
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

July 17, 2024

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Christina Henderson – DC Council – TPB Chair
Heather Edelman – DC Council
Corey Pitts – Montgomery County
Drew Morrison - MDOT
Marc Korman – Maryland House
Canek Aguirre – City of Alexandria
Takis Karantonis – Arlington County
James Walkinshaw – Fairfax County
Dave Snyder – Falls Church
Victor Angry– Prince William County
Bill Cutler – VDOT
Maria Sinner – VDOT

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Charles Allen - DC Council
Matt Frumin – DC Council
Anna Chamberlin - DDOT
Mark Rawlings – DDOT
Rebecca Schwartzman – DC Office of Planning
Reuben Collins – Charles County
Denise Mitchell – College Park
Jessica Fitzwater- Frederick County
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
Neil Harris – Gaithersburg
Emmett Jordon - Greenbelt
Eric Olson – Prince George’s County
Victor Weissberg – Prince George’s County
Chris Fair – Maryland House
Dan Malouff – Arlington County
Catherine Read- City of Fairfax
Walter Alcorn – Fairfax County
Rob Donaldson - Loudoun County
Pamela Sebesky – City of Manassas
Jeanette Rishell – City of Manassas Park
Deshundra Jefferson – Prince William County
Meagan Landis – Prince William County
Jennifer B. Boysko– Virginia Senate
Allison Davis – WMATA
David Schilling - FTA
Michael Weil – NCP
Laurel Hammig – NPS

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
Cristina Finch
Andrew Austin
Jane Posey
Laura Bachle
Erin Morrow
Lindsey Martin
Amy Garbarini – DRPT – Chair, TPB Technical Committee
Ra Amin – Chair, TPB Community Advisory Committee
Hana Fouladi – DC Council
Josh Etim - Alexandria
Dennis Brady – City of Bowie
Gary Erenrich – Montgomery County
Chris Berg – VDOT
Michael Weil - NCPC
Meredith Soniat - DDOT
Deron Lovaas - MDOT
Kari Snyder – MDOT
Regina Moore - VDOT
Bill Pugh – Coalition for Smarter Growth
Stewart Schwartz – Coalition for Smarter Growth
Bill Orleans – public

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

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

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

Bill Pugh, Coalition for Smarter Growth, asked that the TPB commit to creating the climate-friendly, long-range plan scenario that he said the board promised in 2021. He said this scenario would include replacing the 700 miles of highway and arterial expansion that is currently in the plan with travel demand management, bus and BRT networks, and transit-oriented land use.

Lyn Erickson said that between noon on June 18 and noon July 16, the TPB received the following letters and comments:

- George Tad Aburn wrote that the TPB has received numerous comments from him on how the TPB planning process is systemically racist and creates high rates of air pollution hot spots in environmental justice communities.
- Mr. Jack McDougal, on behalf of the Greater Washington Board of Trade, wrote in support of the Woodrow Wilson Bridge Express Lanes project, stating that the project would alleviate congestion and promote economic growth.
- Seven comments were received in the general comment box from June 18 to June 19. Six commenters wrote in opposition to the I-495 express lanes project, and one commenter wrote in favor of the project.
- The TPB received 119 emails from email campaigns that use mostly the same form used back in June which included content both urging the TPB board to reject the currently proposed I-495 express lanes project and content urging the TPB to include the proposed project. Of those, there were 49 email forms specifically asking the board to vote to remove the I-495 Southside express toll lanes project from Visualize 2050. The TPB received an additional 70 email forms urging support for the I-495 express lanes project.

2. APPROVAL OF THE JUNE 20, 2024 MEETING MINUTES

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

3. TECHNICAL COMMITTEE REPORT

Amy Garbarini said that the TPB Technical Committee met on July 3. She said that the committee received briefings on six items on the TPB agenda, including the proclamation of this year's Car Free Day proposed for September 23, a presentation on the FY 2024 Maryland Transportation Alternatives Set-Aside Program projects, and presentations from each state DOT on their strategies for selecting projects using federal Carbon Reduction Program funds. She said that the Technical Committee reviewed two additional items, including a regional safety event planned for the fall and an update on the WMATA Better Bus Network redesign.

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

Ra Amin said that the Community Advisory Committee met on July 11. He said the meeting featured discussions on DMVMoves, the TPB Resource and Applications Page (TRAP), aspects of community involvement at the TPB, and a review and discussion of the CAC recruitment video.

Ra Amin said he briefly outlined the DMVMoves effort to date and facilitated a discussion among members about gaps in achieving this vision. He said gaps identified by membership included the system design, systemic challenges with the land use pattern, accessibility and infrastructure challenges, the lack of interoperability among transit providers, safety, wayfinding, and the lack of a stable revenue source. He said that that he will be providing these comments in more detail at the next Community Partners Advisory Committee meeting on July 16.

Ra Amin said that Charlene Howard, Planning Data Resources Manager, gave an overview of the TPB Resources and Applications Page (TRAP). Participants raised questions about how to access the TRAP on

the TPB website, noting that it should be easier to find. He stated that there were also questions about what data sets were included and why and a comment that there could be better descriptors for the tiles.

Ra Amin said that he led a discussion about two ideas regarding documenting the work of the CAC. He said that the first is the idea of an “Act Locally” round-robin, asking members to consider sharing the work they are doing with the whole committee. He said that the second idea discussed was creation of an oral history, starting with the originators of the CAC, and after discussion, the membership agreed to pilot the ideas.

Ra Amin said that Rachel Beyerle, Transportation Communications Manager, led a review of the CAC recruitment video recorded last year. He stated that after reviewing the video, members had suggestions on possible edits, uses and deployment of the video.

Vice Chair James Walkinshaw said that the Access for All Advisory Committee met on July 8. He said they received staff updates on the DMVMOVES initiative and the Access for All member assessment. He said they also received a presentation from The Arc of Northern Virginia on their Arc2Independence wayfinding app, which is an app that helps individuals with disabilities live fully inclusive lives in the community. He encouraged everyone to look at the presentation and the app. He said the AFA wrapped up with an open forum, talking about WMATA's Better Bus redesign and the potential impacts, positive or negative, on individuals with disabilities or mobility challenges.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth stated that the TPB Steering Committee met on July 3. He said the committee approved four TIP amendments. He said that in Maryland, funding was added for transit facilities, work activities at the MTA, transit projects in Montgomery County, and a bridge replacement project in Prince George's County. He noted that funding was also added by Virginia Department of Rail and Public Transportation (VDRPT) for transit projects in Alexandria and for the commuter assistance program in Arlington County.

Kanti Srikanth said the TPB Steering Committee was briefed and approved a revision to the TPB's budget and work program for the fiscal year that started July 1. He said that since then, TPB staff were advised by VDRPT that when the final FTA allocations to the MPOs came out, that amount was less than anticipated by about \$250,000. He said that the TPB's total budget is about \$25 million, so staff worked through program activities to absorb the reduction without affecting any of the work activities that the board had previously approved. He said that the TPB had anticipated doing pilots with big data which is something that can be accomplished in the next fiscal year.

Kanti Srikanth said that under letters sent and received, there is a letter received from Virginia Senate Majority Leader Scott Surovell and Virginia House of Representatives Delegate Paul Krizek sharing the concerns that WMATA, Maryland, Prince George's County, and Alexandria officials have expressed about VDOT's plans for express lanes across the Woodrow Wilson Bridge. He said the letter notes that they believe that the existing lanes on the Woodrow Wilson Bridge must be reserved for rail, and they included the letter they wrote to VDOT in October 2023 indicating that they were not convinced that VDOT was adequately considering these issues of rail across the bridge.

Kanti Srikanth said that there are two additional items that are not in the written report. He said that in January Chair Henderson made a request to make sure that roadway safety would be one of the focus work activities for this year, and that is what staff has been working on. He said the work activity has two parts: a deep dive into the safety data and a regional safety summit to be held in fall 2024. He said that staff have reached out to the chair and the vice chairs to seek their advice on what the agenda might look like and what topics to discuss. He said staff are aiming for this regional summit to be sometime in

September, and the date and location will be confirmed. He said he envisions this summit to be a standalone event at a venue outside of the COG building to draw attention to the magnitude of this topic.

Kanti Srikanth said staff are planning a curbside management forum. He said the first time TPB held this forum was back in 2020, and this is a forum where the TPB invites public and private sector stakeholders to discuss their ideas for managing space at the curb. He said at local jurisdictions, curb space is in extremely high demand, and it is an area where safety often comes up—both on the roadways and for pedestrians. He stated that the forum will gather national and regional experts to talk about how curb space needs and strategies have evolved since 2020 and will take place on August 2. He said that members can register on the TPB website to attend the forum.

6. CHAIRMAN'S REMARKS

Chair Henderson encouraged members to be on the lookout for the regional forum on roadway safety later this fall. She said that the choice has been made to do the roadway safety forum separate from a TPB meeting and it is not considered a work session because members of the public are encouraged to attend. She encouraged members to think of ways that the TPB can help move and intensify the effort around improving roadway safety outcomes in jurisdictions and across the region, noting the numbers are going in the opposite direction of overall goals around Vision Zero.

Kanti Srikanth recognized four students from the Montgomery County Public School System brought to the meeting by board member Shana to observe regional collaboration and coordination in transportation planning.

7. CAR FREE DAY PROCLAMATION

Josh Etem said that Car Free Day is an annual worldwide celebration which started in Europe in the year 2000 as a day for residents to leave their cars at home and use other alternatives instead. He said that in the Washington region, Car Free Day began in 2008 and is managed through the TPB's Commuter Connections program with support from COG member jurisdictions. He said Car Free Day is promoted through a marketing and outreach campaign to encourage the use of transit, bicycling, scootering, walking, carpooling, vanpooling, and teleworking. He said this year's Car Free Day is September 23, and the pledge form will open on August 1 at the website carfreemetrodc.org. He stated that in 2023, more than 5,100 people submitted an online form, which is a 25-percent increase from the previous year.

Josh Etem said that people who take the car free pledge are eligible to win donated raffle prizes, such as a gift card, transit passes, and bikeshare memberships. He said that many jurisdictions have local events to promote and celebrate Car Free Day and this year's flyer is even more inclusive, with images and art that includes people biking, using a wheelchair, and using the bus. He asked for TPB member support of the 2024 Regional Car Free Day Proclamation.

Chair Henderson moved approval of the proclamation by unanimous consent, urging member jurisdictions to adopt similar proclamations.

8. FY 2025 MARYLAND TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM PROJECT APPROVALS

John Swanson briefed the TPB on a set of projects recommended for funding by Maryland's Transportation Alternatives Program. He asked for approval of six projects for about \$3.8 million in the

state of Maryland. He said that the Transportation Alternatives Set Aside Program (TAP) is a federal formula grant program that provides funding for projects that provide alternatives to driving, like trails and sidewalks, making it easier for folks to walk and bike throughout our region.

John Swanson said there is a statewide fund Maryland has for TAP, and the state will consider the remaining projects that were not funded, as well as other projects throughout the state, and once all the projects are chosen, MDOT will proceed with administering the implementation. He said the combined funding request was over \$11 million, and the funding made available is over \$3.7 million. He said that the recommendation is over this amount because MDOT has agreed to pick up the extra funding.

John Swanson reviewed the recommended projects, stating that four support Equity Emphasis Areas, three provide access to high-capacity transit stations, and one is in a transit-access focus area. He said that four of the projects provide increased access to the National Capital Trail Network.

John Swanson said that the Alumni Drive corridor project is going to provide a new trail to the Purple Line and to the Purple Line Trail, near the University of Maryland campus. He said the Magruder Branch Trail extension in Damascus is completing a trail that was already built in the park, providing access directly to downtown Damascus, access to the school, and to neighborhoods. He said that the Olde Town Shared Use Path in Gaithersburg is an access to transit project providing a connection between the Gaithersburg MARC station and the Washington Grove MARC station with a Montgomery County trail continuing to Shady Grove Metro.

John Swanson said the Brunswick sidewalk project is part of a network of places where the town wants sidewalks, and the sidewalks are a priority for design funding. He said that Viers Mill Drive shared use path project in Rockville is on a road that has some unsafe speeds and safety problems. He said that the City of Frederick project is a trail in Monocacy Village contributing to a suite of projects underway to improve bicycle access.

John Swanson asked for approval of Resolution R1-2025 to approve funding for the six projects for Maryland Transportation Alternatives Set Aside Program.

Chair Henderson moved approval of the resolution. Marc Korman seconded the motion.

Chair Henderson asked about the timing for Virginia and the District of Columbia in regard to these grants.

John Swanson said Maryland is on a one-year cycle while Virginia and DC are on a two-year cycle. He expects to return to the TPB in December with the DC projects.

9. CARBON REDUCTION PROGRAM: STATE DEPARTMENTS OF TRANSPORTATION BRIEFINGS

Chair Henderson said that Kanti Srikanth would introduce this item and provide background on the Carbon Reduction Program (CRP). She noted that the TPB has made mitigating climate change a priority and she was glad that the federal government was making funding available to help local and state governments act.

Kanti Srikanth reminded the board that the Federal Infrastructure Investment Act, also known as the Bipartisan Infrastructure Law, created the Carbon Reduction Program. He said the program has two parts. One part requires the states and territories to develop a statewide carbon reduction strategy for reducing greenhouse gases from on-road sources. The second part provides more than \$6 billion over five years to the states and territories through a formula process to implement projects and programs

that would reduce on-road greenhouse gases. He said that D.C., Maryland, and Virginia have developed their statewide carbon reduction strategy plans, which were presented to the TPB last year.

He said that of the \$6.4B over 5 federal fiscal years that is available to the states federal law requires that 65% of this money be distributed to areas within each state based on population with the remaining 35% available to be invested anywhere within the state. He said that the law identifies a wide variety of projects that the money can be used for and reminded the board of its Climate Change Mitigation Study that examined the potential of GHG reduction from a variety of project types. He said that as such it is important that the project selected consider GHG reduction potential among different types of projects vying for these funds – especially given the urgency with which the transportation sector will have to take action to reduce on-road GHG to achieve its GHG reduction goals. The federal law – in part recognizing this need to act expeditiously – requires that the monies be fully obligated within three years of becoming available.

He said the federal program further identified a population-based distribution of program funds within each state by the MPO for the planning area, especially those MPOs with populations greater than 200,000. He said that for the TPB's planning area, annually approximately \$13-14 million from each of the three states would be available. He spoke to a list of project types for which this funding is eligible.

He said the federal law also requires that the state DOTs must coordinate and consult with MPOs in determining how the funds should be allocated in Transportation Management Areas. He said that such consultation of the TPB by the states will be a very good opportunity for the TPB to advance its work on climate change – that is has been engaged in since 2008 – by being able to have a say in what projects/ programs get this new funding to reduce GHG in the TPB's planning area.

He said that TPB staff has been working with the three state DOTs to figure out the best processes for engaging the TPB in the review, selection, and recommendation of projects to receive the funds. He noted that the board will hear from the three DOTs on the process they plan to use OR have used to allocated funds from projects in the TPB's planning area. He said that the Maryland Department of Transportation was the first to complete the process of consultation with staff. He said that the recommendations for funding in Maryland would be presented as part of this item. After that, the board would hear presentations from DDOT and VDOT.

In closing, Kanti Srikanth noted that the staff's discussions with VDOT is ongoing, and he trusts will continue. He said that the process used by VDOT for its first round of funding allocations is markedly different than that adopted by Maryland and D.C. He said in the case of Maryland and the District the TPB has been OR will be involved in reviewing the projects being able to bring in TPB's priorities to reduce on-road GHG gases. This has not been the case with VDOT's proposal. VDOT's process has been that they have selected and allocated the funds. Staff has checked with Virginia's federal staff and understands that the VDOT process is acceptable, hence TPB has approved a TIP amendment. I believe the TPB expects a more proactive involvement in this, and it is the staff hope that VDOT will review and amend the process it has used this year.

A question was asked as to whether Kanti Srikanth could confirm that MDOT's approach to the CRP was consistent with federal requirements. The questioner noted that last year some concerns in this regard were raised by the Baltimore MPO.

Kanti Srikanth said that MDOT has been extremely open and collaborative. He said that earlier concerns had been addressed. He noted that the tight timeframe has put pressure on the state DOTs to act quickly, but once the first rounds are completed, MDOT has committed to reviewing the process and making adjustments in the future, as needed.

A question was asked as to how the MPO role in the CRP would be different from the Transportation Alternatives Program (TAP).

Kanti Srikanth said that under TAP, the federal law says that the MPO "shall" select projects with the regional suballocation. For CRP, there is a set-aside for MPOs such as the TPB, but the law says that the MPOs will be "coordinated and consulted with."

ITEM 9A: CARBON REDUCTION PROGRAM: MARYLAND DEPARTMENT OF TRANSPORTATION

Chair Henderson welcomed Deron Lovass from MDOT to talk about the process in Maryland.

Referring to the presentation, Deron Lovass spoke about Maryland's process. He described the state's priorities for the Carbon Reduction Program, the available suballocation for the Washington region, and the project identification and selection process, including the process of collaboration with TPB staff.

Chair Henderson moved approval of Resolution R2-2025 to approve funding for six projects in Maryland using federal Carbon Reduction Program funding, and to add those projects to the Regional Transportation Improvement Program (TIP). The motion was seconded.

Erin Morrow reiterated key points regarding the funding available and the process for project selection in Maryland. She said that in Maryland there were a total of eight applications received, and six projects were being recommended for funding. She briefly described each project. She concluded by saying that staff recommended approval of Resolution R2-2025 to approve the six recommended projects for Carbon Reduction Program funding, and also to include those projects in the TIP.

The motion to approve Resolution R2-2025 was approved unanimously.

10. CARBON REDUCTION PROGRAM: DISTRICT DEPARTMENT OF TRANSPORTATION

Meredith Soniat from DDOT briefed the board on D.C.'s CRP activities. She shared DDOT's CRP goals, reviewed the eligible project types, outlined the specific apportionments through FY 2026, and described DDOT's CRP priorities and the process for matching priorities to projects. She said they anticipate starting the process later this calendar year.

Referencing Meredith Soniat's comment about an "internal call for projects," Chair Henderson asked if that meant that DDOT would only be looking to fund projects that are already under development.

Meredith Soniat said that DDOT would not limit the projects to those that are already under development, with the exception of FY 2022 funds which would be lapsing next year.

A question was asked as to whether the action taken for Maryland projects included an area-wide TIP amendment.

Kanti Srikanth answered that the resolution just approved by the TPB did include the TIP action.

11. CARBON REDUCTION PROGRAM: VIRGINIA DEPARTMENT OF TRANSPORTATION

Chris Berg from VDOT provided a briefing on the implementation of the CRP in Virginia. He described VDOT's Carbon Reduction Strategy, and the CRP funding allocations for the state and for Northern

Virginia. He said the funds are being allocated in a manner similar to how Virginia's Commonwealth Transportation Board allocates CMAQ funding. He said this approach seeks to fulfill the administration's priorities and put funds to use quickly. Rather than build a new application process, he said that at this point VDOT has decided to fund existing projects in the Six-Year Improvement Program that have had cost increases due to inflation or other issues. He said that allowing these projects to move forward will also achieve the goals of the Carbon Reduction Program. He said that with this approach, consultation and coordination requirements of the program are met through existing processes.

Chris Berg said a number of impactful existing projects totaling \$36.8 million have been identified for CRP funding. He said that \$19.8 million in new projects has been funded under the program which largely fall under the Regional Multimodal Mobility Program. He said that \$8.1 million of CRP funding remains in unprogrammed out-year funding. He said that by funding existing projects using CRP funding, money has been freed up to fully fund or supplement other activities. He highlighted some examples of those activities.

Kanti Srikanth said that with MDOT and DDOT, the TPB will be involved in all aspects of the CRP: reviewing the projects that are seeking the monies, reviewing the projects for its consistency with advancing the priorities of the TPB. This review will allow the TPB staff to bring in the greenhouse gas reduction strategies that the TPB endorsed. However, he noted that with the VDOT process, the TPB was not involved in these activities, and VDOT would not be bringing recommendations to the TPB for approval. Rather, VDOT has informed the TPB that the selected projects have been approved and VDOT has indicated that the TPB should approve those projects accordingly. He said he remains hopeful that VDOT will be open to examining the process and making changes in how the TPB will be consulted in the future.

David Snyder asked Mr. Berg what kind of public process was followed in prioritizing and coming up with the selected projects.

Chris Berg said that public outreach was conducted for the development of the Carbon Reduction Strategy. He said the approved projects have already undergone public engagement processes, largely under the Six-Year Improvement Program.

David Snyder asked how VDOT would respond to Kanti Srikanth's comments.

Chris Berg said that VDOT appreciates Kanti Srikanth's perspective and will continue to look to better coordinate with the TPB.

Takis Karantonis asked how the projects on the VDOT list compare with the TPB's goals. He asked if Mr. Berg thought there would be space for coordination or whether these would continue to be parallel processes.

Chris Berg said that for the development of VDOT's Carbon Reduction Strategy, the process incorporated regional goals including the TPB's. He said that the selected projects in Northern Virginia largely align with the goals of TPB.

Takis Karantonis noted that Arlington County has attempted to align its work with the TPB's goals, and he would expect that VDOT would do the same as well.

James Walkinshaw said he welcomed additional funding for the Richmond Highway BRT, but he noted that the funding level of \$18.1 million would represent a small percentage of the needed funding for that project. He asked how VDOT arrived at that number. He further asked if \$18.1 million was an amount that VDOT had already committed to the project and therefore, this project would be replacing that

commitment to the project, or if these funds would be additional.

Maria Sinner said that the previous funding allocations for the project were to be from future allocations, but the new commitment of CRP funding would be from currently available funds.

James Walkinshaw asked Chris Berg for an elaboration of what he meant when he said VDOT would “coordinate” with the TPB in the future.

Chris Berg said that VDOT would look forward to continuing the dialogue with the TPB regarding future processes for coordination.

James Walkinshaw said he would be asking the same question when the TPB considers the TIP amendments related to these allocations.

Maria Sinner reiterated that the TPB as well as the local jurisdictions were involved in the projects that were selected for the CRP funds.

James Walkinshaw said he understood Ms. Sinner’s point, but he noted that collaboration and coordination can be approached in different ways.

12. ADJOURN

Chair Henderson reminded the board that the TPB would not meet in August. The next meeting would be September 18, 2024.

There being no other business, the meeting was adjourned at 2:00 p.m.