
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

February 21, 2024

MEMBERS AND ALTERNATES PRESENT

Christina Henderson – TPB Chair - DC Council
Charles Allen – DC Council
Heather Edelman – DC Council
Leigh Catherine Miles – DC Council
Matt Frumin – DC Council
Mark Rawlings – DDOT
Sandra Marks – DDOT
Rebecca Schwartzman – DC Office of Planning
Denise Mitchell – College Park
Mark Mishler – Frederick County
Kelly Russell - City of Frederick
David Edmondson – City of Frederick
Neil Harris – Gaithersburg
Kristen Weaver - Greenbelt
Haley Peckett – Montgomery County
Marilyn Balcombe – Montgomery County
Oluseyi Olugbenle – Prince George’s County
Victor Weissberg – Prince George’s County
Shana Fulcher – Takoma Park
Heather Murphy – MDOT
Caneq Aquirre – Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
Tom Ross - City of Fairfax
Dave Snyder – Falls Church
Adam Shellenberger – Fauquier County
Rob Donaldson - Loudoun County
Mike Turner – Loudoun County
Jeanette Rishell – Manassas Park
Pamela Sebesky – City of Manassas
Ralph Smith – City of Manassas
Meagan Landis – Prince William County
Victor Angry – Prince William County
Maria Sinner – VDOT
Nicholas Roper - VDOT
Bill Cuttler – VDOT
Allison Davis – WMATA
Mark Phillips - WMATA
Dan Koenig – FTA
Sandra Jackson - FHWA
Julia Koster – NCPD

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Mark Moran
Tim Canan
Dan Sheehan
Leo Pineda
John Swanson
Sergio Ritacco
Rachel Beyerle
Deborah Etheridge
Kim Sutton
Jamie Bufkin
Eric Randall
Cristina Finch
Andrew Austin
Charlene Howard
Amanda Lau
Michael Farrell
Feng Xie
Jane Posey
Ken Joh
Lindsey Martin
Kenneth Derryberry
Amy Garbarini – Technical Committee Chair - DRPT
Ra Amin – CAC Chair
Richard Wallace – CAC
Samual Brooks - DDOT
Gary Erenrich – Montgomery County
Kari Snyder – MDOT
Hannah Pajewski – NVTA

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

Chair Christina Henderson called the meeting to order. She said the meeting was being conducted in a virtual (online-only) format. She 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.

Lyn Erickson said that two comments had been received online between noon, January 16 and noon, February 20. She said one comment was from Tad Aburn, a member of a D.C. Environmental Justice Coalition, which asked the TPB to follow its federally approved public participation guidance and policies, and to respond appropriately to the issues raised in the comments and letters of the past year on air pollution local hot spots. Lyn Erickson said that at the January meeting, staff responded to Mr. Aburn's repeated comments under Item 5.

Lyn Erickson said the second comment was from Bill Pugh from the Coalition for Smarter Growth who expressed concerns about the slow pace of implementing the National Capital Trail Network and suggested the TPB has not tracked the implementation of its adopted strategies for greenhouse gas reductions.

2. APPROVAL OF THE JANUARY 17, 2024 MEETING MINUTES

Chair Henderson made a motion to approve the minutes. The motion was seconded by Denise Mitchell. The motion was approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted meeting summary, Amy Garbarini said the Technical Committee met on February 2. She said that four items that were reviewed for inclusion on the TPB's January agenda. These items were: 1) a briefing on the National Capital Trail Network; 2) a review of highlighted activities from the FY 2024 Unified Planning Work Program (UPWP) that have already been performed or are currently underway; 3) a briefing on the FY 2025 UPWP; and 4) a briefing on the FY 2025 Commuter Connections Work Program.

Amy Garbarini said that three items were presented for information and discussion, including: 1) an update on Visualize 2050 and next steps; 2) a presentation on TPB staff's plan to use the new EPA MOVES model to estimate criteria pollutant emissions in the upcoming Visualize 2050 air quality conformity analysis; and 3) a briefing on the scope of work to continue the intercity travel study in the National Capital Region.

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

Ra Amin said the Community Advisory Committee met on February 15. He said the group was briefed on two topics: the TPB's transportation resilience program and public engagement for Visualize 2050.

On the resilience topic, he said the CAC member said it is important for this work to be incorporated into the update of the regional transportation plan and Visualize 2050. Committee members also encouraged the board to be sure the research activities consider the impacts of climate change on neighborhoods and communities.

On the topic of outreach for Visualize, the committee had a number of practical suggestions that were laid out in the report. These suggestions included: use radio, focus some outreach on seniors, and conduct in-person outreach meetings.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on February 2 and approved three amendments to the Transportation Improvement Program:

- At the request of DDOT, the TIP was amended to add approximately \$22 million to the Aspen Street improvements project and about \$600,000 for street improvements in Ward 2.
- At the request of MDOT, the TIP was amended to add approximately \$48 million from an FTA Low and No Emissions Grant and an additional \$14 million in federal funds to implement projects under Maryland's National Electric Vehicle Infrastructure Program.
- At the request of VDOT, the TIP was amended to reduce funding for the Ryan Road widening project by about half a million dollars. Also, the total project cost has now been downwardly revised by about \$2.7 million.

Kanti Srikanth said that staff issued letters of support on behalf of federal grant applications from Loudoun County, MDOT, Frederick County, Prince William County, and the District of Columbia.

Under Announcements and Updates, Kanti Srikanth said the packet included a memorandum describing recent work to address WMATA's funding shortfalls. He said that the agency's short-term funding shortfall was being addressed, but longer-term solutions were still not identified. the posted material included the

following: 1) a schedule of board meetings for this year; 2) an announcement of the application periods for the TLC and RRSP programs with a due date of March 8; and 3) an interim report from the chief administrative officer work group on WMATA's cost structure.

Kanti Srikanth announced that the deadline was March 8 for applications for the Transportation Land Use Connections Program and the Regional Roadway Safety Program. He said a new round of the TPB's Community Leadership Institute would be held in late April and the application deadline for that program is March 15. He also noted that the packet included a memorandum explaining that on February 7 the U.S. EPA promulgated a new and more stringent standard for particulate matter.

Kanti Srikanth announced the retirement of Patrick Zilliagus, long-time TPB staffer. He thanked Patrick for his service. Kanti Srikanth also noted the recent death of John Mason, former mayor of the City of Fairfax and a long-time TPB member and chair in 2001. He called attention to John Mason's many contributions.

Tom Ross echoed Kanti Srikanth's comments, noting that John Mason was a true community leader in the City of Fairfax in in the region.

6. CHAIR'S REMARKS

Chair Henderson also highlighted the contributions of John Mason.

Chair Henderson noted there is a vacancy on the Community Advisory Committee (CAC). She asked TPB Vice Chair Neil Harris to announce his recommendation to fill that position.

Neil Harris said he was recommending Bernie LoCascio be named to fill the CAC vacancy. Chair Henderson indicated that Neil Harris' nomination would be taken as indication of unanimous consent to fill the vacancy with Bernie LoCascio.

Finally, Chair Henderson expressed satisfaction that progress was being made to close WMATA's funding gap. She thanked the COG board for its leadership on this issue.

7. PLANNING AREA BOUNDARY ADJUSTMENT AND RESULTING TPB MEMBERSHIP CHANGE

Referring to the posted material, Lyn Erickson said she had briefed the board on this item at the last meeting. She said that the urban area of Fauquier County had been included in the TPB planning area based upon the 2010 Census. She said the 2020 Census showed that this urban area is now no longer contiguous to the TPB planning area and therefore, Fauquier County has the option to leave the TPB. She said the county had chosen to end its TPB membership. She said the resolution before the board would revise the TPB bylaws to remove Fauquier County as a member and would revise the official map of the TPB planning area accordingly.

A motion was made to adopt Resolution R6-2024. The motion was seconded by Adam Shellenberger and was approved unanimously.

8. NATIONAL CAPITAL TRAIL NETWORK UPDATE

Andrew Meese stated that TPB staff presented the proposed National Capital Trail Network update to the TPB on January 17. He stated that board members raised questions about trails in Loudoun County and the City of Fairfax. He stated that since the meeting, the TPB staff worked with Loudoun County and City of Fairfax staff to confirm that the network information included for those jurisdictions in the update is accurate and reflects the wishes of those jurisdictions at this time.

Andrew Meese said that the Loudoun County segment in the vicinity of Belmont Ridge Road and Northstar Boulevard remains in the National Capital Trail Network but with a partial rerouting compared to the 2020 network. He noted that the George Snyder Trail in the City of Fairfax remains on the comprehensive list of the TPB's bicycle and pedestrian plan for the National Capital Region. He reported that the City of Fairfax staff communicated to TPB staff that the George Snyder Trail is not being nominated for inclusion in the National Capital Trail Network at this time but perhaps will be at a later date.

Andrew Meese said that there were no changes to the overall set of existing and planned facilities that are included in the National Capital Trail Network definition. He stated that the TPB did receive a recent correction for a segment of the network in the City of Manassas and Prince William County in the vicinity of Godwin Drive that should have been marked "complete" instead of "not complete." He said that TPB staff has made that correction.

Andrew Meese referred to the clauses in Resolution R7-2024 which include the approval of the updated network and instructions to staff. He said that the resolution includes an item in which the TPB calls upon its members to increase the rate of progress of completing planned portions of the network in conjunction with the goals set forth in the TPB's original 2020 approval of the National Capital Trail Network and Resolution R18-2022 which adopted regional transportation greenhouse gas reduction goals and strategies, and identified completing the National Capital Trail Network by the year 2030 as a priority strategy.

Andrew Meese stated that TPB staff recommends board adoption of Resolution R7-2024 approving the updated National Capital Trail Network.

Chair Henderson made a motion to adopt Resolution R7-2024 approving the updated National Capital Trail Network. D. Thomas Ross seconded the motion.

Michael Turner said that before the TPB meeting, Loudoun County found out that the Ryan Road widening is going to be less expensive and that Belmont Ridge Road and Northstar Boulevard is included in the National Capital Trails Plan, but it has been shifted. He asked if there is any mechanism in the process, if a change is made to a specific section of the trails, that that relevant jurisdiction representative be notified in a timely manner that that change has taken place. He said that perhaps there might be one-on-one communication rather than having to wait every two years for the network update.

Andrew Meese stated that the TPB staff compile information provided by jurisdictional staff and that information includes detailed mapping and geographic information that the TPB staff will need to know. He said that the updates for a 1,500-mile network does take time, and staff does the update every year or two. He noted that staff does not have the ability to continually update and change the network.

Michael Turner said that the Loudoun County team will advise TPB staff when there are changes to the segment, so he should receive notification locally when that happens.

The motion to adopt Resolution R7-2024 to approve the National Capital Trail Network passed unanimously.

9. BRIEFING ON SELECTED 2024 WORK ACTIVITIES

Lyn Erickson presented a briefing on planned 2024 work activities, Unified Planning Work Program (UPWP) activities underway, and the work program for the coming fiscal year. She stated that the UPWP is one of only three documents that the federal agencies approve for MPOs.

Lyn Erickson reported that TPB staff will conduct in-depth research and analysis of socioeconomic, demographic, and mobility characteristics of the region's disadvantaged populations to identify their unmet mobility and accessibility needs. She said the purpose of the study will be to provide member agencies, local

governments, and transit agencies with findings and considerations as they identify future projects, programs, and policies as part of their transportation planning activities.

Lyn Erickson said that the TPB is conducting a 2024 Regional Safety Study which builds on the TPB's 2020-2021 study which will include a review of more recent data and a look for insights into the nature, frequency, and location of fatal and serious injury crashes through a qualitative assessment and stakeholder questionnaire.

Lyn Erickson reported that the TPB staff will follow up on the TPB's adopted greenhouse gas reduction goals and strategies by examining implementation considerations for on road greenhouse gas emission reduction strategies. She stated that the study will focus on the seven strategies that the TPB identified to be explored in coordination at local and state levels. She said that a final report is expected in summer 2024.

Lyn Erickson stated that the TPB is developing a regional electric vehicle infrastructure implementation (REVI) strategy. She said that the REVI strategy is being undertaken because the TPB's 2021 climate change mitigation study found that implementation of REVI and shifting to clean fuels has the highest potential for reducing greenhouse gas emissions from the on-road transportation sector, and the federal government has made funding available for EV charging infrastructure. She said the project is expected to be completed in late spring 2024 and will include light duty EV projections by county and a charging station priority location map.

Lyn Erickson reported that the TPB staff has completed Transportation Resilience Improvement Plan deliverables including holding a regional transportation resilience planning forum, completing an interactive mapping tool and vulnerability assessment, and collecting resilience projects for inclusion in the plan. She said that TPB staff plans for the TRIP to be completed by the end of June 2024.

Lyn Erickson said that the TPB will partner with WMATA and more than 20 other public transportation providers to conduct transit onboard data collection. She said that TPB staff will provide coordination and technical assistance. She said that the TPB will conduct an intercity bus and rail travel study to collect more comprehensive information including field surveys of travelers for demographics, trip purpose, origins, and destinations data.

Lyn Erickson reported that the regional travel survey, which is the TPB's largest data collection effort, has included FY 2024 implementation of a new survey format, work plan, and scope of work that will position the TPB to commence data collection in FY 2025.

Lyn Erickson reported that the TPB will conduct travel monitoring and trends analysis. She said that the TPB plans to enhance its travel monitoring program by acquiring a large dataset of passively collected trip information from a big data vendor. She explained that this data can help provide additional insights into the nature and characteristics of travel trends in the region.

Lyn Erickson said that another work item is the examination and update of the regional activity centers map which designates locations that accommodate the majority of the region's future growth. She said that this work is being completed under the oversight of COG's planning director's technical advisory committee, and the work involves staff using updated data and applying criteria used to identify these areas. She reported that the COG board's approval of the updated regional activity centers is anticipated in FY 2025.

Lyn Erickson reported that the TPB has completed the publication A People's Guide to Transportation Decision-Making in the National Capital Region. She said the guide is available on the Getting Involved and Public Comment Page of the COG website, and the TPB has printed copies. She asked that TPB members prepare to help with identifying a new cohort for the Community Leadership Institute which is scheduled for late April.

There were no questions on this item.

10. BRIEFING ON THE DRAFT FY 2025 UNIFIED PLANNING WORK PROGRAM

Chair Christina Henderson stated that the TPB will be asked to adopt the TPB budget and work program at its March meeting with the fiscal year work to begin on July 1.

Lyn Erickson said that the board will be asked to approve a \$25.5 million budget. She stated that the TPB will continue to work with the states to confirm revenue details, but changes that will happen in revenue figures between this meeting and March will be minimal. She stated that Tables 2 and 3 of the document contain what each TPB activity will cost to complete. She highlighted specific tasks planned for the upcoming fiscal year which include transportation resilience analyses, an update of the TPB strategic plan for model development and transition to a new developmental activity-based travel demand forecasting model called Gen3.

Lyn Erickson stated that other activities include beginning use of the EPA's latest mobile emissions model, MOVES4 and update of Vehicle Identification Number data as an input to the MOVES model. She stated the TPB will be providing technical support for any on-road greenhouse gas emissions estimates needed related to performance-based planning and programming. She reiterated that the TPB will conduct a new study to examine seven greenhouse gas emissions reduction strategies that were identified in a 2022 survey of TPB members and strategies there were not analyzed as part of the 2021 climate mitigation study.

Lyn Erickson said that data collection activities include conducting a large-scale regional household travel survey. She stated that TPB staff will undertake a multiyear process to facilitate regional coordination of future transit on-board surveys, and TPB staff intends to develop and implement a new regional bike and active transportation count program as part of travel monitoring activities.

Lyn Erickson stated that the safety data deep dive update that began in FY 2024 will continue into fiscal 2025 and will produce a detailed report along with an update of the safety strategies recommended in the TPB's regional roadway safety policy.

Lyn Erickson said that the Visualize plan update will include enhancements such as addressing federal performance-based planning and programming requirements. She commented that the National Capital Trail Network will be updated with the latest information and the regional bicycle and pedestrian plan database will be updated. She noted that the TPB will plan events on related topics including micromobility and curbside management.

Lyn Erickson noted that following completion of the Round 10 cooperative forecast, TPB staff will update the regional activity centers' map in early FY 2025 and work with planning directors in the region to support any technical updates to the cooperative forecast necessary.

Lyn Erickson said that additional FY 2025 highlights include the Community Leadership Institute and continued research and analysis of regional travel trends, and development of travel trends visualization tools and information products. She stated that the TPB will conduct data management, maintain a geographic information system, and produce visualizations of TPB's information products and plans. She noted that TPB staff will continue to support local, state, and regional DOTs and transit partners through the local technical assistance programs.

Lyn Erickson stated that next steps are to prepare a final document for TPB approval, finalize activities that will not be accomplished in FY2024 and take steps to roll those projects over into the new FY 2025 UPWP. She said the board will be asked in March to amend the FY 2024 UPWP and approve the new FY 2025 UPWP.

David Snyder thanked the TPB for a continued focus on highway safety. He stated that regarding

micromobility, the study seemed to show that travel patterns have changed dramatically and are not necessarily going back to what they were in 2019. He said that many trips in some parts of the jurisdiction seem to be local trips. He asked how the TPB is addressing bicycle/pedestrian and microtransit in relation to the changed dynamic in a more rapid study as opposed to every decade.

David Snyder said that he thinks the rollout of electric vehicle infrastructure seems slow. He stated that funding has been provided at the federal level but asked if the TPB could be useful in terms of looking at what delays exist, why they are there, whether legislative changes are needed, and what funding criteria changes may be needed to move more rapidly. He stated that EV infrastructure is going to be critical and asked what could be done to speed up the implementation of electric vehicle infrastructure.

Kanti Srikanth said that the TPB will continue to stay focused on safety. He said that Chair Henderson has identified safety as one of her priorities, and the TPB is planning a regional safety forum. He noted that a lot of new money has been made available for electric vehicle infrastructure including \$5 billion in formula funds that goes directly to the state departments of transportation. He said that state DOTs are required to submit a statewide strategy, and Maryland and the District have submitted their strategy documents to the TPB. He stated that Virginia has developed a strategy that has not yet been submitted; however, Virginia is working on it.

Kanti Srikanth stated that the states are also required to release a program on how they will be distributing the \$5 billion that all states are receiving. He said that the TPB has been working with the three DOTs on understanding how they plan to allocate the money, and in March, Maryland DOT will brief the TPB Technical Committee. He stated that there is a federal requirement that a certain amount of the funding going to the state DOTs be set aside for large metropolitan areas such as the TPB, and the TPB should be consulted and involved in allocating those funds. He noted that this program is currently under development, and the TPB staff has been in communication with the state DOTs to identify the way in which the TPB will be involved in identifying the projects.

Kanti Srikanth stated that the TPB is conducting a study to determine how many charging stations the region would need, the type of chargers that might be best, and where would be optimal locations to install them. He said that with this study, the TPB is developing a blueprint that local jurisdictions can use when applying for grants at the federal or state levels.

Kanti Srikanth commented that travel patterns have been changing since the pandemic, and in terms of micromobility, the TPB is investing funds to purchase big data that can provide the regional level and local level travel information on the forms of travel people are using and trip purpose. He stated the TPB staff is in the process of signing agreements with the vendors. He said that the TPB relies on local DOTs to share bicycle and pedestrian counts, but this time the TPB is also investing the TPB's planning funds to start collecting data on locations where the local agencies may not yet be collecting data in order to have a more complete picture of where active modes of transportation are happening.

Timothy Canan stated that the nature of micromobility is changing so rapidly that it is not adequate to wait until it is time to do a comprehensive regional travel survey. He said that the data collection is becoming more of a travel monitoring study with vehicle counts, transit ridership, micromobility counts becoming more a part of the TPB's data collection efforts.

Michael Turner stated that in Loudoun County power is a major issue. He stated that he did a presentation to the Virginia Association of Counties on the data center status in Loudoun County, and a Dominion Power representative mentioned that a migration from fossil fuel automobiles to electric vehicles and the building of electric vehicle infrastructure throughout the region will place additional strain on the northeast power grid. He stated that as the region begins to build electric vehicle infrastructure, it is important to be aware that it is a severely power-constrained environment, specifically centered in Loudoun County but it is going

to manifest throughout the region. He said that he thinks in the next three to five years the shift to electric vehicles and infrastructure may encounter some roadblocks because of the tax on the power grid.

Kanti Srikanth said that the Council of Governments Department of Environmental Planning has been working with sectors beyond transportation on greenhouse gas reduction goals, and there is ongoing work between COG and electricity generators as well as work looking at data centers. He stated that during this upcoming calendar year, the TPB will have some briefings on the topic.

11. BRIEFING ON THE DRAFT FY 2025 COMMUTER CONNECTIONS WORK PROGRAM

Daniel Sheehan presented an overview of the Draft FY 2025 Commuter Connections budget and planned work activities. He provided information on the program's impact on the region and highlighted notable projects for the upcoming fiscal year. He stated that the complete FY 2025 Work Program is included as a meeting handout.

Daniel Sheehan stated that the Commuter Connections transportation demand management program accomplishes congestion reduction, and the program helps move more people at a reasonable pass-through rate while limiting the need for capacity-expanding projects. He said that the program supports regional air quality goals, is part of the update of the region's long-range transportation plan and the Transportation Improvement Program, and results may help contribute to performance measures and goals.

Daniel Sheehan said that Commuter Connections commuter shed is based on an 8-hour ozone geography with commutes originating from as far as Delaware, West Virginia, southern Pennsylvania, and central Virginia. He stated that after the pandemic, the DC region ranks toward the middle of the national pack for carpool and transit use commuter share. He stated that the most recent evaluation of data collected from July 2021 through June 2023 shows that the program helps reduce 119,500 daily vehicle trips, two million vehicle miles of travel each day, and results in eliminating 0.4 tons of NOx and 0.3 tons of VOC emissions. He reported that notable benefits of Commuter Connections include the number of hours in traffic is reduced by 2,883 hours per day, around 93,000 gallons of fuel per day are saved, and Commuter Connections is estimated to produce a daily cost savings of \$519,800 for the region's commuters.

Daniel Sheehan said that there is a projected 11 percent increase in the Commuter Connections budget for FY 2025, and the budget increase is mainly due to a data collection effort this year. He stated that new items in the Commuter Connections work program are the Enhancing Mobility Innovations grant which will enhance capabilities in the region's Equity Emphasis Areas. He said that 2024 is Commuter Connections' 50th anniversary which will be commemorated along with the launching of the new Commuter Cash app.

Daniel Sheehan stated that TPB members may review and submit comments on the draft FY 2025 Commuter Connections Work Program prior to the March 21 TPB meeting when the board will be asked to approve the work program.

There were no questions on this item.

12. ADJOURN

There being no other business, the meeting was adjourned at 1:36 P.M. The next meeting will be on March 21, 2024.