
**TRANSPORTATION PLANNING BOARD
TECHNICAL COMMITTEE MINUTES**

February 7, 2020

1. APPROVAL OF THE JANUARY 10, 2020 TECHNICAL COMMITTEE MEETING MINUTES

Ms. Kari Snyder, Maryland Department of Transportation, presided over the meeting in place of Chair Kyle Nembhard, since he was unable to attend. The January 10, 2020 Technical Committee meeting minutes were approved.

2. PERFORMANCE-BASED PLANNING AND PROGRAMMING: 2020 TRANSIT ASSET MANAGEMENT TARGETS

Mr. Gaskin updated the committee on the 2020 transit asset management targets for the National Capital Region. He said the board was briefed on the draft targets at its January meeting and they will be asked to approve the final 2020 transit asset management targets in February. He said that there is one notable change from previous presentations: the regional bus asset performance measure was updated. The public transit provider and MPO requirements transit asset target setting transit requirements were described. He also reminded the committee of the four performance measure areas concerning transit asset management and shared the final TPB 2020 Transit Asset Management targets.

Mr. Srikanth asked about where the changes in the previous draft targets occurred.

Mr. Gaskin explained that the changes were minor. He said that there was the addition of 14 buses added to the total regional bus count. This addition caused the regional bus target to change from 4.8 percent to 5 percent.

3. FY 2020 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM FOR VIRGINIA TPB JURISDICTIONS

Mr. Swanson briefed the committee on the material. He said it had not been distributed ahead of time because the recommendations in the memo had only been determined that week. He explained that under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. For FY 2021 and FY 2022 in Virginia, the TPB was provided a sub-allocation of \$5,579,514. A selection panel met on February 3 and agreed to recommend funding for seven projects totaling \$5,551,274. The recommendations will leave a remainder of \$28,240 unspent from the TPB's sub-allocation. The TPB will be asked to vote on the recommendations on February 19.

Mr. Brown expressed appreciation for the selection of the Loudoun project, even though it was partially funded. He said that the county is committed to completing all of the components that were identified in the application.

Mr. Srikanth asked if the remaining funds that were not included in the panel's recommendations could be added to the Loudoun project, which was not fully funded.

Mr. Swanson said the Loudoun application had eight distinct components. VDOT asked that the TPB fund each component in its entirety and that the components be funded in priority order. He said the TPB's remaining fund would not cover 100% of the component that was next on the priority list.

Mr. Srikanth asked what would happen to the remaining funds.

Mr. Swanson said the funds would be included in the TPB's sub-allocation in two years, unless the board decides to do something else with it.

Mr. Whittaker commented on the large number of applications. He said that VDOT is focusing funding from the HSIP program on system-wide projects, so there was greater demand for site-specific projects

from sources like TAP.

Mr. Srikanth highlighted the fact that CTB District Member Mary Hynes had selected five projects for funding in Northern Virginia in addition to those chosen by the TPB's selection panel.

Ms. Snyder asked if applicants needed to apply separately for TPB funding and for statewide funding.

Mr. Swanson said there was one application process for all the funding categories.

4. BRIEFING ON THE DRAFT FY 2021 UPWP

Ms. Erickson began her presentation by defining what a Metropolitan Planning Organization (MPO) is and does, and covered the structures, functions, purposes, and products of an MPO. She said the Unified Planning Work Program (UPWP) outlines the work carried out by staff to meet the MPO requirements and add value to the region. The board will be asked to approve the UPWP in March. The TPB carries out the "3C" process: one that is continuing, cooperative, and comprehensive. This means taking projects that were conceived and developed at the local and state level and looking at them through a regional lens.

Ms. Erickson said that the UPWP defines how the TPB carries out MPO activities and serves as the scope of work for staff. The document becomes effective on July 1, 2020 after both the board and USDOT approve it. The MPO is not a direct recipient of federal planning funding. In the region, the three state DOTs are the direct recipients, meaning they have a special role at the TPB. Each of these DOTs is considered an oversight agency for the TPB. This means that they are subject to federal requirements and scrutiny, and that the TPB is also subject to additional oversight by them. She said that 80% of TPB funding comes from FHWA and FTA. She said that the three DOTs contribute an additional 10% of funding for the TPB, and that local governments and agencies contribute the final 10%. She said that preliminary revenues and expenditures for FY 2021 are expected to be \$17.8 million. She said that this money funds TPB staff who work to help meet federal requirements. She described additional benefits provided by the TPB. She said that one benefit is regional coordination and consultation, which includes the development of regional initiatives, promoting transportation alternatives, sharing policy priority templates, transportation and land-use coordination, and emergency preparedness management and operations. Another benefit is that the TPB provides technical resources including reports on travel conditions, travel demand forecasting, mobile emissions analysis, travel monitoring, multimodal initiatives, data and methods to set transportation systems performance targets, and communications tools to help get the word out.

Ms. Erickson highlighted activities from the FY 2021 UPWP. These include: kickoff of the Visualize 2045 update; Visualize 2045 public outreach; supporting the Visualize 2045 Aspirational Initiatives; evaluation and recommendations for transportation planning issues; the new iTIP database will be operational; the safety study and recommendations; briefings and actions related to climate change; transportation improvements to support Transit Oriented Communities; Regional Travel Survey analysis; updated Cooperative Forecasts, traffic incident management; mobile emissions planning; and travel forecasting and model development. She said that there will also be new activities to address emerging topics like curbside management, connected and autonomous vehicles, and micro-mobility.

Ms. Erickson said that next steps including balancing revenues and expenditures, identifying "carry over" projects and funding; and finalizing the UPWP document for approval by the board on March 18.

Vic Weissburg, Prince George's County, asked what the opportunity is to bring up new ideas within the program. He specifically asked about bringing jobs and housing closer together.

Mr. Srikanth said that the TPB does not work on land-use explicitly. He said that is the domain of the COG board. He said that the new COG chair and vice-chairs asked to work on Transit Oriented Communities, and that TPB staff are working closely with the COG board and the planning directors committee on the topic. He said that COG is taking the lead.

5. BRIEFING ON THE DRAFT FY 2021 CCWP

The draft FY 2021 Commuter Connections Work Program (CCWP) is in the meeting agenda packet and Nicholas Ramfos gave a PowerPoint presentation on the draft document to the Committee. He stated that Commuter Connections has a mission statement from the program's Strategic Plan. The benefits from the program and the coverage area for the program were then reviewed. MSA rankings for carpool and transit show that the region is ranked third in the nation for both modes. Mr. Ramfos then reviewed daily program impacts for transportation and emissions as a result of the program, the program's role in the regional planning process, its cost effectiveness, the proposed FY 2021 budget, and highlights of new projects within the program along with a review of next steps for the CCWP.

Commuter Connections maintains and updates an annual Strategic Plan which has a definition of the regional TDM program. Program benefits reach local jurisdictions, employers and workers and consist of reduced emissions and congestion, goods movement and tourist travel improvements, and the attraction and retention of employers. Employers can recruit and retain employees. Workers also benefit from less stress and costs of commuting which can lead to an improvement in their quality of life.

Mr. Ramfos then reviewed the Guaranteed Ride Home (GRH) and Ridesharing program service areas. The program service area is much larger than the non-attainment area for commuters using the both programs. According to the US Census American Community Survey, the Washington DC region ranks as one of the top urban areas in total percentage of carpoolers and transit users. Commuter Connections reduces 156,000 daily trips and over 3 million daily vehicle miles of travel, and just over have a ton of NOx and a ton of VOC's.

Commuter Connections is the major TDM component included in the region's congestion management process (CMP) which is federally required. Regional air quality goals are also supported through the program, which is part of Visualize 2045, the TIP, and the TPB's Endorsed Initiatives. Commuter Connections impacts also contribute to new FAST Act performance measures and goals set by the region.

Next, Mr. Ramfos reviewed the cost-effectiveness of the program which includes fifteen cents for every vehicle trip reduced, a penny for every vehicle mile of travel reduced, \$30K for every ton of NOx reduced, and \$43K for every ton of VOC reduced. The cost effectiveness is based on the results from the FY 2015- FY 2017 regional TDM program analysis report. Mr. Ramfos stated that Commuter Connections offers additional benefits to residents and commuters in the region including greater mobility, improved health/safety, and enhanced livability/quality of life. From the FY 2015 - FY 2017 regional TDM program evaluation analysis, regional cost savings generated for selected societal benefits of Commuter Connections were calculated. In addition to emission reductions, greenhouse gas emission reductions are estimated along with reductions in peak period travel delay, fuel consumption, noise pollution, and improved health/safety. Commuter Connections program impacts generate about \$1.2 million of daily cost savings across these societal benefits.

Mr. Ramfos compared the FY 2021 proposed CCWP budget to the FY 2020 CCWP budget and reviewed the associated changes for each of the program elements. There is a 3 percent increase in the budget from FY 2020 primarily due to an increase in data collection activities that will be required. The FY 2021 CCWP budget allocation includes 32% of the costs for COG/TPB staff and overhead, 50% of the costs for private sector services, 9% of the costs for pass-thru to local jurisdictions for TDM programs, and 9% of the costs are for direct costs.

The FY 2021 CCWP has some new projects including the streamlining of the three mobile applications currently in operation: Commuter Connections, CarpoolNow, and incenTrip. The idea would be to deep link the apps, so a user doesn't have to close out one app to go to another. Additionally, the CarpoolNow app will be augmented to include an emphasis on park and ride lots that are staging areas for carpooling. The 2019 State of the Commute general public report will be printed and distributed, the FY2018 - FY2020 regional TDM Analysis Report will also be completed and distributed, and both the

FY2021 Placement Rate Study and Retention Rate surveys will be conducted and reports will be produced and distributed for both.

Mr. Ramfos then discussed the next steps for the review and approval of the document. The program will begin on July 1, 2020.

Mark Phillips asked for a clarification on the mobile app streamline project. Mr. Ramfos stated that the idea would be to allow the app users to easily move from one app to another. For instance, if an incenTrip user was looking for a formal carpool they could just go from the incenTrip app to the Commuter Connections app and run a ride match list, or if a commuter was looking for a dynamic rideshare match, they could easily go from the incenTrip app to the CarpoolNow app.

6. BRIFING ON THE FY 2021-2024 TIP AND AIR QUALITY CONFORMITY ANALYSIS OF THE TIP AND THE 2020 AMENDMENT TO VISUALIZE 2045

Mr. Austin provided a brief background on the TIP and the development of the FY 2021-2024 TIP. He stated that inputs for the TIP were, or soon would be, aligned with the District's, the states' and WMATA's budgeting documents covering the same time frame. Mr. Austin said that the draft TIP tables had been released for a 30-day public comment and interagency review period on January 31. The financial analysis of those tables totaled \$15.3 billion and broke down roughly to be half from state and local sources, 25% from private, and the remaining quarter was federal funding. Mr. Austin stated that further analysis covering performance-based planning and programming, Complete Streets policies, and bicycle and pedestrian accommodations would be forthcoming, including

Ms. Posey informed the group that the air quality conformity analysis is complete, and that a summary report was included in the mailout materials and is also posted on the COG website. She went through a slide presentation giving an overview of the technical inputs and results of the conformity analysis. She stated that the TIP and Plan passed the conformity test. She noted that projects included in the analysis, which were approved by the TPB in July, are listed in a conformity input project table and also on an interactive map on the COG website. She explained that the 9.1a cooperative forecasts include updates to the Fredericksburg and Baltimore areas only and showed graphs of household and employment numbers through time. She also showed graphs of increasing vehicle and transit trips and VMT through time as output from the travel demand model for the analysis. Ms. Posey stated that the mobile budgets were developed for the 2008 ozone maintenance plan and outlined the differences in planning assumptions between mobile budget development and the current conformity analysis. She reviewed the ozone season VOC and NOx graphs and showed the group that the emissions for each analysis year are below the mobile budgets for each year. She noted that emissions are going down through time, except for a slight uptick between 2040 and 2045. She noted that the 2025 and 2030 analysis years are above the Tier 1 budgets, but are below the Tier 2 budgets, as they were for the Visualize 2045 conformity analysis. She showed a graph of mobile source greenhouse gases and noted that they were not officially part of the conformity analysis, but that it is important to track GHGs through time.

Ms. Posey also discussed a memo from Stacy Cook that provides information to the TPB about the TIP and Plan amendment and conformity analysis. The memo mainly includes a letter from VDRPT asking the TPB to update three projects in the plan: Long Bridge, Franconia- Occoquan 3rd Track, and Alexandria 4th Track. Ms. Posey indicated that the Long Bridge project would include a status change from "study" to "engineering design and construction", and that the 3rd and 4th track projects include additional details about the projects.

Mr. Erenrich asked why the GHG emissions increased between 2040 and 2045. He expressed concern that the emissions are not going down, and that all the investments being made are not helping. Mr. Srikanth noted that VOC and NOx emissions also increase between 2040 and 2045. He pointed out

that transportation emissions are most successfully reduced by impacting the fuel used and VMT. He noted that the Tier 3 standards help significantly with mobile emissions reductions, but that all vehicles do not yet have this technology. As time passes, with fleet turnover, the whole fleet will eventually have the Tier 3 standards, so emissions continue to go down. However, VMT continues to increase, and eventually the increase in VMT overtakes the improvements in vehicle and fuel standards. Mr. Srikanth indicated that this speaks to the need for strategies like TPB's aspirational initiatives, that look to change the way people travel and to reduce VMT.

Mr. Weissberg thanked staff for their hard work in completing the TIP development and the conformity analysis.

Mr. Phillips indicated that he had a request from his Board member which he would discuss after the meeting. He also asked if staff could break out emissions from certain areas such as freight delivery. Ms. Posey responded that it is possible to do back-of-the-envelope types of analyses. Mr. Vuksan noted that emissions specific to trucks can be extracted from the MOVES model. Mr. Srikanth added that home delivery type emissions cannot be broken out.

A committee member noted that those sorts of trips, as well as TNC trips are not really accounted for in the model yet anyway, so it would not be possible to calculate emissions from the model for those types of trips.

Mr. Erenrich asked what the percentage of EVs in the vehicle fleet is. Another member asked if ZEV vehicles are included in the inventory. Ms. Posey answered that all registered vehicles are included in the inventory. Mr. Erenrich asked if we grow EVs through time. Mr. Vuksan answered that they grow through time, but that the percentage stays the same. Ms. Posey reminded the group that staff will get updated vehicle fleet data in December 2020 and pointed out that the new data might show an increase in the percentage of EVs that would then be reflected in the model. Mr. Srikanth noted that the assumption that the percentage growth of EVs does not increase is conservative for the purposes of estimating future emissions reductions.

Mr. Erenrich asked if the data can be summarized by jurisdiction. Mr. Srikanth stated that it is possible to provide data at the jurisdiction level but cautioned against doing that because emissions in a particular county are not necessarily produced by residents of that county. He suggested that another approach would be to look at specific travel behavior or patterns.

7. JOINT TPB/MWAQC COMMENT LETTER ON EPA'S CLEAN TRUCK INITIATIVE

Ms. Posey reviewed a joint TPB/MWAQC comment letter on an Advanced NPRM on EPA's Cleaner Trucks Initiative which updates requirements for NOx reduction from heavy-duty vehicles. She noted that the letter generally supports the establishment of a 50-state heavy-duty NOx standard that aligns with California's proposed standards, as well as other proposed efforts such as requirements to improve on-board diagnostics and to enforce anti-tampering and to increase the regulatory useful life of vehicles. She added that the letter encourages EPA's regulatory support in the growth of heavy-duty Zero Emission Vehicles. She indicated that the comment period ends on February 20th, and that the letter will be presented to the TPB Steering Committee and MWAQC TAC, and that the MWAQC Executive Committee and TPB will be asked to endorse the letter at their February meetings.

Mr. Srikanth commented that this initiative will reduce NOx emissions from heavy-duty vehicles, and that the letter basically says that the TPB and MWAQC support EPA's promulgation of this rule.

There were no questions.

INFORMATION ITEMS

8. NATIONAL CAPITAL REGIONAL TRAIL NETWORK

Mr. Farrell discussed the history and background of the National Capital Trail, one of the seven aspirational initiatives in Visualize 2045. The National Capital Trail is a circumferential bicycle/pedestrian trail around the core of the region. This circumferential route serves a large number of jobs, residents, and activity centers. Much of it has already been completed or is well on its way to completion.

By 2018 the Washington Area Bicyclist Association and others were urging the TPB to consider expanding the National Capital Trail into a network that would cover the entire region. The Bicycle and Pedestrian Subcommittee also recommended expansion to cover the entire footprint of the TPB. In December 2018 TPB adopted a resolution directing staff to expand the National Capital Trail into a regional network, building on work done by the TPB and others.

That work is now nearly complete. Staff has identified a network that covers the entire region, and the Bicycle and Pedestrian Subcommittee endorsed that network at its January 2020 meeting.

Mr. Farrell described the process for developing the expanded National Capital Trail. As a first step, the Bicycle and Pedestrian Subcommittee reviewed and endorsed the draft network developed by the Washington Area Bicyclist Association and the Capital Trails Coalition for the inner jurisdictions. The Subcommittee also approved the selection criteria to be applied in expanding that network to cover the outer jurisdictions. Staff then carried out site visits at the outer jurisdictions to explain the project and gathered GIS data on trails and other bicycle facilities from those jurisdictions. GIS metadata gathered for these trails included width and paved status, which are necessary in order to determine eligibility. The network was vetted first for basic eligibility, but also for network density. We worked with the jurisdictional staff to select the “regional and long distance” facilities from among those that met the basic eligibility requirements. We would like developed areas to have roughly equivalent network density between jurisdictions. Rural areas have a less dense network.

Mr. Farrell discussed the selection criteria and distributed a map of the expanded National Capital Trail. The proposed network covers the urban core jurisdictions, and all the outer Counties, with the exception of Fauquier, which lacks planned facilities that would connect it to Prince William County. In Loudoun County there is only the W&OD Trail, which definitely meets the selection criteria. Other GIS layers from Loudoun are missing the metadata which are needed to determine whether those facilities meet the selection criteria.

Mr. Farrell expressed a hope that the TPB would adopt the expanded National Capital Trail. Mr. Farrell emphasized that there would be more than one bite at this apple, with annual updates. We expect to update the network in the near future, probably within this calendar year. Updates will be coordinated with the Capital Trails Coalition, which is doing parallel work with the central jurisdictions. Data which we have gathered for this effort will be incorporated into an updated Bicycle and Pedestrian Plan for the National Capital Region.

Mr. Erenrich noted that the upper end of Montgomery County had few facilities and no connection to Frederick County. Montgomery County recently completed a new Bicycle Master Plan.

Mr. Farrell replied that this was one reason that it would probably be less than a year before the next update of the National Capital Trail. When the Subcommittee endorsed the network in Montgomery County, a new bicycle plan was under development, but at that time there was no planned, continuously connected network of facilities in the northern portion of the County, which includes the ag preserve. Mr. Farrell suggested that the trail be approved as is and can be updated at a later time.

Fairfax also has some trails that could be added. Loudoun would probably like to add trails as well, but the necessary metadata is not yet available. Mr. Erenrich suggested that as part of the traffic relief plan

for the freeway expansion project a bicycle facility should be included.

Ms. Brecher asked about the design for non-motorized use as a selection criterion, and where that would leave e-bikes and e-scooters.

Mr. Farrell replied that when selection criterion were developed, a road bike was the design vehicle in mind and 20 mph was the design speed. Electric-assist bikes, which have to be pedaled and are limited to 20 mph, would fit within that criterion, as would e-scooters, which are typically speed-regulated to 15 mph. Electric motorcycles, ATV's, etc, were to be avoided. We were deliberately agnostic about what the management of a trail might decide to allow, but we wanted to be sure that the design of the facility was for lower-speed, non-motorized use.

Mr. Brown expressed concern about the lack of facilities on the map on Loudoun County. Loudoun County actually has numerous planned 10 foot wide trails along roads, which would meet the selection criteria, including nearly all the roads built in the last ten years. Unfortunately, Loudoun County's bicycle and pedestrian planner has been on maternity leave for much of the past year and was unable to provide much of the information that MWCOG staff needed. The map does not reflect the reality on the ground in Loudoun County, and that needs to be reflected somehow.

Mr. Brown also mentioned a gap in connection with Loudoun County. A proposed trail along Route 15 in Prince William County does not have a planned counterpart on Route 15 in Loudoun County. There needs to be better coordination with Prince William County.

Ms. Howard explained that the grey lines in Loudoun County were trails for which we have not received the necessary metadata to verify their eligibility under the selection criteria. If that data is received, the eligible trails in Loudoun County can be added to the National Capital Trail. Ms. Howard said that the Loudoun planner has been given time to provide the data. Mr. Brown suggested adding a footnote to clarify the situation, before this goes forward to the Board.

Mr. Srikanth said that this will not go to the TPB this month or next month, but it will go to the TPB by June. In Loudoun the gray facilities will be added once they are confirmed. There will be a pencils-down deadline to get the necessary information. Also, every trail in the National Capital Trail network must be part of an adopted local plan. If a plan has not yet been adopted, the facility cannot be added at this time, but could be done as part of a future update. This will be a living document, but it first needs to be adopted, and then an annual update cycle can begin.

Mr. Burns suggested that major trails leaving the region should be included on the map, including trails going towards Columbia, Baltimore, and Annapolis. Ms. Howard replied that MDOT has provided data that would enable this to happen.

9. NEXT GEN TDM IN MONTGOMERY COUNTY

Mr. Erenrich said he suggested this presentation because it is an example of the Aspirational Initiative to bring housing and jobs together. He explained that the county's Transportation Demand Management (TDM) program has been successful but MCDOT believed that they could make some changes related to employers, employees, and developers countywide. He explained that MCDOT received approval from the county council to act on these changes by passing Bill 36-18. He explained that Ms. Brecher has been the lead in this project for the county and would provide general information about the project and the changes that came out of Bill 36-18.

Ms. Brecher explained that mission of the program is to promote alternatives to single occupant vehicles and to address congestion, sustainability, and climate change. The program has been work-trip focused but explained that there has been an increased interest in focusing in the residential commute trip. The efforts of the program are concentrated in 6 Transportation Management Districts (TMDs) including Silver Spring, Bethesda, Friendship Heights, North Bethesda, Greater Shady Grove, and White Oak. Each TMD has a non-auto driver mode share goal that range from 18-55%.

Ms. Brecher said that MCDOT introduced Bill 36-18 which details the key goals and changes happening in the NextGen TDM program. The bill received public hearing and an election. During the election, a new county executive was elected and had additional ideas to incorporate to the bill. The original bill along with the latest revisions were approved in December 2019 and will come into effect in March 2020.

Ms. Brecher explained that Bill 36-18 include four key goals. The first goal includes providing a better streamlined process that hopes to reduce need for negotiation with developers during project review and shortens approval of TDM programs. Second, it seeks to provide flexibility and more choice of TDM strategies, tailored for type of project, geography, and availability of transportation options. Third, it seeks to ensure fairness by clarifying requirements of the program including costs to new development projects. Fourth, effectiveness should be increased by extending TDM/multi-modal approaches to a broader segment of the county, by providing incentives/disincentives to promote goal achievement, and by improving monitoring, reporting, and enforcement of program requirements.

Ms. Brecher also explained that changes for employers in Bill 36-18 include having more employers covered and changes in terminology. Former code requirements required employers located in TMDs with 25 or more employees were required to file a Traffic Mitigation Plan (TMP), report annually on the TDM measures that employers are implementing, and participate in the commuter survey. The revised code under NextGen changed the terminology of TMPs to Employer TDM Plans but they continued to have similar requirements as before. Additionally, it details the requirements to file TDM Plans/Reports based on the size of employers and their location in the county. More details can be found on page 11 of presentation. The revisions to the code will also be applied to new development projects. The revisions include extending the TDM to more new development projects in a broader portion of the county, focusing on achieving Master Plan/TDM commuting goals primarily NADMS, and eliminates Traffic Mitigation Agreements for new developments. Instead, new developments submit project based TDM plans based on size and location of the project. More details can be found on page 12.

Ms. Brecher explained the Bill 36-18 is important because the county can work more effectively with employers and developers to support growth and economic development while addressing impacts. Programs and services available can help employers attract and retain employees while also reducing costs. Services and outreach have been focused on 6 TMDs but traffic is generated throughout the county.

Ms. Snyder asked for an estimated administrative cost the county is spending to share with jurisdictions who might be interested in implementing a similar program.

Ms. Brecher said that their contract for outreach and associated costs in metropolitan areas is about six hundred thousand dollars but there are other costs associated for the program.

OTHER ITEMS

10. OTHER BUSINESS

Other items discussed with the committee include:

FAMPO MOU Update

Ms. Erickson said that the TPB has an agreement with the Fredericksburg area MPO (FAMPO). She said that part of the TPB's urbanized area extends into northern Stafford County. The agreement states that FAMPO will do planning for northern Stafford. The agreement dates to 2004. The recent federal certification review recommended that the memorandum of understanding between FAMPO and the TPB be updated. She said that TPB staff sent draft letter to FAMPO and are awaiting comment. She said that since FAMPO doesn't presently have an executive director the TPB may need to ask federal partners for a deadline extension.

Public Participation Plan Update

Mr. Swanson said that staff are working on the Participation Plan update. He said that the goal is to have a draft ready for public comment in May, to brief the board in June, and have the updated Participation Plan approved in July. He said that there will be a more detailed briefing at the March Technical Committee meeting.

Regional Transit Technical Assistance / TLC

Mr. Swanson shared brochures for the Transportation/Land-Use Connections (TLC) program which is accepting applications through March 9. He said that money for the TLC program comes the core program in addition to MDOT and DDOT. He said that additional funding will come from the Regional Transit Public Assistance Account for \$180,000. He is working with WMATA to figure out how this money can most effectively be used. He said this money would be used to fund design projects that would improve bicycle and pedestrian access to high-capacity transit. He said it is aligned with the Aspirational Initiatives.

Mr. Srikanth said that the money was originally meant for FY 2020, but that it will be extended to FY 2021.

Connected and Automated Vehicles Forum

Mr. Meese said that preparation is underway for connected and automated vehicles forum to be held this spring. He said there is nothing formal to share and that invitations have not been distributed. He said that the first of the events is on March 31.

Federal Grant Opportunities

Mr. Randall said that new federal funding grants are available for freight and transit. He said details can be found in the federal register notices. He said that if you intend to submit an application and would like an MPO endorsement, you should let TPB staff know as early as possible.

Request for Presentations

Ms. Erickson requested presentations on local projects that exemplify the Aspirational Initiatives.

11. ADJOURN

No other business was brought before the committee.

ATTENDANCE

DC	<ul style="list-style-type: none"> • Mark Rawlings (DDOT) • Kristin Calkins (DCOP)
MD	<ul style="list-style-type: none"> <li style="width: 50%;">• Ronald Burns (Frederick County) <li style="width: 50%;">• Gary Erenrich (Montgomery County) <li style="width: 50%;">• David Edmondson (City of Frederick) <li style="width: 50%;">• Victor Weissberg (Prince George's County) <li style="width: 50%;">• Kari Snyder (MDOT) <li style="width: 50%;">• Nima Upadhyay (Prince George's County) <li style="width: 50%;">• Winstina Hughes (MDOT)
VA	<ul style="list-style-type: none"> <li style="width: 50%;">• Jim Maslanka (City of Alexandria) <li style="width: 50%;">• Meagan Landu (Prince William County) <li style="width: 50%;">• Malcom Watson (Fairfax County) <li style="width: 50%;">• Norman Whitaker (VDOT) <li style="width: 50%;">• Robert Brown (Loudoun County) <li style="width: 50%;">Regina Moore (VDOT) <li style="width: 50%;">• Sree Nampoothiri (NVTA)
	<ul style="list-style-type: none"> • Mark Philips (WMATA)
TPB/COG Staff	<ul style="list-style-type: none"> <li style="width: 50%;">• Kanti Srikanth <li style="width: 50%;">• Dusan Vuksan <li style="width: 50%;">• Lyn Erickson <li style="width: 50%;">• Eric Randall <li style="width: 50%;">• Tim Canan (phone) <li style="width: 50%;">• James Li <li style="width: 50%;">• Andrew Meese <li style="width: 50%;">• Jane Posey <li style="width: 50%;">• Mark Moran (phone) <li style="width: 50%;">• Jinchul Park <li style="width: 50%;">• Nicole McCall (phone) <li style="width: 50%;">• John Swanson <li style="width: 50%;">• Abigail Zenner <li style="width: 50%;">• Karen Armendariz <li style="width: 50%;">• Arianna Koudounas <li style="width: 50%;">• Matthew Gaskin <li style="width: 50%;">• Bill Bacon <li style="width: 50%;">• Michael Farrell <li style="width: 50%;">• Bryan Hayes (phone) <li style="width: 50%;">• Stacy Cook <li style="width: 50%;">• Charlene Howard <li style="width: 50%;">• Sergio Ritacco
Other	<ul style="list-style-type: none"> • Mitsuru Tanaka (EXP)
Phone	<ul style="list-style-type: none"> • J. Costello • B. Massie • D. Goldfarb • L. Hamming • S. Soneji • S. Kumar • T. Horsley • J. Lee