
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

October 16, 2024
VIRTUAL MEETING

MEMBERS AND ALTERNATES PRESENT

Christina Henderson – DC Council, TPB Chair
Charles Allen - DC Council
Heather Edelman – DC Council
Leigh Catherine Miles – DC Council
Mark Rawlings – DDOT
Amanda Stout - DDOT
Rebecca Schwartzman – DC Office of Planning
Dennis Brady – City of Bowie
Jason Groth – Charles County
Denise Mitchell – College Park
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
Neil Harris – Gaithersburg
Kristen Weaver – Greenbelt
Marilyn Balcombe – Montgomery County
Corey Pitts – Montgomery County
Eric Olson – Prince George’s County
Victor Weissberg – Prince George’s County
Monique Ashton - Rockville
Shana Fulcher – Takoma Park
Marc Korman – Maryland House
Caneq Aguirre – City of Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
Tom Ross – City of Fairfax
Walter Alcorn – Fairfax County
James Walkinshaw – Fairfax County
Dave Snyder – Falls Church
Rob Donaldson – Loudoun County
Pamela Sebesky – City of Manassas
Ralph Smith – City of Manassas
Jeanette Rishell – City of Manassas Park
Meagan Landis – Prince William County
David Reid – Virginia House
Bill Cuttler – VDOT
Maria Sinner – VDOT
Allison Davis – WMATA
Mark Phillips - WMATA
Sandra Jackson – FHWA
David Schilling - FTA
Michael Weil - NCPC

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Clark Mercer
Lyn Erickson
Andrew Meese
Mark Moran
Tim Canan
Dan Sheehan
Leo Pineda
Laura Bachle
Sergio Ritacco
Eric Randall
Rachel Beyerle
Deborah Etheridge
Jamie Bufkin
Andrew Austin
Pierre Gaunard
Dusan Vuksan
Erin Morrow
Amy Garbarini – DRPT, Chair TPB Technical Committee
Ra Amin – CAC Chair
Regina Moore - VDOT
Kari Snyder – MDOT
Noah Levine - ICF
Michael Grant - ICF

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

Chair Christina Henderson briefly reviewed the process she would use for facilitating the virtual 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 between noon on September 17 and noon October 15, the TPB received the following letters and comments:

- George Tad Aburn provided a copy of a letter he submitted to the Climate, Energy, and Environmental Policy Committee, back in September. The letter emphasizes the urgent need for CEEPC to provide advice to COG and the TPB on updating climate goals.
- Virginia Delegate Mark Sickles wrote that his legislative district runs along the I-495/95 corridor from the Springfield Interchange to Richmond Highway. He referenced the Southside Express Lanes project, which the TPB recently voted to include in the air quality conformity analysis. He wrote that if the air quality conformity analysis is favorable, he is hopeful that the project will advance with the goal to reduce congestion, improve travel reliability, and provide more travel choices along I-95 and 495.
- George Tad Aburn wrote a second letter stating that the TPB should require that the report under Item 8 should include language stipulating that the TPB does not condone or support any form of implementation of the on-road greenhouse gas reduction strategies that will create

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- environmental justice problems or high-risk air pollution hot spots in communities of color.
 - Bill Pugh of the Coalition for Smarter Growth wrote that the board adopted a set of 14 greenhouse gas reduction strategies over two years ago and since then TPB members have only advanced two of them. He wrote that the Visualize 2050 process has lacked accountability in reducing global warming pollution despite the 2021 board resolution to do so.

2. APPROVAL OF THE SEPTEMBER 18, 2024 MEETING MINUTES

Chair Henderson moved approval of the minutes. The motion was seconded by Denise Mitchell and was approved with one abstention from Mr. Ross.

3. TECHNICAL COMMITTEE REPORT

Ms. Gabarini said the Technical Committee met on October 4 and the received briefings on several items on the TPB's October agenda, including an update on the on-road transportation greenhouse gas reduction strategies, an update on the DMVMOVES, a preview of this fall's safety event, and a briefing on the establishment of the TPB's new regional transportation resilience subcommittee.

Amy Gabarini said that additional informational items included a presentation on the draft 2024 congestion management process technical report, a briefing on the motor vehicle characteristics in the Metropolitan Washington area, which analyzed 2023 vehicle registration data and showed some interesting trends in the region, and an announcement for recruitment for the 2025-2026 cohort of TPB's Community Advisory Committee.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Ra Amin said the CAC meeting on October 10 included discussions on DMVMOVES, Visualize 2050, the 2023 Washington-Baltimore Air Passenger Survey, updates on the CAC recruitment, and the October 31st safety event. He provided details of the committee's discussions on these topics, which were included in the CAC report.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said the Steering Committee met on October 4 and took the following actions:

- Approved requests from both the Maryland Department of Transportation and the Virginia Department of Transportation on changes to the functional classifications of some roadways.
- Approved requests to amend the TIP.
 - As requested by DDOT, approved an amendment to add about \$97 million for a set of bridge, transit, roadway, and bike projects, and this includes about \$31 million in new funding for the multimodal safety project along Wheeler Road. The details are on pages 16 through 72.
 - As requested by Prince George's County, approved a request to call out about \$180,000 of the county's overall bridge program budget as related to personnel costs.
 - As requested by VDOT, approved an amendment to add about \$2 million for the operations of a new express bus service on the Capital Beltway between Tysons, Virginia, and Bethesda in Maryland, as part of the Virginia's I-495 NEXT project.

Referring to the letters packet, Kanti Srikanth said the TPB provided letters supporting the Maryland Department of Transportation and the District Department of Transportation's applications for a federal grant under the Reconnecting Communities pilot program.

In the announcements and updates packet, Kanti Srikanth highlighted the following items:

- The TPB has kicked off its recruitment for the next cohort of members of its Community Advisory Committee.
- TPB staff will be hosting a webinar called "Promoting Vibrant Communities and Safer Roads," on November 13, which will feature projects that have received support from the TPB's Transportation Land Use Connections Grant, the Regional Roadway Safety Program Grants, and the Transit Within Reach Programs.
- A new webpage called "The Transportation Resources Applications Page, has been launched. It is a one-stop shop for various TPB products and GIS tools that have been developed on a wide variety of topics.
- The TPB recently celebrated the 50th anniversary of the TPB's Commuter Connections Program, which, he said, was a grand success.
- The EPA has approved revisions to the regional air quality emissions budget that were submitted by the state air agencies last year. With this approval, the TPB will now be able to use this newly approved emissions budget for the conformity analysis of Visualize 2050.
- A memo from staff was included in the packet which addresses the question of whether staff could add one more scenario with a different set of projects for Visualize 2050's air quality conformity analysis. He noted that this memo provided background information on the scenario analysis process itself.
- COG is accepting nominations for the Bridge Builders Awards to be given out during its annual leadership meeting in December. He said that more information on this could be found in the packet.

Noting a final item that was not in the written report, Kanti Srikanth said the Street Smart Safety Campaign for the fall would be held on October 29 in Prince George's County at the Naylor Road Metrorail Station.

6. CHAIR'S REMARKS

Chair Henderson reminded board members that the TPB's Roadway Safety Forum would be held on October 31 at the APTA Centennial Conference Center. She outlined the agenda for the summit and encouraged members to attend.

Chair Henderson spoke briefly about DMVMOVES, which is a joint initiative between COG and Metro. She said the TPB is providing assistance. She said the DMVMOVES task force includes TPB members Charles Allen, Reuben Collins, and Marc Korman, and herself. She said this work has now reached an important stage in which participants are talking about the unmet funding needs of all of our transit agencies and how to raise new revenue. She noted that COG's executive director would be speaking about this work later on the agenda.

7. ESTABLISH THE TPB REGIONAL TRANSPORTATION RESILIENCE SUBCOMMITTEE

Katherine Rainone presented an overview of the transportation resilience work completed by the TPB and the development of the Transportation Resilience Improvement Plan or TRIP. She said that it was always a goal of the TPB to form a new subcommittee focused on the topic of transportation resilience. She stated that the TRIP is complete and has been formally approved by the Federal Highway Administration.

Katherine Rainone stated that the overarching mission of the group is to provide a forum and

framework for the coordination of transportation resilience issues and planning at the regional scale and to continue incorporating resilience into the Visualize plan and the Transportation Improvement Program. We are planning to start with resilience issues that are related to natural hazards and climate change, She stated that the main objectives of the subcommittee revolve around creating a space for regional planners to share information about resilience projects; to collaborate on issues of regional significance; to help TPB staff decide on priority topics and issues for regional studies and analyses; and expand education on resilience and adaptation solutions across the region through presentations, workshops, sharing best practices, and more.

Katherine Rainone said that the subcommittee will meet once a quarter, and the first scheduled meeting will be held November 14 at 2:00 P.M. She said that membership will be made up of representatives from TPB member jurisdictions, member agencies, regional transit agencies and authorities, and other regional planning organizations. She stated that one of the final sections of the TRIP was a future enhancement section with different projects that the working group and team felt were important and wanted to continue looking into including additional interior flooding analysis and an economic impact analysis. She said that during the first subcommittee meeting, members will receive presentations from TPB's consultants on the two projects.

Chair Henderson moved adoption of Resolution R2-2025 to approve the establishment of the TPB Regional Transportation Resilience Subcommittee.

David Snyder seconded the motion.

David Snyder said that he would like to underscore the importance of the work. He said that it has significance for the region as it addresses the effects of climate change and other weather events. He said that he is willing to volunteer to support the subcommittee.

The board voted unanimously to adopt Resolution R2-2025.

8. IMPLEMENTATION CONSIDERATIONS FOR ON-BOARD TRANSPORTATION GREENHOUSE GAS (GHG) REDUCTION STRATEGIES – FINAL REPORT

Chair Henderson introduced Michael Grant from ICF Consulting to provide a briefing on the greenhouse gas reduction strategies report prepared for the TPB.

Kanti Srikanth said that in 2022 the TPB completed its climate change mitigation study which identified 14 broad strategies for reducing greenhouse gas emissions. He stated that the TPB adopted seven strategies as priorities to incorporate into Visualize 2050 and noted that the remaining seven strategies needed to be explored further as they would require policy enactment or legislative action and would likely need regional implementation. He stated that TPB staff retained the services of the consulting firm, ICF, to identify the various factors that would need to be considered to implement these strategies.

Michael Grant provided background on the study, noting that the TPB adopted seven priority greenhouse gas reduction strategies that include improving walk and bike access to high-capacity transit stations, increasing walk/bike mode share, converting vehicles to clean fuels, deploying an EV charging network, adding housing near high capacity transit stations and activity centers, reducing travel times on buses, and implementing transportation operation strategies. He said that the study looks at seven additional strategies identified as promising but requiring further exploration and research. He stated that ICF added an additional nine strategies to study for a total of 16 strategies.

Michael Grant said that the initial seven strategies included adding housing to activity centers, shifting

growth and development within the region, looking at free transit services, pricing workplace parking, converting more work trips to telework, and implementing new fees based on vehicle miles traveled (VMT) or a cordon fee. He stated that the additional strategies identified by ICF include pricing mechanisms such as carbon pricing, pay as you drive insurance, parking cash-out policies where employers would pay employees not to take a parking space at work, and other incentives like e-bike adoption.

Michael Grant said that other areas looked at include reducing school-based trip VMT, parking reforms, converting existing highway lanes to high occupancy toll lanes, expanding microtransit, and programs that incentivize carpooling and vanpooling. He said that all the strategies were assessed in relation to implementation for state and local governments including relative effectiveness of reducing greenhouse gas emissions; implementation issues associated with what organizations and legislative authority and enabling actions are needed to implement the strategies or policies; and the costs associated with implementation. He stated that ICF also looked at implications on regional goals and priorities in the TPB's policy framework.

Michael Grant provided the findings of the study summarized on a chart indicating high, medium, and low impact. He stated that strategies that have the potential for largest impact involve increasing the price of travel such as VMT fees, cordon pricing, and carbon pricing. He stated that ICF also looked at the high-impact strategies of shifting development to high-capacity transit stations and regional activity centers, or transit-oriented development. He said that these kinds of changes take time, and transit-oriented development occurs through land development which will have important effects in the long term but have limited impact when looking at 2030 goals. He said that the effects of strategies depend heavily on how strategies are implemented, level of pricing, and level of incentives.

Michael Grant said the study also looked at the role of state and local agencies, which could be regulatory or policy direction; however, the impacts of strategies depend in part on factors outside the public agencies' control. He said an example is the "pay as you drive" insurance policy concept. He said that workplace parking policies require coordination and consideration of the private sector.

Michael Grant shared a table of revenues and expenditures associated with each of the policies and their fiscal impacts for public and private sectors. He also shared a chart of the 16 strategies assessed in relation to regional goals. He noted that by reducing vehicle travel, all of the strategies should have a beneficial impact on air quality, public health, and environmental quality and the strategies will generally benefit other goals like safety, reliability, and efficiency.

Michael Grant stated that a key takeaway of the assessment is that some of the most effective approaches likely would pair disincentives to driving with strategies that expand, enhance, or incentivize using transit, rideshare, bicycling, walking, or telework.

Eric Olson asked about next steps and how the TPB develops consensus around the strategies and a plan for approaching implementation of the strategies. He asked whether staff would develop a report back to the TPB in the near future.

Kanti Srikanth stated that the report intentionally does not contain recommendations because the strategies contain policy actions. He noted that the next step is for member jurisdictions to examine the strategies that they are able to pursue and that the TPB staff can work with the executive committee of the board this year and next to hold a series of work sessions for board members as a starting point. He said this would help to gain a sense of what jurisdictions have already enacted or are working toward and explore opportunities for collaboration and/or sharing lessons learned, and the TPB can help facilitate those conversations. He stated that if there is more information that is needed to be collected or analyzed, TPB staff could work those needs into the work program.

Eric Olson said that he would like the TPB to have a timeline for ways to approach the strategies and asked if TPB staff could come back with recommendations for a process.

Chair Henderson said that the subject is important, and the TPB has been having conversations about strategies, yet the jurisdictions are not taking action. She said she thinks TPB members need to figure out a way of taking the information and the data presented to move the needle forward.

Neil Harris said he would like to understand more about actual costs of implementing the strategies. He recommended looking at the key issues and the costs from a voter point of view. He said that if the region wants to get people out of their cars and into transit, then viable transit options are needed. He asked whether there is a way to look development-oriented transit, using the redevelopment of Lake Forest Mall as an example to add 1,600 new housing units. He said it would be great that as these communities continue to expand that transit access expands as well.

Chair Henderson asked whether anything ICF noticed during analysis surprised them about the findings.

Michael Grant commented that the policies that have the most impact seem to be the ones that are pricing policies, and they are the policies that are most difficult for public acceptance. He stated that he thinks there are a number of strategies that are relatively low cost such as e-bike incentives, yet the lower cost strategies have relatively small impact on a system-wide scale.

Monique Ashton said that she echoes the comments of TPB board members who have spoken. She said that road pricing could be implemented as a strategy, yet if the transit set-up is not in place, then the strategy is a revenue tool and not actually getting people off the road. She said that business owners have commented that employees are racing out the door because the last bus is at 8:45 yet the business has night shifts. She stated that having functional transit for the workforce is something the TPB will need to examine.

Monique Ashton asked how impact is measured. She said that the e-bike incentive was interesting and intriguing, but it is not considered high-impact in the study. She said that she is also interested in how the TPB can prioritize strategies and track progress over time from planning to implementation.

Michael Grant said that ICF did not conduct modeling or use the regional travel model to assess impact on greenhouse gases or VMT. He said the study relied on literature and examples from other parts of the country. He said that where there is an increase in e-bikes, there is potential given short trips taken; however, the study was more of a qualitative assessment based on research.

9. DMVMOVES UPDATE

Clark Mercer said that he will speak to what DMVMoves is, how coordination can be improved, and overall improvements to the coordination and efficiency of the transit system in the region with Metro being a big portion of the system but also other transit providers including MARC and VRE. He said the secondary point to be covered in his presentation is paying for the transit system wanted in the region.

Clark Mercer stated that DMVMoves is comprised of two working groups and a task force, and the task force includes COG board members and WMATA board members along with the executive and legislative branches in the District, Maryland, and Virginia, and a federal representative. He stated that there are two working groups, a government partners group and a community partners group, which bubble up ideas and feedback for the task force.

Clark Mercer said that the DMVMoves vision is that transit is the backbone of an integrated world class mobility network that makes the National Capital region a thriving global economy, a preferred home, and the leader in innovation environmental sustainability and social equity. He stated that COG and the TPB cannot accomplish approved goals without a thriving transit system whether for economic development, equity, and an environmental standpoint.

Clark Mercer presented the DMVMoves goals and the results of a DMVMoves survey. He said the survey received 5,000 responses, and over 80 percent of respondents support more and better transit service. He said that main challenges mentioned are that the bus service is not frequent enough, there are too many transfers, and lack of real-time information. He stated that top priorities are more frequent off-peak and late-night services, more thought about bus-only lanes, and new transit connections to the routes. He stated that survey responses for rail were that rail stops are too far away from home and destinations, rail service is not frequent enough, and priorities are more frequent off-peak and late-night service, new transit connections routes, and longer operating hours. He stated that the buckets of recommendations are available on the DMVMoves website.

Clark Mercer stated that COG Board Chair Charles Allen and WMATA Board Chair Paul Smedberg have charged staff and consultants with taking high-level recommendations and provide a road map for how to implement the recommendations. He said that integrating and aligning fare policies can provide a consistent customer experience. He noted that the second bucket of recommendations is adopting shared service guidelines for when and how often transit operates and measure performance. He said that looking at transit operations is a way that all bus providers can gather and have a way to compare bus routes across the region to make sure that the ones that are really critical are being given the support, the funding, and the road treatments that you would expect for those highly trafficked bus routes.

Clark Mercer stated that a third recommendation is improving wayfinding customer information and amenities at transit stops. He said that the region is trying to avoid a bus stop that has seven different signs, and numbers of bus routes without rhyme or reason as to what they are. He said that local counties or cities could have a guide to types of amenities that could be provided at bus stops that need to accommodate more people versus a stop that is not traveled as much. He said other customer service recommendations are wayfinding apps that are easier to negotiate and bus priority strategies like dedicated bus lanes.

Clark Mercer said that the task force and working groups are also considering administrative and cost efficiencies such as group procurements, joint maintenance and operation, consistent training, certification for areas such as elevator maintenance and bus operator training, and inspection programs across jurisdictions.

Clark Mercer said that WMATA is facing a funding issue not dissimilar to other major metro areas in the country. He said that under discussion is how much does it cost to provide existing service and keep a state of good repair. He said also under discussion is revenue including fares, advertising, and state funding. He stated that the region stepped in last year to help WMATA reset their base.

Clark Mercer stated that inflation was a significant driver of WMATA's costs, and 70 percent of their operating costs are tied to personnel. He said that in 2018, the states and Feds came together, and there was a compromise that new money then would not be indexed to inflation. He stated that in the last year, WMATA moved between 100 and 200 million dollars of capital money into operating, and Metro cannot bond any new state of good repair projects for a couple years.

Clark Mercer provided an overview of Scenario 1 which includes paying for existing service and good repair in order to expand Metro's rail system or expand the bus system or bus rapid transit, Scenario 2

which would be enhancing the service currently available through increasing bus and increasing the existing rail system, and Scenario 3, which is modernizing service and assets. He stated that Metro just approved a zero percent pay raise for union and non-union staff this year without years where a raise would be from 3 percent to a ceiling of 5 percent for staff.

Clark Mercer said that discussions are beginning with the District, Maryland, and Virginia about potential taxes and mechanisms to raise revenue and how they should be looked at as a region.

Chair Henderson said that there will be more discussion about what is coming out of DMVMoves in the next months as the initiative moves forward.

10. SAFETY EVENT ANNOUCEMENT

Janie Nham said that TPB staff continues its planning activities for the October 31 Safety Summit which will take place at the APTA Centennial Center in Alexandria, Virginia. She said that the TPB has received commitments from several speakers, and a final agenda will be released soon. She said that invitations have been sent to board members and alternates. She stated that the TPB plans to offer a virtual option for participants and recommended that those interested in in person or virtual attendance register.

11. ADJOURN

Chair Henderson stated that the next meeting would be November 20, 2024. There being no other business, the meeting was adjourned at 1:57 P.M.