
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

December 18, 2024

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Christina Henderson, Chair – DC Council
Charles Allen, DC Council
Heather Edelman – DC Council
Amanda Stout - DDOT
Mark Rawlings - DDOT
Drew Morrison – MDOT
Takis Karantonis – Arlington County
Pamela Sebesky – City of Manassas
Allison Davis – WMATA

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Matt Frumin – DC Council
Leigh Catherine Miles – DC Council
Rebecca Schwartzman – DC Office of Planning
Reuben Collins – Charles County
Kelly Russell – City of Frederick
Mark Mishler – Frederick County
David Edmondson – City of Frederick
Neil Harris – Gaithersburg
Kristen Weaver – City of Greenbelt
Tim Miller - Laurel
Corey Pitts – Montgomery County
Victor Weissberg – Prince George’s County
Oluseyi Olugbenle – Prince George’s County
Monique Ashton – Rockville
Cindy Dyballa – Takoma Park
Canek Aguirre – City of Alexandria
Dan Malouff – Arlington County
Tom Ross – City Fairfax
James Walkinshaw – Fairfax County
David Snyder – Falls Church
Mike Turner – Loudoun County
Rob Donaldson - Loudoun County
Jeanette Rishell – City of Manassas Park
Deshundra Jefferson – Prince William County
Meagan Landis – Prince William County
Victor Angry – Prince William County
Bill Cuttler - VDOT
Maria Sinner – VDOT
Jennifer Boysko – Virginia Senate
Mark Phillips – WMATA
Sandra Jackson – FHWA
Michael Weil – NCPC
Glen Warren - MWAA
Laurel Hammig - NPS

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
Rachel Beyerle
Deborah Etheridge
Jamie Bufkin
William Bacon
Andrew Austin
Pierre Gaunard
Dusan Vuksan
Amanda Lau
Janie Nham
Tom Webster - WMATA
Ra Amin – CAC Chair
Regina Moore - VDOT
Stephen Kenny – Montgomery County
Kari Snyder – MDOT
Kevin O'Brien – WABA
Nick Donohue
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.

Lyn Erickson said that, as posted, no comments were received via email and no one registered to provide in-person comments at the meeting.

2. APPROVAL OF THE NOVEMBER 20, 2024 MEETING MINUTES

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

3. TECHNICAL COMMITTEE REPORT

Referring to the posted report, Lyn Erickson gave the report on behalf of Technical Committee Chair Amy Garbarini. She said the Technical Committee met on December 6 and received briefings on several items on the TPB's agenda, including a presentation on the Performance Based Planning and Programming Targets for Transit and Highway Safety; a presentation on the DMVMoves community survey; and an update on the congestion management process,

Ms. Erickson said the committee received briefings on a couple of items that were presented for information and discussion, including an update on Visualize 2050 and the Transportation Improvement Program update; a presentation on the safety recommendations made at the recent safety forum; information from the climate change mitigation activities that COG and the TPB are working on; and the Transportation Resilience Improvement Plan project list update.

Chair Henderson said that Ms. Gabarini would be concluding her chairmanship of the technical committee at the end of the month. She presented a certificate to Ms. Gabarini in absentia and thanked her for her service.

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

Referring to the posted report, Ra Amin said the CAC met on December 12. He said the meeting was focused on state-based roundtables with TPB leadership. He said these sessions include conversations about safety, equity, public involvement, and congestion. He said the committee's "Act Locally" round robin session included information on the local initiatives of members, including updates to the Prince William County design manual for active transportation. He said that Chair Amin received a 2024 "Advocate of the Year Award" from the D.C. Highway Safety Office.

Chair Henderson said that Ra Amin would be concluding his chairmanship of the CAC at the end of the month. She presented a certificate of appreciation to Mr. Amin.

Referring to the posted report, Mr. Walkinshaw said the Access For All Advisory Committee met on November 22. He said the committee agenda included the following a presentation on the TPB staff recommendation to refresh the committee; a report from the AFA's liaison with WMATA's Access Advisory Committee; a recap of the TPB's fall activities; and an open member forum.

Chair Henderson said that James Walkinshaw would be concluding his chairmanship of the AFA committee at the end of the month. She presented a certificate of appreciation to him.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said that the TPB's Steering Committee met on December 6 and took the following actions:

- Approved updates made by the District Department of Transportation to the federal functional classification of the roadways in all eight wards are in the District.
- Approved a TIP amendment at the request of MDOT to add approximately \$95 million to five projects.
- Approved a TIP amendment at the request of the Northern Virginia Transportation Commission and the Prince William/Rappahannock Transportation Commission, to add approximately \$4.5 million dollars for VRE property acquisition for platform and easement projects.

Referring to the letters sent/received, Kanti Srikanth called attention to a letter sent on behalf of the Board to the U.S. Transportation Secretary, that commits the TPB as a partner in USDOT's Allies for Action Initiative.

Referring to the announcements and updates section, Kanti Srikanth called attention to the TPB meeting schedule for 2025. He highlighted the work plan proposed by staff to undertake a series of work activities to implement the recommendations that came out of the TPB's Regional Roadway Summit that was held in October. Finally he told the board about the forthcoming retirements of long-time staffers Andrew Meese and Jane Posey. He described their contributions as staff and thanked them for their service.

6. CHAIR'S REMARKS

Chair Henderson said the meeting would conclude her term as TPB chair. She noted that Janette Rishell and Pamela Sebesky would be leaving the board. She presented them with certificates.

Janette Rishell thanked the board, colleagues, and staff, and expressed how she has learned a lot from the TPB.

Pamela Sebesky thanked the board. She said she believes in regionalism as it will help improve people travel across the region.

Chair Henderson thanked the board and expressed appreciation for the support of TPB staff. She said the board has accomplished a number of tasks this year, including developing and receiving a federal commendation for the first of its kind transportation resilience improvement plan, established a new resiliency subcommittee, developed a study to help reduce greenhouse gas emissions, developed a blueprint to install electric vehicle charging stations throughout the National Capital Region, and updated the National Capital Trail Network map and the long-range transportation plan.

7. NOMINATING COMMITTEE REPORT FOR THE 2025 TPB OFFICERS

Reuben Collins said that this year's nominating committee was comprised of Charles Allen and Pamela Sebesky, and himself. He said that for TPB Chair, the committee recommends James Walkinshaw from Fairfax County Board of Supervisors; for first vice chair, the committee recommends Neil Harris from the City of Gaithersburg, and for second vice chair the committee recommends Matt Frumin from the District of Columbia.

Chair Henderson made a motion to approve the slate of candidates for 2025. The candidates were approved unanimously.

Pamela Sebesky presented a token of appreciation to Christina Henderson from the board in recognition of her regional leadership.

8. PBPP: ANNUAL TARGETS FOR TRANSIT SAFETY AND HIGHWAY SAFETY

Pierre Gaunard reviewed the final draft of the National Capital Region Transit and Highway Safety Targets for 2024. He stated that these targets were discussed at its November 2024 meeting. He stated that the number of performance measures requiring targets has doubled from previous years due to an update this past April in federal regulations. He stated that local agencies' safety plans approved as of May 13 are required to feature targets for seven new measures related to transit worker safety and security, as well as more detail about collision incidents.

Pierre Gaunard said that some agency safety plans were adopted before May 13; in this case, the safety targets for the new performance measures were not available for this year. He said that vanpool data was not available as it is run by an outside service. He stated that next year's regional targets for other modes of transportation are expected to incorporate a full slate of targets from every applicable local provider.

Pierre Gaunard stated that some of the regional targets feature an increase over last year, which might be a response to past performance. He said that TPB believes that increases in ridership and service play a significant role; nevertheless, the demand response safety targets indicate a decrease compared to last year's targets. He thanked local transit agency staff for their collaboration in this process.

Christina Henderson made a motion to adopt Resolution R4-2025 to approve regional transit safety targets.

Takis Karantonis seconded the motion.

The motion to adopt Resolution R4-2025 to approve regional transit safety targets was unanimously approved.

Janie Nham reviewed the draft annual highway safety targets. She stated that the highway safety targets were presented to the board at its November 2024 meeting. She stated that no public comments were received on the proposed targets. She said that she has received the finalized data from localities and that there were no significant differences from the preliminary targets presented last month.

Janie Nham showed a table with the adjusted targets without any cap and one after the cap was applied. She recommended that the region keep the same target level as last year with the cap, but set the target for serious injuries at a more aggressive level.

Janie Nham said that TPB staff recommend that the TPB adopt Resolution R5-2025 to approve regional highway safety targets.

Christina Henderson made a motion to adopt Resolution R5-2025 to approve regional highway safety targets.

Pamela Sebesky seconded the motion.

Drew Morrison asked what the next steps are to formalize the TPB action plan.

Kanti Srikanth said that within a memo there is an outline of the schedule for following up on safety summit activities. He said the first has been realized, which is to be an ally in action, and the remaining five recommendations will be accomplished within an extended period of time. He provided an example of an activity that TPB staff will take to find the best strategies to help reduce fatalities and serious injuries in our region. He stated how there will be a series of ongoing briefings to the board on the strategies.

Drew Morrison asked the reason why TPB staff are capping the regional highway safety targets. He also questioned whether it's true that following last year's averages would result in several targets trending upward.

Janie Nham agreed to his statement and stated that TPB wouldn't want to recommend less aggressive targets than what was set last year.

Drew Morrison agreed and understood. He said that this is a required federal process and methodology, however it reinforced that these highway safety targets are unacceptable and looks forward to collaborating with localities to do better.

David Snyder said he agrees with Drew Morrison's comments and reinstated that localities have to work to address highway safety issues. He said that localities need to outline that no one is happy, satisfied, or anything other than disappointed and frustrated by these numbers.

David Snyder said that the TPB has to follow the federal methodology and that these are not goals and targets that all jurisdictions share, but we are following the federal mandate. He reiterated how the region needs to do better and work together to get the public's cooperation.

Christina Henderson echoed the comments that were made, as she said that she isn't satisfied with roadway and highway fatalities and injuries. She said that there is a lot of work to do next year, and by then, there will be some adjustments made to the targets.

Christina Henderson asked if there were any nays or abstentions.

David Snyder abstained.

The motion to adopt Resolution R5-2025 to approve regional highway safety targets was approved. David Snyder, City of Falls Church, abstained from the vote.

9. UPDATE ON DMVMOVES WORK ACTIVITIES

Chair Henderson welcomed COG Executive Director Clark Mercer and DMVMoves facilitator Nick Donohue to present.

Clark Mercer said that DMVMoves has had a series of task force and working group meetings which are a subset of the COG board and the WMATA board which includes a government partners group that includes CAOs, CFOs, and transit operators and a group that includes chamber and business groups, environmental groups, labor, riders, and the disability community. He stated that all members of the two groups have the ability to weigh in, ask questions, get answers, and understand the current status of transit needs.

Clark Mercer said that COG wants to make sure that DMVMoves and related transit issues remain front and center and that there are opportunities to better coordinate and drive efficiencies with the bus operators, WMATA, VRE, and MARC such as through procurement and making sure riders feel like there is a seamless system to get from a bus line to a rail line and from city to suburb.

Clark Mercer said that signage is another area for understanding the bus system in the region. He stated that regarding funding, COG is working with state legislators so that they understand the issues in both Maryland and Virginia and is also working with transit partners like NVTC.

Clark Mercer introduced Nick Donohue as facilitator and said that Virginia, Maryland, and DC are on different timelines in terms of when they might arrive at solutions. He said that COG is trying to provide recommendations to use when they need to be able to address upcoming budgets. He stated that this is an iterative process over the next several months. He said that part of the process includes asking tough questions and getting answers from WMATA so that everyone in the region understands the issues.

Nick Donohue said that today's presentation is a check-in with initial findings. He stated that a starting point for the groups was thinking about what world class transit is and what that would mean for the region. He said that the groups and task force came up with "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 a leader in innovation, environmental sustainability, and social equity."

Nick Donohue said that the next step was coming up with six goals that generally state that the region wants reliable, frequent transit service and a seamless, integrated experience across the various transit operators in the region. He said that the region wants to grow ridership through land use policies, achieve COG-adopted goals, and ensure long-term funding with corresponding accountability for transit operators. He stated that the region also needs to have transit workforce policies so that there is a workforce to deliver the transit to achieve the other five goals.

Nick Donohue stated that residents of the region were surveyed about challenges and priorities for transit, and respondent priorities are the same for bus and rail, which is more frequent off-peak and late-night service. He said that the main challenge on the bus side is not frequent enough service and on the rail side it is wishing a station was closer to home. He said that having 14 different transit providers means that work is needed on the policy side to figure out what can be done to make the experience more seamless and

integrated for customers. He said that TPB Community Advisory Committee members and Chair Ra Amin commented that one of the biggest things holding people back from using transit outside of their home jurisdiction is the signage and information is conveyed in a different way and it makes it hard and unfamiliar for people to be able to use those types of systems.

Nick Donohue said that larger discussions will take place on the funding side. He presented a chart on WMATA's state of good repair backlog and said that the backlog dropped from FY 2016 to today, but funding was not indexed for inflation. He said that WMATA will run out of the ability to sell new debt backed by dedicated funding in a few years, and the capital program will start to shrink after the FY 2029 period which sends state of good repair in the wrong direction.

Nick Donohue said that the task force has started talking about funding a world class transit system in the region and has worked on scenarios 1 and 2 with work still to be done on scenarios 3 and 4. He said that Scenario 1 includes fully funding the operating gap moving forward, addressing the state of good repair long-term needs and growing the capital budget with inflation. He said that WMATA signals were designed and first put into place in the 1970s, and the Silver Line system is out of date. He noted that WMATA is facing supply challenge because some of the parts are not made anymore. He said that there is also a backlog on escalator repair and replacement, and funding is needed to maintain existing service levels with local providers or offer increased service.

Nick Donohue said that scenario 2 starts with scenario 1 and includes discussion of running 100 percent 8-car trains, extending Metrorail, or building new bus rapid transit systems. He stated that part of the DMVMOVES system is having the discussion about priorities and what could be accomplished in the next 10 to 20 years. He stated that it is important that the funds that go to WMATA are provided in a manner that allows for bonding and that they grow over time with some sort of inflationary factor.

Nick Donohue said that the DMVMOVES initiative is about at the halfway point with work expected to be concluded in mid-2025.

Drew Morrison said that Maryland has done a lot in the last few years to try to put WMATA on stable footing through dedicated capital funding. He said that Maryland continues to face a challenging fiscal environment and has two transit systems that deserve to receive good attention along with the challenge of structural deficits that emerge as operating budgets and other costs outpace reasonable revenue source. He said that Maryland wants to reinforce its interest in a strong transit system with consideration of the fiscal challenge that Maryland and other jurisdictions face in thinking through the entirety of the transportation system.

Takis Karantonis asked if the Passenger Rail Investment and Improvement Act (PRIIA) is under attack again and whether there could be elaboration on PRIIA and the incoming administration. He asked for elaboration on how DMVMoves will work with different states having different pathways to move forward with dependable revenue sources.

Nick Donohue said that PRIIA has been in place since 2009 and has survived changes in Congressional party control. He said that PRIIA is authorized through 2029 or 2030. He stated that PRIIA could be at risk in the future, but it has been able to survive through past transitions. He said he thinks that the region will need to engage with Congress and the new administration on the topic. He noted that the federal transportation bill expires at the end of FY 2026, and there will be a healthy discussion regarding transportation in the next Congress as they look to reauthorize the Infrastructure Investment and Jobs Act.

Nick Donohue said that regarding funding from different states that it is understood that all states may be on a slightly different timeframe and timelines. He said what is important is that the funding provided be bondable. He said that the region is looking to create a sustainable program and is trying to stay within growth rates of available revenue streams.

Pamela Sebesky said that she represents an outer jurisdiction that does not have WMATA service but has a high need for public transportation being funded by the locality, and there is concern about unfunded mandates coming to regions where WMATA may not be physically located. She said it is a concern because the need is understood, but she hopes that part of the discussion is concern about unfunded mandates. She stated that localities have to balance their budgets every year, and federal and state funding amounts have been unknown in the last several years when passing the budget. She said that her biggest concern is that the message goes back that unfunded mandates coming to the regions is not the way to accomplish this problem.

Nick Donohue said that he understood, and all the local transit operators are in the advisory group with the CAOs. He said that local operators are extremely important and also important for WMATA because many of the local operators feed the VRE, MARC, and WMATA rail systems.

Allison Davis thanked the COG team for partnering on DMVMOVES. She said that WMATA wants to make sure that the message is getting across that with inauguration, Cherry Blossom, World Pride, and big events coming up and moving forward that WMATA is excited to serve the region but wants to highlight the needs. She said that it is not just Metro but it is also VRE, MARC, and local providers looking at funding challenges and ways to work together more efficiently.

Monique Ashton asked how much work from home and the pandemic has contributed to a budget perspective and is this plan considering potential more return to work in the ridership as well as the COG housing goals.

Nick Donohue said that the figures in the presentation are based upon current ridership and assumed changes that will take place in the future. He said that he does not think the model assumes that everyone will return to the office five days a week next year. He said that WMATA has experienced 43 months of consecutive ridership growth, and WMATA raised fares and the assumption that they had in their budget was that ridership year over year would go down. He said that in the first few months of this fiscal year since that fare increase, ridership continues to go up showing an increased demand for the system. He said that his understanding is that there is no assumption that there will be an increase in ridership but also no assumptions that the system will return back to how travel patterns used to be before the pandemic.

Allison Davis said that bus ridership is over 2019 ridership levels now. She said that rail ridership is not back at 2019 levels but is moving in the right direction. She said that a lot of places where WMATA has seen higher ridership than before is because WMATA has put out more midday, evening, and weekend services when in the pre-pandemic period the service levels running did not provide sufficient service for people who wanted to travel at those times.

Neil Harris said that he looked at the WMATA budget and noticed that ridership is up about 20 percent from 2023 to 2024, and it is up again this year. He said it is clear that public transit needs subsidies, and he is hoping that the funding formula can be revisited. He said that there is a significant fixed cost and variable cost component, so a fixed subsidy formula is probably not appropriate. He stated that he thinks that the states need to look at providing a fixed sum of money each year but also provide a variable piece depending on ridership and usage.

Neil Harris asked why the formula is as it is currently because Maryland's daily ridership is lower than Virginia and much of DC. He said his understanding is that the funding formula was designed many years ago, and things have probably changed.

Nick Donohue said that the fixed and variable costs are part of the discussion DMVMOVES is having as community partners have said to look on the cost side of the equation. He said that for Metrorail, close to 80 percent of the costs are fixed and related to directly operating and running trains.

Allison Davis said that the Metro board adopted new subsidy formulas in November. She said that the rail formula dated to 1977 and the bus formula dated to 1997, and the board recognized it was time to look at the formula. She said that she could send the updated subsidy offline, and she is happy to answer questions.

10. UPDATE ON CONGESTION MANAGEMENT PROCESS

Andrew Meese stated that his presentation would provide an update on the TPB's congestion management process, remind the TPB of the federal congestion management process, and describe the variety of TPB and member agency activities that contribute to the region's compliance with this federal requirement. He stated that the information the TPB compiles for this requirement helps feed information that can be used by all agencies that propose projects for inclusion in the long-range Visualize 2050 plan and the Transportation Improvement Plan.

Andrew Meese said that the congestion management process dates to 1992 and is one of the ways that federal law and regulations promote the use of data and analysis to drive decisions on programming and calls for the management and operations of a system to emphasize alternatives to single-occupant vehicle travel and capacity increases. He stated that congestion is forecasted to increase based on population and economic growth, and CMP is a process by which the TPB adopts goals and actions to address congestion. He stated that the TPB receives project-associated congestion management through the technical input solicitation for the plan and the Transportation Improvement Program. He said that the TPB conducts analyses, reviews and identifies strategies in demand management and operations management and prepares technical reports.

Andrew Meese said that the region's premier demand management strategy is Commuter Connections which is the centerpiece of the region's transportation demand management efforts essential to satisfy CMP requirements. He stated that that there are almost 120 vehicle trips that would have happened without Commuter Connections' programs that are not taking place and over 2 million miles of travel every single day that is not taking place with its associated pollution and other impacts.

Andrew Meese stated that the region's premier operations management program is the Metropolitan Area Transportations Operations Coordination (MATOC) program which is a partnership between the three state DOTs and WMATA with TPB as an ex officio member. He said that MATOC's number one goal is situational awareness so that the operating and management entities can know if something is going on and can respond better.

Andrew Meese talked about how bus priority and BRT systems are ways of integrating congestion management strategies along with pedestrian and bicycle transportation. He said that micromobility is newer but has been shown to be helpful in underserved communities and to fill in gaps.

Andrew Meese said that integrated corridor management is another part of the process including adjusting traffic signal timing and using variable message signs along the highway to inform motorists. He said that land use that does not make people car dependent is another strategy to manage congestion.

Andrew Meese said that congestion has increased over the last ten years, but the TPB has looked at analyses completed, particularly with the Visualize plan, that show that the growth of alternatives is higher than the growth in single-occupant vehicles.

Andrew Meese said that CMP guidance and findings are very consistent and supportive of the TPB's travel demand reduction and management goals. He said that the TPB has information resources at member agencies along with reports and data sets.

Neil Harris asked if there is data in the report that will show which of the strategies are the most effective so that the region can do more of what works well. He said that it is great to see significant reductions where they are needed to provide congestions relief but in order to do more, it would be helpful to strategize and prioritize.

Andrew Meese said that the fact that Commuter Connections conducts an extensive evaluation and shows those benefits is one example. He stated that another example is that the region has seen more dramatic changes in some of the priced lanes. He said that looking at I-66 where lanes have been converted does not necessarily benefit every person, but the congestion is dramatically less, and it supports increased transit in the same corridor.

11. ADJOURN

Chair Henderson stated that the next meeting would be January 22, 2025. There being no other business, the meeting was adjourned at 2:00 P.M.