG has approximately \$10.8 million in federal funding that requires a match, and the two types of projects are operating, which funds can be used for required insurance, and capital mobility management for acquiring and purchasing vehicles.

Mohammad Khan said that the TPB staff requests that program applicants finish their grant within two years so that all funds are used adequately and for the right projects. He said that non-profit agencies, private providers, and local governments in DC, Maryland, and Virginia have applied in the past. He said that the application is stringent and complex and requires an ADA plan, Title VI plan, and insurance.

Mohammad Khan stated that the 2010 Census map is used for service area, and if a TPB jurisdiction is not in the service area, those agencies may apply for Section 5310 grants through Virginia Department of Rail and Public Transportation or the Maryland Department of Transportation. He said that the selection criteria for selecting projects comes from the TPB's Coordinated Human Service Transportation Plan and Access for All Advisory Committee. He said that the schedule gives the selection committee between October and November to choose recommended projects, and on December 20, when the TPB reconvenes, staff will bring the recommendations for board approval.

Mohammad Khan said that priorities that came from the AFA committee have not changed since the 2021 Enhanced Mobility selection and include mobility management, coordinated planning efforts, travel training, door to door service, access to transit stations, increased wheelchair access options, taxis, volunteer driver programs, and tailored transportation services.

Mohammad Khan asked for TPB member support in reaching as many organizations as possible with information about the program.

Gary Erenrich asked what kind of outreach TPB envisions doing to reach non-profit and human services organizations in Equity Emphasis Areas.

Mohammad Khan replied that the COG Enhanced Mobility team has connections to community leaders in those areas who are spreading the word within the community.

Kanti Srikanth said that in addition to reaching prior applicants, there are more than 100 organizations around the region that the TPB reaches in addition to TPB committees, subcommittees, the Access for All Advisory Committee, Community Advisory Committee, and TPB Technical Committee, the TPB has a larger mailing list to reach along with local human service coordination planners.

Mohammad said that Commuter Connections has done a lot of marketing for the program.

Gary Erenrich said that TPB staff indicated that it is difficult for new agencies and small organizations to complete the application and meet the requirements. He asked if there is anything that would be helpful in terms of assisting new, smaller agencies in completing applications.

Mohammad Khan said that the Enhanced Mobility team has helped smaller organizations to make sure they have proper documentation, and the pre-application conferences are there to help subrecipients. He said that the presentation given at the pre-application conferences is more in-depth and in detail in terms of what to expect and what an applicant needs. He referred to the memo in the agenda packet which goes over the presentation materials and area map.

12. 2023 TRANSPORTATION PLANNING CERTIFICATION REVIEW FOR THE WASHINGTON REGION

Lyn Erickson introduced Lauren Keeley, Federal Transit Administration Director of the Office of Planning and Program Development, who presented the results of the March 2023 TPB Transportation Planning Certification Review.

Referring to the presentation, Lauren Keeley announced that she was joined by Dan Koenig from the Federal Transit Administration and Sandra Jackson from the Federal Highway Administration, both of whom were involved in the review. She explained that the review included planning materials from both the TPB and the Fredericksburg Area MPO, was conducted on March 8 and 9, and included engagement at the TPB Community Advisory Committee meeting on March 9. She stated that the site visit is followed by a desk review of items that did not come up within the site visit, continued coordination follow-up, and then federal issue of a review report.

Laura Keeley said that every four years FHWA and FTA perform a joint review to certify the transportation planning practices of the MPO in all urbanized areas with a population over 200,000 to ensure that planning requirements are satisfactorily implemented. She said that all seven recommendations from the 2019 review report have been satisfactorily addressed including strengthened coordination with FAMPO through execution of a 2021 MOU.

Laura Keeley stated that a June 2, 2023, letter certifies the National Capital Region TPB area, finds that the TPB planning process substantially meets federal requirements, there are no corrective actions for the TPB or FAMPO, and there were seven commendations and three recommendations. She said that noteworthy practices include affirming the Region United Metropolitan Washington Planning Framework for 2030, undertaking efforts to address the region's unmet housing needs with a release of the regional fair housing

plan, and continued coordination reaffirming aspirational initiatives and adopting climate change mitigation as a goal.

Laura Keeley said that commendations focused on the Visualize 2045 update, identifying and demonstrating how the system estimates of income are reasonably expected, environmental justice, the Voices of the Region public outreach, congestion management and other performance-based planning areas, and steps toward resilience planning including hiring a transportation resiliency planner. She said that recommendation include the TPB developing an ADA transition plan, updating financial assumptions to include the inflation rate,

Laura Keeley said that next steps in the process are that FTA and FHWA can meet with MPO staff to prioritize recommendations for integration into work program tasks and provide technical assistance if the TPB has questions.

Chair Reuben Collins commended TPB staff for the results of the federal certification review.

Kanti Srikanth thanked the federal reviewers on behalf of TPB staff and the board.

13. ADJOURN

There being no other business, the meeting was adjourned at 2:18 P.M. The next meeting will be on September 20, 2023.