



National Capital Region
Transportation Planning Board

Technical Committee Minutes

For the meeting of
February 1, 2019

TRANSPORTATION PLANNING BOARD
Technical Committee Meeting

Minutes

1. Welcome and Approval of Minutes from the January 4, 2019 Technical Committee Meeting

2. Briefing on the Draft FY 2020 Unified Planning Work Program

Lyn Erickson, DTP Plan Coordination and Development Director began by drawing the committee's attention to the full draft FY 2020 UPWP document which was provided for attendees, noting that subsequent updates will be forthcoming. She shared that the goal of her presentation was to familiarize committee members with the content of the work program, which will be presented to the full TPB at its February 20th meeting and to provide the opportunity for questions and comments.

Mrs. Erickson related that TPB staff annually present the diverse content of work that is to be performed throughout the year. Mrs. Erickson shared that she will discuss facets of the metropolitan transportation planning process, federally mandated tasks and objectives, and the varying ways in which these activities are carried out by staff. She noted that the board will be asked to approve the work program in March.

Mrs. Erickson provided a description of the transportation planning process noting the distinctions between local, state and regional planning processes and activities. She also elaborated on the federal requirements for and benefits of metropolitan planning organizations (MPOs). She provided a description of who the National Capital Region Transportation Planning Board is as an MPO, what the TPB does, and how TPB staff carry out the planning process for the Washington region. TPB is a regional forum for transportation planning, prepares plans and programs for federal-aid and transportation funds to flow into the Washington Region, and provides technical resources for decision-making (TPB is a data powerhouse). TPB is a member-oriented organization and staff is always looking for ways to synchronize the federal requirements with Board member interests.

Mrs. Erickson discussed how the Unified Planning Work Program (UPWP) is developed annually and provides details on funding and staff work activities that will be undertaken next year. Regarding funding she noted that MPOs are not the direct recipient of federal funding, that the state departments of transportation (DOTs) provide oversight of MPOs and that funding is matched by state governments and municipalities within the geographic planning domain. Now, staff is currently working to finalize the budget which will be presented in March.

Mrs. Erickson noted that in respect to expenditures, 50 salaried staff support all TPB activities, products and needs. She drew the committee members' attention to a slide that reflected the work flow of TPB staff that includes the generation of data and information, methodical activities and technical assistance. She reiterated that the work done by TPB staff ensures the attainment of federal regulations which in turn ensures that capital projects remain funded.

She also shared a representation of the subcommittee structure in respect to regional coordination activities. Additional member benefits noted include scenario planning, promoting transportation alternatives, the Complete Streets policy and other policy priorities, transportation land use coordination, emergency preparedness management operations and technical resources for decision making.

Ms. Erickson then shared specific projects for COG DTP divisional activities of the plan development and coordination team, the systems performance planning team, the planning data and research team and the travel forecasting and emissions analysis team.

Next steps to finalize the UPWP include balancing the revenues and expenditures, identifying “Carry Over” – projects/funding that won’t be spent in current FY 2019, and finalizing the document for an anticipated March 20 board approval.

Gary Erenrich, Montgomery County shared a comment noting that it would be helpful if staff were to summarize the top 3 priorities for the region.

Allison Davis, WMATA asked if the UPWP would specifically identify the Big Data Evaluation study to which Tim Canan, TPB staff explained that the Big Data Evaluation would be specifically mentioned within the Travel Monitoring and Research task.

3. Briefing on the Draft FY 2020 Commuter Connections Work Program (CCWP)

Nicholas Ramfos, TPB staff, stated that the draft FY 2020 Commuter Connections Work Program (CCWP) was in today’s meeting agenda packet and gave a PowerPoint presentation to the Committee on the CCWP. First, he reviewed the Commuter Connections mission statement from the Commuter Connections Strategic Plan and then covered the benefits from the program as well as the coverage area for the program. Mr. Ramfos then discussed the MSA rankings for carpool and transit use and how the region ranked in those areas. The program’s daily impacts on transportation and emissions, its role in the regional planning process, cost effectiveness, proposed FY 2020 budget, highlights of what is new with the program and budget and next steps were all reviewed and discussed.

The Commuter Connections Strategic Plan contains a definition of the region’s transportation demand management program which is reviewed and updated each year. The benefits to local jurisdictions, employers and workers are all provided through the program and include reduced congestion, improved goods movement and tourist travel, as well as emission reductions. Employers realize advantages in recruiting and retaining workers. Commute options to workers are provided through the program which helps commuters reduce the stress related with commuting and the cost of commuting, as well as the time it takes to travel to and from work daily.

Mr. Ramfos discussed the service areas for both the Ridesharing and Guaranteed Ride Home (GRH) program areas and noted that the program’s service area is much larger than the non-attainment area for commuters using the GRH program, and much larger for those commuters using ridesharing services. The Washington DC region ranks as one of the top urban areas in total percentage of carpoolers and transit users based on recent US Census American Community Survey results. There are 156,000 daily trips reduced and over 3 million vehicle miles of travel along with just over half a ton of NOx and a ton of VOC’s based on the program’s impacts.

Mr. Ramfos explained that Commuter Connections is a major TDM component included in the regional congestion management process (CMP) which is federally required. Commuter Connections also supports regional air quality goals and is part of the update of Visualize 2045 and the TIP. Results from Commuter Connections program impacts may also contribute to new FAST Act performance measures and goals set by the region.

Mr. Ramfos explained that Commuter Connections offers other benefits to residents and commuters of the region such as greater mobility, improved health/safety, and enhanced livability/quality of life. In the FY2015 – FY2017 regional TDM program evaluation analysis a new component was added to estimate regional cost savings generated for selected societal benefits of Commuter Connections. These benefits include emission reductions and greenhouse gas emission reductions, reductions in congestion in terms of reduced hours of peak period travel delay, reductions in fuel consumption, improved health/safety, and reduced noise pollution. The analysis showed that program impacts generate about \$1.2 million of daily cost savings across the societal benefits included in the calculation. The largest share of the cost saving is in reduction of congestion; reduced hours of travel delay are valued at over \$614,793 per day, or about 51% of the total daily benefits. Reduction in fuel used accounts for about 35% of the total daily benefit. Noise pollution reduction generates

about 6% and air pollution/climate change benefits and health/safety accident reduction benefits each are responsible for about 4% of the total cost savings.

Next, Mr. Ramfos discussed the cost-effectiveness of the program with regards to transportation and emissions associated with commuting in the region. The cost effectiveness is based on the results from the FY 2015- FY2017 regional TDM program analysis report. The FY 2020 proposed CCWP budget was compared to the FY 2019 CCWP budget along with a review of the associated changes for each of the programs. Mr. Ramfos stated that there is a 3.8 percent decrease in the budget from FY 2019 primarily due to decreased data collection efforts that will be required. The FY 2020 CCWP budget breakdown includes 32% of the costs for COG/TPB staff and overhead, 50% of the costs for private sector services, 8% of the costs are passed through to local jurisdiction TDM programs, and 10% of the costs are for direct costs.

New items to look for in the FY 2020 CCWP include the expansion of the incenTrip mobile app which is a multimodal trip planner that provides gamification opportunities for commuters in the region, the production of the 2019 State of the Commute survey final Technical Report and preparation of the study's general public report, the publication and distribution of the 2019 Guaranteed Ride Home applicant survey reports, an Employer Outreach database analysis, a 2019 Bike to Work Day event survey and report, as well as a survey of employers in Maryland on Teleworking. A draft report of the FY 2018 - FY 2020 regional TDM Analysis Report will be produced along with a final report of the 2019 Employer Customer Satisfaction Survey. A Vanpool driver survey will be conducted, and a report will be produced and distributed.

Mr. Ramfos shared that the TDM Initiatives from Visualize 2045 which were adopted by the TPB this past December were also integrated into the FY 2020 CCWP.

Mr. Ramfos then discussed the next steps for the review and approval of the document. The program will begin on July 1, 2019.

4. Performance-Based Planning and Programming: Transit Asset Management Targets

Mr. Randall notified the committee that the final FY 2019 targets for transit asset management are scheduled to be approved by the board this month, after having received a full briefing at their January meeting. A copy of the draft board resolution and the supporting report were included in the meeting materials. He asked for any technical corrections, noting that he had been recently informed of a correction for the Maryland Transit Administration figures.

Gary Erenrich reported that board member Evan Glass might ask about the differences in targets across the different transit agencies, including the differences in the vehicle targets and even more so in facility condition targets.

5. Bus Transformation Project Study

Lora Byala and Lori Zeller, of Foursquare Integrated Transportation Planning, gave a briefing on the regional assessment of bus in the region being conducted under a contract from WMATA. Ms. Byala noted that many folks in the room were already involved in the project. The project is intended to develop a regional strategy for bus generally and Metrobus specifically, with a wide range of stakeholder input and several levels of policy and technical advice towards strategies to achieve five identified goals.

Generally, bus ridership is down across the country and the national capital region is no exception. Transportation is changing, with Uber and Lyft, on-demand services, bikeshare and scooters, and other developments. Five core challenges have been identified for bus, leading to five strategic questions. Specifically, for Metrobus, what services should it operate and what functions should it provide, but these questions are also applicable to other bus operators in the region. Ms. Byala

reviewed the stakeholder engagement framework and provided numbers on the scale of public engagement to date.

Ms. Zeller presented an overview of the open public survey conducted in support of the study, which was completed online and collected nearly 6,000 responses from interested participants. Over twenty pop-up events were conducted with tablets available for persons to respond. She covered demographics, jurisdiction of residence, and travel mode choice data, then expanded on responses about the top 3 reasons and top 3 barriers for using the bus, the frequency of bus use, and the alternatives riders have or would choose without bus. Respondents were then asked to choose investment priorities and comment on the strategic questions, with general agreement on more frequent, reliable, and direct bus service as the top 3 choices. Increased accessibility and preferential roadways for buses were also popular. Ms. Byala then closed with a review of next steps and activities, leading a multi-year action plan in Fall.

Charles Freeman, Frederick County asked about the decline in bus ridership and what are the factors leading to this decrease. Ms. Byala answered that while there are no specific answers, there is general agreement that TNCs, telework and flexible work arrangements, low gas prices, increased traffic, and low-income folks moving to different areas and buying cars even if financially-challenging, are all factors.

Tim Davis, City of Frederick asked if survey data was available for Frederick County. Ms. Byala responded that the study boundaries are for the WMATA compact area only.

Jim Maslanka, City of Alexandria noted that while most responses were for ages 26 to 54, many were not, and asked if there was more detailed data available by age. Ms. Byala noted that the full survey data is available online at bustransformationproject.com. Ms. Zeller added that more data is available there, but responses from younger ages were challenging to collect.

Kanti Srikanth, TPB Staff Director, complimented the presenters and asked for clarification about the strategic considerations. Ms. Byala responded that these were the five strategic questions discussed earlier. Ms. Zeller added that these questions were discussed at the last meeting and were used for participant polling versus a spectrum of options.

Lyn Erickson asked if there would be a cost-benefit or financial analysis as part of the study. Ms. Byala said there would be at a high level. For some of the strategies, such as accessibility versus specific services, there will be an examination of the risks, policy changes, and trade-offs, including cost ranges.

Nick Ramfos posed two questions. First, he asked if any former bus riders were surveyed and why those people might not be riding the bus anymore. Ms. Zeller said there is data from persons who said they were riding the bus less often, and that responding 'never' was an option. However, non-riders or former riders were not specially targeted for the survey. Ms. Byala noted that the next stage of work will include focus groups which will examine some of those issues, including non-riders. Secondly, Mr. Ramfos asked about the ranking of bus alternatives, if there was data on carpooling as an option. Ms. Zeller responded that the question combined both driving self and being driven, so no data for that specific question. Mr. Ramfos then added that data was being collected for the State of Commute survey which might help inform the study. Ms. Byala said that that data would be much appreciated.

Bill Orleans asked if there would be an opportunity for the public to comment on the five strategic questions or offer other comment. Ms. Byala reviewed how selected public representatives from various citizen advisory groups have participated, including COG's Citizen Advisory Committee and Access for All Committee, and that there would be a new outreach opportunity in the Spring.

Kenneth Joh, TPB staff asked about the means for completing the surveys and how folks were contacted. Ms. Byala noted the pop-up encounters and how tablets were available and heavily used, and that postcards with the web address were also distributed; as the season got colder more survey

respondents used this method. To reach out, the jurisdictional public information officers were used as well as community organizations. Ms. Zeller added that WMATA contacted SmarTrip users and that the next day over a thousand responses were received.

6. Transportation and Land Use Connections (TLC) Program Solicitation Announcement

John Swanson, TPB staff shared that the solicitation for the FY 2020 Transportation Land-Use Connections (TLC) Program technical assistance applications was opening that day, February 1. The deadline for applications is April 2. The deadline for submitting abstracts for proposed projects, which is an optional step in the process, is February 22. He said that any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply for TLC technical assistance. Recipients will receive short-term consultant services and no direct financial assistance. Projects are eligible to receive between \$30,000 and \$60,000 in technical assistance for planning projects and up to \$80,000 for design projects.

Mr. Swanson said a selection panel will review the applications received in April and develop a slate of projects recommended for funding. The TPB will be asked to approve the recommended projects at its meeting on May 15. Staff will procure consultants for the projects during the summer and the projects will begin this fall. TLC projects typically last 6-8 months.

Mr. Swanson conducted a short quiz with committee members to refresh them on some features of the program, including the fact that is not technically a grant program and that non-member agencies and organizations can apply as secondary applicants.

Mr. Swanson introduced Sarah Bond and Nicole McCall who help with the program.

Mr. Srikanth asked if Equity Emphasis Areas (EEAs) were included as a selection consideration for TLC projects.

Mr. Swanson answered that yes, the EEAs were among the selection criteria. He said the TLC brochure identified the criteria that would be used to inform the selection of projects.

7. 2017/2018 Regional Travel Survey Update

Dr. Ken Joh, TPB staff presented this item and distributed a handout to the committee. He provided an update on the 2017-2018 Regional Travel Survey (RTS), a once-in-a-decade household travel survey for the National Capital Region that launched on October 3, 2017. He gave an overview of the purpose of a household travel survey, RTS survey design and methodology, and key RTS questions and data items. Dr. Joh also briefed the committee on final recruitment and completion rates, including completes by survey strata through the end of the survey period (December 31, 2018). He concluded with the schedule for post-survey processing.

Ms. Davis asked which questions were eliminated from the previous 2007/2008 Household Travel Survey. Dr. Joh responded that questions related to the methodology of the 2007 HTS which was telephone-based were dropped. She also asked whether COG/TPB has received ride-hailing data from ride-hailing companies. Dr. Joh responded no.

Dan Malouff, Arlington County asked whether there was a "mid-cycle" survey conducted (e.g., between the 2007/2008 HTS and 2017/2018 RTS). Dr. Joh responded that smaller geographically focused surveys have been conducted between the larger regional household travel surveys.

Kristin Calkins, DOP asked whether there would be a full mid-cycle year travel survey conducted (e.g., 2020) due to rapidly changing travel trends in the region. Mr. Srikanth responded that this has not been ruled out but depends on available resources, and need to review other existing data sources, identify what is missing (e.g., ACS data), in addition to examining how big data can be used to supplement travel survey data.

8. Metro Platform Work Summer 2019

Gregory Potts, WMATA, gave a briefing on the major repair work that will shut down Metrorail service on the Yellow and Blue lines south of National Airport for the summer. He introduced Andre Stafford and Michael Weinberger from the WMATA staff to provide additional information as needed.

Mr. Potts reviewed the number and status of outdoor Metrorail platforms across the system, including twenty with issues that need to be addressed for safety purposes. He noted the work benefit of doing a shutdown in terms of efficiency and contrasted the eighteen months required to rehabilitate an operational platform versus the month for a shutdown platform, which allows completing the work in a much-shorter timeframe. Thus, the basis for the three-month shutdown of the six stations south of National Airport. Three station platforms should be rehabilitated by Labor Day, and hopefully a fourth station as well, though the schedule calls for work continuing through the end of September. Some 17,000 riders will be affected. The work will include not just fixing the platforms but also improving many other station amenities, as well as switches and crossovers on the tracks that will be fixed. The project was announced in May 2018, one year in advance, and some 140 stakeholders have been working for months on mitigation measures.

Mr. Potts reviewed the shuttle services that would be provided by WMATA and by other transit providers as alternatives. The additional service should be able to carry about 60 percent of the usual rail trips; presumably other travelers would make other arrangements. WMATA is working with the stakeholders, including COG Commuter Connections, to promote telework and carpooling. WMATA also conducted a survey of 10% of users last fall and received information on whether people know about the work, when they plan to choose transportation alternatives, and how they want to receive information. The goal is to launch a one-stop customer information website at the end of February, with increasing outreach as the shutdown draws near.

Mr. Erenrich and Vic Weissberg, Prince George's County asked for more information for residents of their respective counties: Montgomery and Prince George's. Mr. Stafford reported that WMATA conducted the analysis of where people were coming from and going to, which was used to plan the shuttle service. Minimal impacts were anticipated in Maryland. Mr. Weinberger added that earlier bus service to National Harbor is being considered, and travel from Maryland is being considered as part of the TDM efforts.

Mr. Maslanka asked if work goes smoothly on the first stations, is there any possibility that Van Dorn station work would also be done by Labor Day so that single-tracking does not take place the rest of September? The response was that this would be the best outcome and the contractors have incentives to do this. However, it won't be until the mid-point of the shutdown that any initial information may come out. Mr. Stafford noted that there is additional work, besides repairing the platforms, that will have to be done, including on the bus bays. Some single-tracking might be required as well; there are several scenarios mapped out depending on the progress of the work.

Ms. Calkins asked if a list of the top 10 destinations and of the top 10 origins for the affected stations could be provided, as a valuable resource for planners. Mr. Potts said this request would be passed on.

Regina Moore, VDOT asked about future work beyond this summer. The response was that the Orange Line stations in Fairfax and the Green Line stations would be the focus of future work, perhaps in 2020. WMATA is also continuously reviewing planned work to limit shutdowns and complete all needed work at the same time, with the goal of not then re-visiting impacted stations for several years. A question was asked if the National Airport station would be shut down too; the answer was that due to the multiple tracks at that station it should always be possible to keep open, with the next period of significant work there a couple of years away

Mr. Weinberger noted that a special journey planner would be made available on the one-stop website to assist customers. Also using feedback from previous shutdowns to improve communications and signage.

Bill Orleans asked if free MetroAccess service would be provided to the shutdown stations. Mr. Weinberger responded that an accessible vehicle would be deployed at each station to provide transportation to customers with special mobility needs.

Kanti Srikanth noted that the region's new dedicated funding is enabling this much needed work. He went on to suggest that branding the work as platform rebuilding does not represent the other work being completed at the same time. WMATA staff agreed and noted that customers should see many other new amenities when the work is done as well. There is still some ongoing discussion on how to brand the overall project before the public release.

9. Silver Line Update Briefing

Jeffrey Hermann, Chief Site Analyst for Fairfax County Department of Transportation, gave a presentation on the state of land use and development activity along Silver Line Phase 2. The focus areas discussed were Tysons and Reston. As the date when Silver Line Phase 2 will be operational draws near, Mr. Hermann first gave an overview of some of the land use and development activities that have been in progress, showing maps of both Tysons and Reston illustrating this change. Mr. Hermann then went into more detail providing statistics for both areas, most notably in Tysons there have been 34 rail related zoning cases that have been approved, with an additional eight under review; resulting in over 112 million square feet of total development and adding approximately 32,000 new housing units. Notable statistic for Reston includes, the 45 rail related zoning approvals, not including the 14 still under review, which would result in 16 million square feet of mixed-use development and 10,000 housing units.

Mr. Hermann, then discussed some of the successes and challenges associated with the rapid and changing developments. This included urban street standards developed, ensuring pedestrian connectivity during construction, and all the developments meeting or exceeding the proffered trip reduction goals per Transportation Demand Management. Some challenges include the unpredictability of funding, the level of participation in Tysons, and the jobs to housing ratio being skewed towards jobs. Mr. Hermann, then gave a visual presentation of some of developments in Tysons.

Kanti Srikanth, Director of the Department of Transportation Planning, thanked Mr. Hermann for his presentation and encouraged other jurisdictions to bring forth presentations that align with the support of the regional aspirational initiatives. Mr. Srikanth, then spoke about the importance of having investment not only in transportation, but also in land use to ensure the success of TOD, particularly in the outer jurisdictions. Mr. Srikanth also went on to explain the importance of bringing jobs and housing closer together, and that it is ultimately the jurisdictions' responsibility to work towards that, and how the development along the Tysons and Reston Silver Line Phase 2 is a good example of that connectivity.

10. NVTA BRT NETWORK

Sree Nampoothiri, Transportation Planner with the Northern Virginia Transportation Authority, gave a presentation on the BRT Initiatives at the Northern Virginia Transportation Authority. Mr. Nampoothiri first gave an overview of the responsibilities of NVTA which includes the development of the TransAction Plan and the prioritization/funding of regional transportation projects. Mr. Nampoothiri then elaborated on the transit elements associated with the TransAction Plan, including the BRT element. There are several BRT projects that are programmed with NTVA funds: The Richmond Highway BRT, Pentagon City Transitway Extension, West End Transitway Phase 1, and Route 7 BRT.

These projects share common ground with the TPB's Visualize 2045 Long Range Plan. NVTA continues to collaborate with regional agencies in moving the region forward.

A question was posed about the growth shown in the presentation, illustrating a growth in population of 24% and growth in jobs of 37% as to what time frame it was about. Mr. Nampoothiri responded the changes were from 2014 until present. Mr. Malouff stated the BRT network developed by NVTA was derived from the base of the northern Virginia portion of the Visualize 2045 plan and it is a highly connected plan. Kanti Srikanth mentioned the Bus Transformation Study and how these BRT projects across the region will connect with each other to provide a seamless, reliable, and affordable option for prospective riders. Ms. Davis stated that this is a component that the Bus Transformation Study is attempting to address.

11. Visualize 2045 Initiatives: Expanding the National Capital Regional Trails Network

Andrew Meese, TPB staff, began by referring to the memo that had been in the mailout materials. At its December 2018 meeting, the TPB adopted Resolution R10-2019 which directed TPB staff to take action on several ideas that would help implement the TPB's Aspirational Initiatives, including directing staff to work to expand the definition and routes of the TPB-endorsed National Capital Trail, to provide connectivity to other major trails in the region, thereby creating a regional trail network that extends into all TPB member jurisdictions. Staff has continued along the lines of what was outlined to the committee last month, including staff technical work on trails information, with advice from the TPB's Bicycle and Pedestrian Subcommittee, with a progress report expected for the TPB by June.

Since the last Technical Committee meeting, the Bicycle and Pedestrian Subcommittee met on January 24 and discussed this topic at length. The subcommittee's discussion recognized the value of what the Capital Trails Coalition had done in defining their Capital Trails Network, as well as the type and amount of work that will be needed to expand to a full National Capital Regional trails network. The subcommittee advised building on the good work of the coalition, but also allowing needed flexibility in the trails definition criteria used for outer jurisdictions (in terms of connectivity and the nature of trails), as expansion work proceeds over the next several months.

12. Other Business

Council Member Todd Launches "Bus to Work Day" on Feb. 4

Lyn Erickson informed members of the recent ceremonial declaration made by DC Council Member Brandon Todd, recognizing February 4th as "Bus to Work Day," and asked members to save the date. She noted that TPB staff is assisting in getting the word out via various social media platforms. Mark Rawlings, DDOT also noted that part of the intent behind the event is not only to contribute to the reduction of congestion and pollution, but also to recognize the role that accessibility plays in the region.

TRB Memorandum

Mark Moran TPB Staff, shared that the Transportation Research board met this year as it meets annually and typically attracts over 13,000 participants from around the world. He shared that several TPB staff attended and one staff member, Nicholas Ramfos, gave a presentation during a panel session entitled "Incorporating sustainability into planning on emerging technologies," where he shared perspectives from the MWCOG.

Federal Certification Review

Lyn Erickson reminded committee members of the upcoming 4-year certification review beginning with a desk audit, which will now be underway after having been postponed due to the federal government shutdown, she asked members to save the date of April 10th which will be the day of the site visit.

She noted that UPWP materials have been provided for federal reviewers for the desk audit which are located on the web and post review. The federal team will review these materials and then set the site visit agenda based on their review. She welcomed committee members to join. On April 11, the federal team will be meeting with the TPB's Citizens Advisory Committee (CAC), which will cover part of their review pertaining to MPO work with citizens.

TIME presentation to TPB

Andrew Meese reminded committee members of his earlier briefing on the Traffic Incident Management Enhancement (TIME) initiative and that staff will be presenting the recommendations of the task TIME task force at the February 20 TPB meeting.

Announcement of upcoming regional transit and school bus survey

Jane Posey, TPB Staff shared that TPB staff in past years collected information regarding transit and school buses in the metropolitan region. She noted that this information was used by staff to develop emissions estimates for the conformity analysis and TIP determination. Staff hopes to gather new data and conduct a new survey with the help of members and the Regional Transit Subcommittee with the goal of updating contact information of service providers and to help staff conduct an updated regional transit and school bus survey.

Request for presentations on local projects which exemplify the seven endorsed initiatives and for TPB news article submissions

Lyn Erickson reminded members of the ongoing effort to showcase regional efforts that exemplify the theme of the long-range plan and that through being shared at the TPB platform, these can help others in the region in respect to their planning efforts and capital projects. She asked that members reach out to her and Abigail Zenner, TPB Communications Specialist with any topics that can be incorporated into upcoming TPB agendas.

Citizens Advisory Committee

Lyn Erickson notified members that the Citizens Advisory Council (CAC) meeting was changed to February 13.

MDOT Announcement

Kari Snyder, MDOT announced to members representing Maryland jurisdictions that the MDOT project scoring and application portal is now open and there will be a webinar to help applicants navigate the process.