
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

September 18, 2024

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Christina Henderson – DC Council, TPB Chair
Matt Frumin – DC Council
Heather Edelman – DC Council
Amanda Stout - DDOT
Rebecca Schwartzman – DC Office of Planning
Haley Peckett – Montgomery County
Drew Morrison - MDOT
Takis Karantonis – Arlington County
James Walkinshaw – Fairfax County
Maria Sinner – VDOT

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Charles Allen - DC Council
Mark Rawlings – DDOT
Mati Bazurto – City of Bowie
Reuben Collins – Charles County
Denise Mitchell – College Park
Mark Mishler – Frederick County
Jessica Fitzwater – Frederick County
Kelly Russell – City of Frederick
Kristen Weaver - Greenbelt
Marilyn Balcombe – Montgomery County
Eric Olson – Prince George’s County
Victor Weissberg – Prince George’s County
Monique Ashton - Rockville
Shana Fulcher – Takoma Park
Kris Fair – Maryland House
Marc Korman – Maryland House
Canek Aguirre – City of Alexandria
Dan Malouff – Arlington County
Walter Alcorn – Fairfax County
David Snyder – Falls Church
Rob Donaldson- Loudoun County
Pamela Sebesky – City of Manassas
Jeanette Rishell – City of Manassas Park
Meagan Landis – Prince William County
Victor Angry- Prince William County
Jennifer B. Boysko – Virginia Senate
David Reid – Virginia House
Mark Phillips – WMATA
Sandra Jackson - FHWA
Michael Weil - NCPC

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Mark Moran
Tim Canan
Leo Pineda
John Swanson
Sergio Ritacco
Rachel Beyerle
Deborah Etheridge
Jamie Bufkin
Cristina Finch
Andrew Austin
Jane Posey
Dusan Vuksan
Charlene Howard
Janie Nham
Andrew Austin
Michael Farrell
Ken Joh
Robert d'Abadie
Katherine Rainone
Laura Bachle
Lindsey Martin
Amanda Lau
Amy Garbarini – DRPT, Technical Committee Chair
Ra Amin – CAC Chair
Kari Snyder – MDOT
Regina Moore – MDOT
Rick Parsons – SMTA
Jason Stanford - NVTA
Bill Orleans – Public
Haley Erickson – ICF

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

Chair Henderson briefly reviewed the process she would use for facilitating the hybrid 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.

Richard Parsons, Vice Chair of the Suburban Maryland Transportation Alliance, commended the region for its support for the implementation of infrastructure to support electric vehicles, but he noted that the anticipated growth in EVs will lead to a reduction in gas tax revenues. He said that new revenue streams are needed that more equitably assign costs based on road usage. He commended the TPB for its Aspirational Initiative that promoted the implementation of express toll lanes.

Jason Stanford, Northern Virginia Transportation Alliance, urged the board to continue to complete the regional express lanes network as envisioned and approved by the TPB in 2018. He said the auto access

to jobs was particularly essential for low-income families.

Lyn Erickson said that between noon July 16 and noon September 17, the TPB received the following letters and comments:

- Tad Aburn provided a copy of a July letter he submitted to the Climate, Energy, and Environmental Policy Committee, which requests that the committee act on recommendations they received from the Air and Climate Public Advisory Committee.
- Barbara Coufal, Citizens Against Beltway Expansion, urged the TPB to insist on a third modeling scenario alternative to the Southside Beltway Expansion in the Visualize 2050 plan, which would include WMATA's plans to extend the Blue Line over the Woodrow Wilson Bridge as well as other projects.
- Bill Pugh, Coalition for Smarter Growth, asked that the TPB conduct an alternative regional transportation and land use scenario in the Visualize 2050 process. He said that such a scenario was supposed to be a key component of the TPB's 2021 resolution that directed the Visualize 2050 process to consider multiple build scenarios and their impact on the region's greenhouse gas and other targets.
- Marjorie Dunn submitted a form letter that urged the TPB board to reject the currently proposed I-495 express lanes project.

2. APPROVAL OF THE JULY 17, 2024, MEETING MINUTES

Chair Henderson moved approval of the minutes. The motion was seconded by James Walkinshaw and was approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Amy Garbarini, chair of the Technical Committee, briefed the board on the committee's meeting on September 6. She said the committee received briefings on three items that were reviewed for inclusion on today's TPB agenda:

- A presentation on TPB's equity deep-dive study.
- A briefing on the Regional Electric Vehicle Infrastructure Implementation -- or REVII for short -- strategy, which is a guide to how state and local jurisdictions in the region plan for deploying EV charging infrastructure.
- A briefing on the forthcoming safety summit to highlight regional concerns around roadway fatalities and serious injury trends.

She said that two items were presented for information, including:

- A progress report on Visualize 2050, the FY 2026-2029 TIP inputs, and Project InfoTrak 2.0.
- A presentation from DDOT on the design and construction of the H Street Northwest Bridge replacement project.

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

Referring the posted material, Ra Amin, chair of the CAC, said the committee met on September 12. He said the meeting featured a discussion of DMV Moves, a presentation and discussion of TPB's climate change mitigation planning program, and a status report on the Access For All Committee. He also said the CAC would be setting aside a time on future agendas for members to report on their own community engagement activities.

Takis Karantonis asked how community engagement would be processed and used in the DMV Moves process.

Ra Amin said the concerns of the CAC were being compiled and provided to staff for their consideration.

Kanti Srikanth explained that DMVMoves is a joint initiative between the COG board and the WMATA board, and the TPB is providing technical assistance. He said that DMVMoves comprises a task force of elected officials and two advisory groups: one for government partners and another advisory group of community partners. He said the TPB's Community Advisory Committee is represented on the second advisory committee by the chair of the CAC, Ra Amin.

Kanti Srikanth said that over the past three months, the advisory groups have been discussing various issues. He said that the advisory groups have recently coalesced around sets of recommendations that they were to present at a meeting the following week. Among other things, the two groups' recommendations include proposals and suggestions regarding coordination among transit operators and recommendations on how to address the unmet funding needs of all of the transit operators in this region. Using that input, the task force will determine which options to pursue.

Takis Karantonis said he asked the question because he wanted to highlight the importance of public input in the process.

Kanti Srikanth agreed with Takis Karantonis, noting the community advisory group has more than 40 members that each represents organizations that in turn represent multiple people. He said that the membership represents a wide variety of community stakeholders such as Board of Trade, labor unions, environmental groups and transit riders advisory group.

James Walkinshaw said the Access For All Advisory Committee met virtually on September 9 and received updates on DMV Moves, a preview of the fall TPB agenda including the September agenda, and an update on an ongoing assessment Access For All Advisory Committee member which will inform a planned refresh of the committee structure. He noted that the meeting also included a discussion of the Better Bus redesign and the importance of remaining engaged to ensure that there are no unintended consequences for Metro Access users that might come about as a result of the redesign. Lastly, he said the committee received a presentation on transportation access and better health outcomes from Jessica Richards from the Tri-County Council of Southern Maryland, and Jeb Corey from IT Curves Transit Group, who each presented their respective programs which provide access to medical care. He said the meeting wrapped up with an open forum, where all of our members have the opportunity to share updates.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the TPB Steering Committee met on September 6. The committee approved an amendment that correct errors in the budget calculations that were in the TPB work program for FY 2025, which the board approved in March. This amendment moved about \$250,000 from the research and data program activity to the long-range planning activity, but it did not change any of planned work activities.

Kanti Srikanth said the committee also amended the TPB's Commuter Connections work program to add approximately \$942,000 in new funding from MDOT to have Commuter Connections expand its current commuter incentive program to the residents of the Baltimore area who are currently inconvenienced due to the collapse of the Francis Scott Key Bridge.

Kanti Srikanth said the committee also added about \$386,000 in additional federal transportation alternative program (TAP) funds to the Town of Vienna's Locust Street Trail improvement project.

Kanti Srikanth said the committee approved four TIP amendments:

- Approximately \$8 million in state transportation block group grants funding was added to the Pennsylvania Avenue Southeast Great Streets project in Washington, D.C.
- Approximately \$13 million for three different projects were added in Maryland, including access improvements to the MARC College Park station, to the Beaver Branch Bridge replacement, and to the overall bridge preliminary engineering program in Montgomery County.
- For the Virginia Department of Rail and Public Transportation, an amendment added approximately \$15 million in Congestion Mitigations Air Quality (CMAQ) funds and regional surface transportation program funds to a new commuter assistance program in Arlington, and it added about \$60 million in FTA's low or no emission program funds for Fairfax County to purchase about 60 electric buses in Fairfax County.
- For the Federal Highway's Eastern Federal Lands Division, an amendment updated the funding information for all of the federal projects in the region to reflect the latest appropriations.

In the letters packet, Kanti Srikanth said there was a letter from the Federal Highway Division Administrator commending the TPB for the systemic approach it took to stakeholder engagement to evaluating the climate risks to transportation infrastructure across different modes and on the TPB's plan to incorporate this regional resiliency program into the Visualize 2050 long-range transportation plan. He said the packet also includes letters of support from the TPB to its members applying for federal community charging and fueling program grants, which will be used to implement or install EV charging infrastructure. These include letters of support for Arlington County, the District of Columbia, and one for the Council of Governments which is for an application in which a number of TPB localities have pooled together to apply through COG. These include the cities of Alexandria, Fairfax, Manassas, Arlington County, Fairfax County, Frederick County, and Prince George's County.

In the announcements section, Kanti Srikanth highlighted a flyer announcing an event for the 50th anniversary of TPB's Commuter Connections program on October 2, 2024.

Kanti Srikanth made a couple of announcements that were not in the written posted material. He said that between October 4 and November 18, the Community Advisory Committee staff will be soliciting membership for appointment of new two-year terms.

Kanti Srikanth also noted that on August 2, TPB staff held a curbside management forum in which approximately 50 participants from 20 different organizations participated in person, and an additional 20 people participated online.

Finally, Kanti Srikanth again mentioned the DMV Moves initiative. He said that since the TPB met in July, considerable work has been conducted. He said the task force would be meeting the following Monday. The agenda was scheduled to include discussions and recommendations of the advisory groups on how best to integrate the transit activities across the region and also a preliminary assessment on future transit funding needs and revenue options.

David Snyder commended staff for its very full work program. Regarding the letter from Coalition for Smarter Growth that requested a scenario study related to greenhouse gas goals, he asked whether staff should set up a meeting with that group to better understand what they are asking for.

Kanti Srikanth said he would provide an informational memo to the board ahead of the next meeting regarding the suggestion that Mr. Snyder referenced. He said he would be happy to meet with the Coalition for Smarter Growth to help them understand what the process requirements are and what work has already been done that might provide the information that they are seeking.

Kanti Srikanth further explained that the term scenario has recently been misused in some of the public comments submitted about the current conformity analysis that is underway. He said that currently, the TPB has authorized staff to conduct air quality conformity analysis on two sets of projects. He said the two sets of projects are vastly similar, with one difference: In one set of projects, the Virginia Southside Express Lanes Mobility Project is not included. But he said it is important to note that these are not what would generally be understood to be a scenario analysis.

6. CHAIR'S REMARKS

Chair Henderson announced that September 23 is Car Free Day. She said that October 2 is the 50th anniversary of Commuter Connections. Finally, she called attention to the October 31st safety event, which is intended to shed a spotlight on the seriousness of the issue. She urged each of the TPB members to attend the event.

7. REGIONAL ELECTRIC VEHICLE INFRASTRUCTURE IMPLEMENTATION (REVII) STRATEGY

Chair Henderson introduced Dusan Vuksan to provide an overview of how the region plans to build up electric vehicle charging infrastructure. Chair Henderson commented that the TPB has adopted aggressive greenhouse gas reduction goals and electric vehicles are part of that strategy.

Dusan Vuksan provided an overview of why the TPB developed the Regional Electric Vehicle Infrastructure Implementation (REVII) Strategy. He said that the TPB's climate change mitigation study of 2021 (CCMS) found that transitioning vehicles from fossil fuels to clean fuels is the action with highest potential to reduce greenhouse gas emissions from the on-road transportation sector and help the region achieve its greenhouse gas reduction goals. He stated that the region currently has almost four million light duty vehicles and that the performance analysis of Visualize 2045 showed that even with increases in transit trips, transit accessibility and bicycling and walking, future travel in this region is still expected to be largely by automobile mode.

Dusan Vuksan explained that the 2021 Bipartisan Infrastructure Law established a \$7.5 billion program within the U.S. Department of Transportation to fund the development and installation of electric vehicle charging infrastructure. He said that there is a \$5 billion national electric vehicle infrastructure (NEVI) formula program and a \$2.5 billion charging and fueling infrastructure discretionary grant program, or the Charging and Fueling Infrastructure (CFI) program. He said that having a regional vehicle infrastructure strategy could benefit the region in planning for and applying for federal funds. He said that COG was recently awarded \$3.9 million from the CFI program, and COG used the REVII strategy to develop a recently submitted regional application for the next round of funding.

Dusan Vuksan said that the REVII strategy is intended to serve as a planning resource to assist the region in developing a network of publicly accessible EV charging stations. He stated that jurisdictions may use this study in conjunction with local knowledge to determine the best path forward for deploying EV charging stations. He commented that the REVII strategy builds on regional planning goals and includes three key objectives: to identify locations for publicly accessible charging facilities to support increased EV adoption throughout the metropolitan Washington region; to support reliable access to publicly accessible EV charging infrastructure, particularly in the areas with limited at-home charging, including multifamily housing developments and disadvantaged communities; and to help ensure that all populations in the metropolitan Washington region, including disadvantaged communities and individuals living within Equity Emphasis Areas, are able to access and benefit from the financial and environmental benefits of electric vehicles.

Dusan Vuksan said that less than three percent of light duty vehicles in the region are EVs, and the average age of a light duty vehicle is over nine years. He noted that people purchasing vehicles today could well be driving them beyond 2030 and having access to reliable, publicly accessible EV charging could make the difference in vehicles driver choose to drive.

Dusan Vuksan introduced Haley Erickson, ICF Consulting, to present additional information.

Haley Erickson said that the REVII strategy has two main components: EV registration projections used to anticipate future charging needs and a charging station location priority map to support the development of a comprehensive charging network across the region by identifying specific potential sites for EV charging stations.

Haley Erickson said that ICF calculated light duty electric vehicle registration projections for 2030, 2035, and 2045 by jurisdiction in the region. She said that three different adoption scenarios were considered (low, medium, and high), and the goal was to estimate the approximate number of EV charging stations that the region will need in order to meet future charging demands based on the expected EV population. Haley Erickson said that the second component of the analysis is the development of a light duty EV charging station deployment map that highlights certain parcels of land as optimal locations for EV charging stations. She noted that the goal of the map is to help jurisdictions identify and prioritize locations for light duty EV charging station installations based on EV registration projections for low, medium, and high adoption scenarios for both jurisdictions and the region.

Haley Erickson stated that as of January 1, the region had just over 82,000 EV registrations, 3,900 Level 2 EV charging station ports, and 385 direct current fast charger ports. She explained the number of charging points that would be needed to meet future demand under the low, medium, and high EV adoption scenarios.

Haley Erickson said that ICF used data from several sources to determine locations with anticipated high demand for EV charging stations, as well as EV charging deserts within Equity Emphasis Areas. She stated that the mapping approach was driven by traffic levels but incorporates additional data related to site characteristics including locations of existing chargers, multifamily housing developments, Equity Emphasis Areas, highway on and off ramps, park and ride locations, and different land use types for EV charger installations. She said that the maps are based on analysis of three different scenarios. She said that Scenario A looks at prioritizing DC fast chargers with high utilization that give 80 miles per range per 20 minutes of charging. She said DC fast chargers are best suited for locations where drivers will dwell for a short period of time like a rest station or fast service restaurant. She said the goal of Scenario A is to simply build out direct current fast chargers to serve as many drivers as possible as quickly as possible.

Haley Erickson said that Scenario B looks at prioritizing Level 2 chargers with an equity focus. She stated that Level 2 chargers give 10 to 20 miles of range per hour and are more suitable for residential and workplace locations where drivers will dwell and charge for at least four hours. She said that Scenario C looks at prioritizing direct current fast chargers and has more of a multifamily housing focus.

Haley Erickson shared three maps that display parcels of land that are scored for EV charging station deployment based on traffic levels and different site characteristics. She stated that high-traffic areas will have a higher priority score for EV charger deployment. She explained that a parcel's score will increase in priority as it experiences high traffic and is located near a park a park and ride location, multifamily housing, Equity Emphasis Area, or highway ramps.

Haley Erickson provided an overview of the contents of the REVII strategy document. She stated that the strategy contains ten jurisdictional profiles with information about their charging infrastructure deployment process, registration projections and trends, and EV adoption. She said that each profile contains an EV

deployment priority deployment locations map. She said that the REVII strategy document and map can serve as resources for any jurisdictions in EV infrastructure deployment planning. She said that the REVII strategy is not meant to be prescriptive, and jurisdictions should use the study in conjunction with local knowledge to determine the best path forward for deploying EV charging stations. She stated that jurisdictions can use the maps to select high interest areas for deployment, or they can select high priority parcels for in-depth charging stations citing assessments like evaluating electrical capacity and pre-wiring that exist at the site.

Chair Henderson asked how TPB staff is working with each jurisdiction to map this all out because it did not seem that we are making suggestions about where specifically a charging location would be more viable.

Kanti Srikanth said that the jurisdictional profiles developed is one specific way to assist TPB members. He noted that the purpose of developing jurisdictional profiles was to help the member agencies who are planning to use state or federal funds or perhaps prioritize local funding for EV charging station projects within their project planning process. Additionally, members can join hands to pool their efforts and apply for federal grants. He said that one example is that the TPB was informed by federal agencies that a COG application on behalf of a number of our jurisdictions was awarded a federal grant for \$3.9 million. He said that there were about four or more jurisdictions who participated in that effort, and now the TPB is submitting a second round of applications for federal grants with more jurisdictions participating. He said that this report and the tools helped the jurisdictions' because in the grant applications they were able to identify not just the amount of funding required to install but also the type of charger and the locations. This level of specificity and being part of a regional plan, I suspect helped to make the grant application more compelling.

Chair Henderson asked what the four jurisdictions are that were part of the grant application.

Kanti Srikanth said that he would get back to the board with the jurisdictions for the \$3.9 million grant. He said that the report uses a regional scale methodology that is good at pointing to the block level and shies away from pointing out exact locations for chargers. He said the report identifies the general area where publicly accessible charging is needed.

Drew Morrison asked how what each jurisdiction is doing in terms of NEVI informs the TPB's progress and the work done here.

Kanti Srikanth said that the report is just being completed, and the TPB has not had time to reconcile the report with stations or with the statewide NEVI documents. He said that the report does account for charging stations already on the ground but has not been reconciled with those that we have to do. He said that it is sobering that even under a low adoption of EV vehicles, the analysis is indicating that the region would need 10,000 publicly accessible charging stations in the next five years and 25,000 in the next ten years under a low adoption scenario.

Kanti Srikanth said that the TPB's greenhouse gas reduction goals, for example, aim to reduce greenhouse gases from vehicles 50 percent below 2005 levels by 2030. He said that the region is not going to get that through low adoption, and if one looks at high adoption, there are a number of interventions that may need to happen to get the region to become a high adopter, but assuming all of that happens, then the number of charging stations changes. He said that the region will need to build 25,000 charging stations in the next five years. He said that the TPB will reconcile the strategy with what the NEVI plans are and will that get us into the low, medium, high scenario.

Drew Morrison said that he thinks what is being done at the state level and what state partners are doing, what each of the local jurisdictions are doing is pretty aggressive in trying to pursue the same goal. He said

that jurisdictions are also going after CFI grants. He said he thinks that if the TPB can map out what the pipeline is and what the known pipeline is versus the gaps that aren't being filled with applications that might not have been won, that can provide a collective road map as well. He said that he appreciates that work could advance.

Matthew Frumin said that he represents upper northwest DC, and taking a look at the map, did not see a lot of suggestions for new charging stations in the upper northwest, yet there are a lot of EV vehicles in the area. He asked whether the concept is that folks will be charging their vehicles at home and so then you want another place where they can charge it at their destination? He asked whether that was part of the explanation for why there are not a lot of suggested charging stations in upper northwest. He said that the other side of DC looks bright red with high demand for stations. He asked to what extent the strategy is taking into account the desire by the District to have more people come to downtown using public transportation as opposed to cars.

Kanti Srikanth said that the entire analysis is focused on publicly accessible chargers yet that does not mean a tract of land with majority single family homes would never be identified at all. He said that it would be but what would be identified before that is a tract of land where you had multifamily housing where in-house charging equipment is hard to access and that is one part of why you might see that in northwest Washington, DC. He stated that the methodology uses the prevailing and the projected traffic flow traffic volumes through any region and is based on that so that what is seen on the map within the downtown District of Columbia area is reflecting the traffic that is still projected to come above and beyond what is already coming to DC on public transportation. He said that the methodology is built in a manner where the projections can be revised as needed if there are actions taken where the future traffic projections could be meaningfully changed from what it is forecast to be today.

James Walkinshaw said that he suspects that in Matthew Furmin's district there are a number of single-family homes, and unless a driver is taking a long road trip, a single-family home has the EV charging infrastructure that it needs. He said that he is concerned that when talking about the EV issue, members are talking constituents out of transitioning to EVs. He said that in Fairfax County about 600,000 people live in single-family homes and that every one of those homes has at least the components of EV charging infrastructure that they need to get around this region; however, taking a 500-mile road trip is a different scenario.

James Walkinshaw said that he thinks it is important to talk about EV charging with different housing types in mind; however, there is not a lack of EV charging infrastructure for the majority of the region. He said that those who live in single-family homes have the infrastructure they need to make the transition to EVs; however, people who live in attached housing or in multifamily housing have a different challenge and that is the focus of the REVII work.

James Walkinshaw said that in looking at the Fairfax County map, one of the locations targeted for a Level 2 charging station is the Backlick Plaza Shopping Center. He said he is trying to understand how those who live in apartments across the street will use a Level 2 charging station because the car would need to be plugged in for hours for a full charge. He asked whether the idea is that they would plug in their vehicle for 10 - 15 minutes as they shop, and what is the use for Level 2 chargers targeted to the Equity Emphasis Areas, and how will that encourage EV adoption in those areas? He said he could understand a Level 3 charger in the location but not a Level 2 scenario.

Kanti Srikanth said that locating publicly accessible EV charging stations is a purely public/private transaction where one has to work with the private entity in terms of access to their space—particularly for Level 2 where at least a minimum four-hour charge is required. He stated that there are broader considerations around transactional arrangements with that private property owner.

Haley Erickson said that the scenario is a general recommendation if jurisdictions are looking at specific

site recommendations, if they think that this particular parcel of land might be better suited for direct current fast chargers, they could absolutely install a direct current fast charger there. She stated that the example is a parcel of land that the analysis indicates would be most likely to be highly utilized based on traffic patterns and proximity to site characteristics.

Haley Erickson said that Level 2 EV charging stations are more affordable typically to build out than direct current fast chargers, require fewer utility capacity and grid infrastructure upgrades to support them. She stated that one of the limitations to the analysis is ICF was not able to get grid capacity data for some of these locations, and typically electrical capacity in grid infrastructure is not always as well built out in particular underserved communities, so Level 2 takes that into consideration so that infrastructure can at least be placed on the ground.

James Walkinshaw said that he recognizes that Level 3 is exponentially more expensive and more challenging to install. He stated that he questions the assertion that for somebody living in a multifamily home community, having a Level 2 charger in a shopping center nearby or in a public space nearby would tip the scales to make an EV possible for them.

Haley Erickson noted that drivers would not be driving the EV vehicles to empty, so folks with the vehicles would likely need shorter dwell times to top up.

Takis Karantonis said that a question is whether we propose trickle charging which already exists in single-family homes. He commented that Arlington County receives conflicting input from constituents about curb charging. He noted that it is difficult to get power from companies for a new multifamily project, and it is a higher burden to get sufficient supply and an additional burden to size properly where electric infrastructure is needed for multifamily buildings.

Takis Karantonis said that over time his thinking has evolved towards a predilection for Level 3 charging at infrastructure hubs that serve multiple constituencies. He asked how the REVII strategy incorporates other aspects such as electric infrastructure availability and sizing and location when it comes to electrification of buildings. He commented that he has constituents who say why do you want to invite cars in your downtown area and make it available for single-car use. He asked how he can read the strategy in a sense that informs prioritization of infrastructure decisions. He said he is finding it increasingly difficult to say yes to trickle charging.

Kanti Srikanth said that for this analysis, the methodology does not account for all the extraneous challenges that go into siting and building any recharging station. He said that strategy is based on travel demand and prevailing land use where in-house charging capability is not likely to exist. He stated that there are a number of other factors that go into finalizing the siting locations, but this study is not designed to take other factors into consideration yet.

Monique Ashton said that she supports this work and had been working to support fleet conversion in Rockville in parking lots and rights-of-way. She said that she thinks that EV charging infrastructure should pair with attaching EV charging to renewable sources. She said that there are various goals among the state governments for the number of EV registrations and asked if the TPB might take a step at identifying who is going to putting in infrastructure and how might the region get to overarching goals it has set forward and think that might be a good strategy to build on the plan. She commented that she thinks Level 2 charging is great for home use, but if you want economic development and people to use charging out and about, Level 3 may be needed in more places. She commented that the plan does rely on upgrades and transformers, and there is a national shortage. She noted that she thinks the TPB needs to have more conversations about how we encourage more production locally so that we can meet our electrification goals.

8. 2023 WASHINGTON-BALTIMORE REGIONAL AIR PASSENGER SURVEY: GENERAL FINDINGS

Ken Joh said that the TPB has a long history of conducting air passenger surveys at the region's three major airports having conducted the survey for over four decades. He said that the survey results are used to better understand the purpose of air travel, how travelers get to the airport, and ground access.

Ken Joh said that the survey is a key part of the TPB's continuous airport systems planning program and is carried out under the oversight of the TPB's aviation technical subcommittee. He said that survey is an at-gate intercept survey that provides origin/destination information and is essential for developing regional travel demand models, airport ground access, transportation planning airport and terminal facility planning, and forecasting air passenger travel demand.

Ken Joh said that the regional air passenger survey was conducted last October with a pretest last spring due to implemented changes to the methodology. He stated that an electronic-based data collection method was used where passengers were asked to scan a QR code and take the survey by phone or on tablets.

Ken Joh stated that 486 flights were surveyed yielding about 9,600 valid responses. He provided an overview of survey results and comparisons for enplanements, local originations, and enplanement share by airport. He reported results on passenger characteristics, share of resident versus nonresident passengers, passenger age, and trip purpose.

Ken Joh noted that the share of business-related air travel across the region has steadily declined since 2017 with a five -percent drop from 2019 to 2023 which likely reflects the drop in post-pandemic business travel. He stated that the share of non-business travel, including vacation, personal and family affairs, and student and school-oriented travel, has steadily increased since 2017. He reported other data points for trips purpose by individual categories, passengers by household income,

Ken Joh said that key takeaways from the survey results are that nonresident passengers continue to outnumber resident passengers, although the share of resident passengers has been gradually increasing across the region. He said that the youngest and oldest age groups represent the smaller proportions of passengers compared with other age ranges. He stated that if anything should be remembered from his presentation it should be about business travel because the pandemic had a major impact on travel and how business is conducted. He stated that business travel has declined while non-business travel has increased across the region at all airports. He stated that it will be interesting to see whether this pattern continues when the next survey is conducted.

Ken Joh reported on additional survey results related to household income, ground access point of origin, and mode of access. He said that transportation network company (TNC) usage has steadily increased for all airports while taxi usage has declined, private car usage has dropped from 2017 to 2019, but rebounded in 2023, and transit usage has remained steady at BWI, slightly dropped at DCA, and increased at IAD. He commented that the largest share of residents travel to the airport by private car followed by TNC. He stated that from 2019 to 2023 for airport trips originating from home the share of trips by private car and taxi decreased while the share of trips by TNC and transit increased, and for airport trips originating from non-home locations the share of trips by taxi and hotel/motel courtesy bus decreased while the share of trips by TNC and transit increased. He said that the most important takeaway here is TNC use has steadily risen across all airports, accounting for a quarter of all airport trips.

Ken Joh shared the top reason why passengers chose to fly out of an airport for all three airports is because the airport was closest to their origin. He said that passengers were asked questions about typical mode of travel to the airport before the pandemic and post pandemic. He stated that across the region the share of passengers who indicated private or rented car as the preferred mode of travel

decreased slightly for each airport. He said that the share of passengers who indicated taxi or ride-hail as mode of access increased slightly from pre- to post-pandemic, and the share of passengers that were using public transit declined from the pre-to pos-pandemic period for BWI and DCA but increased for Dulles, which is likely due to the extension of the Silver Line to Washington Dulles International Airport.

Ken Joh summarized that the largest share of air passengers chose their airport because it was the closest airport and convenience was the top reason for choosing mode of access. He said that from pre- to post-pandemic, the share of passengers who typically traveled to the airport by private or rental car decreased slightly while the share of passengers who typically used taxi or ride hail increased in the region.

Chair Henderson asked for questions, and there were none. Chair Henderson said that the board members received the presentation slides and if anyone wants to follow up with Ken Joh after having reviewed the data.

9. TPB RESOURCES AND APPLICATIONS PAGE (TRAP) DEVELOPMENT UPDATE

Chair Henderson stated that due to time limitations, Item 9 will be postponed and will be scheduled as an agenda item for October 2024 or a later TPB meeting.

10. SAFETY EVENT ANNOUNCEMENT

Janie Nham said that the TPB is planning a safety event for October 31. She said that TPB staff is engaging with potential speakers including safety officials at the U.S. Department of Transportation's secretary's office and subject matter experts to participate in panels. She said that the board members will be sent a formal announcement in the coming weeks. She asked that if anyone has questions to please reach out to herself or Kanti.

11. ADJOURN

Chair Henderson stated that the next meeting would be October 16, 2024. There being no other business, the meeting was adjourned at 1:57 P.M.