
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

February 19, 2025
Virtual Meeting

MEMBERS AND ALTERNATES PRESENT

Alanna Mensing – City of Manassas Park
Amanda Stout – District of Columbia
Amy Wesolek – City of Takoma Park
Angry Victor – Prince William County
Arman Safakhah – City of Laurel
Ashley Huston – City of Manassas
Cristina Henderson – District of Columbia
Canek Aguirre – City of Alexandria
Charles Allen – District of Columbia
Chimgae Tumurbaatar – WMATA
Corey Pitts – Montgomery County
Dan Koenig – Federal Transit Agency
Dan Malouff – Arlington County
David Edmondson – City of Frederick
David Schilling – Federal Transit Agency
David Snyder – City of Falls Church
Deshundra Jefferson – Prince William County
Drew Morrison – Maryland Department of Transportation
Gladys Hurwitz – Loudoun County
Heather Edelman – District of Columbia
James Walkinshaw – Chair, Fairfax County
Jason Growth – Charles County
Jessica Fitzwater – Frederick County
Kari Snyder – Maryland Department of Transportation
Kelly Russell – City of Frederick
Kristen Weaver – City of Greenbelt
Maria Sinner – Virginia Department of Transportation
Marilyn Balcombe – Montgomery County
Mark Mishler – Frederick County
Mati Bazurto – City of Bowie
Matthew Frumin – 2nd Vice Chair, District of Columbia
Denise Mitchell – City of College Park
Meagan Landis – Prince William County
Monique Ashton – City of Rockville
Neil Harris – 1st Vice Chair, City of Gaithersburg
Rebecca Schwartzman – District of Columbia
Regina Moore – Virginia Department of Transportation
Richard Duran – Federal Highway Administration
Sonia Vasquez Luna – City of Manassas
Steven Hall – City of Manassas Park
Susan Cunningham – Arlington County
Tom Peterson – City of Fairfax
Victor Weissberg – Prince George's County
Mark Phillips – WMATA

Walter Alcorn – Fairfax County
Tim Miller – City of Laurel

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Tim Canan
Leo Pineda
Laura Bachle
Sergio Ritacco
Rachel Beyerle
Deborah Etheridge
Jamie Bufkin
Katherine Rainone
Andrew Austin
Pierre Gaunard
Eric Randall
Cristina Finch
Amanda Lau
Janie Nham
Cristina Finch
Erin Morrow
Jane Posey
Mark Moran
Rachel Beyerle
Dusan Vuksan
John Swanson
William Bacon
Jessica Storck
Renee Ritchey
Sara Brown
Vicki Caudullo
Daniel Papiernik – Community Advisory Committee Chair
Nitesh Shah – ICF
Bill Orleans - public

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

Chair James Walkinshaw called the meeting to order. He provided instructions for 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 summarized the comments saying that between noon Tuesday, January 21 to noon Tuesday, February 18 the TPB received five emails and one online comment through the TPB comment forum. The first comment was written by Dr. Clara E. Irazabal Zurita, urging the TPB to take action against climate pollution from transportation, noting that the TPB has offered a set of actions for emissions reduction, including alternatives to highway expansion.

Lyn Erickson said the second comment was from Mr. Michael Replogle, who urged the TPB to align transportation and land use plans to support rapid mitigation of greenhouse gas pollution. Lyn Erickson stated that the third comment was from Mr. Andrew Olesen, praising the report entitled “Implementation Considerations for On-Road Transportation Greenhouse Gas Emission Reduction Strategies” encouraging the TPB to implement strategies such as encouraging development along transit corridors.

Lyn Erickson read the fourth comment from Ms. Madeline Amalphy, urging the TPB to implement greenhouse gas reduction strategies from transportation as soon as possible. She said that the fifth comment was from Mr. Bill Pugh stating that Coalition for Smarter Growth is glad to see that the draft UPWP has activity to implement greenhouse gas reduction strategies, noting that it is now more critical in light of the federal government’s action. He urged the board to ensure activity rises to the challenge since there are only five years remaining to meet the 2030 commitments.

Lyn Erickson read the last comment from Mr. Paul Brown, offering several comments on the summary of findings from the “Implementation Considerations For On-Road Transportation Greenhouse Gas Emission Reduction Strategies” report. He stated that the findings appear well-reasoned, and the political calculus is explained reasonably. He wrote in favor of measures that would increase the cost of vehicle miles traveled and urges consideration be given to tolling.

Lyn Erickson concluded by saying that all the comments can be found on the TPB meeting page.

Chair Walkinshaw asked if there were any questions. There were no questions.

2. APPROVAL OF THE JANUARY 22, 2025 MEETING MINUTES

Chair Walkinshaw moved approval of the minutes. The motion was seconded by Deshundra Jefferson. The motion was adopted.

3. TECHNICAL COMMITTEE REPORT

Victor Weissberg said that the Technical Committee met on February 7. He said that five items were reviewed for inclusion on the TPB’s February agenda. These items were: 1) Transit Asset Management Targets; 2) a briefing of the FY 2026 Unified Planning Work Program; 3) Draft of the Commuter Connections Work Program; 4) Commuter Incentives: Motivating Travel Behavior; and 5) Update on the TPB Intercity Travel Study.

There were no questions.

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

Daniel Papiernik said that the CAC met on February 13. He said that the group was pleased to welcome new members and also hear remarks from Chair Walkinshaw, TPB Director Srikanth, and the priorities for the year. He said the group was briefed on a few topics including: 1) Introduction to the Transportation Planning Board; 2) Update on the DMVMoves initiative; and 3) Act Locally Round Robin.

There were no questions.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the TPB's Steering Committee met on February 7 and took the following actions:

- Reviewed and adopted a resolution to update an existing plan agreement that the TPB has with the Maryland Department of Transportation on the matter of distributing the federal planning funds between TPB and the MPO in Baltimore. The previous agreement included population from the 2010 census, and the current update changed or reflected the data from the 2020 census. No other change to the approach of distributing the federal planning funds between TPB and the Baltimore MPO was undertaken.
- The TPB reviewed and approved an amendment for the TPB Transportation Improvement Plan to include funding for the Frederick and Pennsylvania Rail Trail Project provided via a congressional earmark project in Maryland.

Kanti Srikanth said that staff had provided letters of support from the TPB to the City of Manassas, a VRE application for a federal PROTECT grant, and also for the District of Columbia and Prince William County, applications for federal BUILD grants.

Kanti Srikanth reported that the TPB is accepting applications for technical assistance grants under its technical Transportation and Land Use Connections program, as well as the Regional Roadway Safety Program. Applications are due to the TPB by March 7, and the TPB approval is currently scheduled either for April or May of 2025.

Kanti Srikanth shared an update on TPB's retirements. He congratulated Bill Bacon and John Swanson on their retirement.

Kanti Srikanth provided brief remarks on the currently emerging and evolving federal policy priorities affecting the Transportation Planning Board, particularly its work activities and the budget. He explained that the TPB is a metropolitan planning organization established by federal law and funded by the federal government through the transportation funding bill. Mr. Srikanth described how the TPB receives 80 percent of its funding from the federal government, with three state Departments of Transportation (DOTs) contributing 10 percent, and the 23 other local governments contributing the remaining 10 percent. He mentioned that federal regulations, both by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA), outline the activities that MPO are required to undertake.

Kanti Srikanth explained how the federal transportation bill that has been authorized as part of appropriations by Congress in November of 2021, known as the Infrastructure Investment Jobs Act (IIJA), covers a five-period, from federal fiscal year 2022 through federal fiscal year 2026, ending in September 2025. He said that the IIJA contains funding for a variety of programs and is administered by different federal departments. He said that the transportation funding is administered by the USDOT and its modal administrations, Federal Highway and the Federal Transit Administration, and most of the money is distributed to the states and territories, including the District of Columbia, as per a federal formula, and therefore they are also referred to as formula programs.

Kanti Srikanth reassured members that most of the formula programs have been around for a long time, some of them going back to 35-plus years and these face a low risk of being discontinued at this time. He said that the Metropolitan Planning is one of the formula programs that has been around since 1960s, and it is the metropolitan planning program that provides funding for the TPB. He also noted that the IIJA increased the amount of funding for many of the previously existing programs, including the Metropolitan Planning Program, the Enhanced Mobility for Senior Adults and People with Disabilities program, and several other programs. He said that IIJA also created new formula programs, such as the National Electric Vehicle Infrastructure (NEVI) the Carbon Reduction Program. He said that the IIJA also created some new

discretionary grant programs, including the Charging and Fueling Infrastructure grants and a new grant Promoting Resilient Operations Through Transformative, Efficient, and Cost-Saving Transportation (PROTECT). He explained that funding for all these programs comes from the Highway Trust Fund, which is mainly based on motor fuel taxes, and some funding also comes from the federal government's general fund, known as general fund transfers. He said that at present there is some uncertainty about the amount of funding that will be available. He said that programs drawing funds from the Highway Trust Fund have a higher degree of certainty while those dependent on general fund transfers are less certain because they must go through Congress's appropriations process. He said that the federal FY 2025 budget is currently based on a continuing resolution that would end March 14, 2025.

Kanti Srikanth discussed the risks for the TPB's work activities and the funding amounts, both under the current funding uncertainties with evolving policy priorities. He outlined how there are no risks to the TPB ongoing activities through the end of June 30, 2025, as these funds have already been obligated, and expenses have been incurred. Referring to the Unified Planning Work Program (UPWP), the TPB's budget document, he said that what Lyn would be presenting later today would be for the next fiscal year, starting July 1, 2025. He said that the risk to the activities and funding for this next UPWP was mixed. He said that there is no risk for funding TPB's basic activities and all of its staff, as federal funds are already appropriated or will generally come from the Highway Trust Fund, which by law can only be used for transportation. He said there is a low risk for programs dependent on increased funding that comes from general fund transfers, as the additional money could be scaled back as part of the funding appropriations to extend the Continuing Resolution beyond its March 14, 2025, date.

Kanti Srikanth said that the Unified Planning Work Program that will be presented has been developed in such a manner that none of the core activities of the TPB will be disrupted in the event there is any reduced funding. He said that it has also been developed such that none of the staff required to do all of those core activities will have to be let go.

Kanti Srikanth said that statements from the current administration indicate that federally funded activities would not be used to support Diversity, Equity, and Inclusion (DEI) initiatives and Climate Change related activities. He said that in the event that there is some reduced funding or restrictions on using funds for climate change or equity, those activities will have to be scaled back because the TPB does not get any money from the state DOTs or local governments to do any of that work. He said that the work that TPB does and the process it has to follow are published in the Federal Register and that TPB typically relies on written directives coming from USDOT, Federal Highway, and FTA.

Kanti Srikanth stated that the work TPB has done over the past many years, particularly on the Equity Emphasis Areas, was not a DEI initiative. He said that work was based on Environmental Justice analysis that MPOs were required to do and before DEI became a policy priority. He noted how similar analysis could be done from the perspective of impacts on communities in general. He also noted how the work TPB does to reduce emissions from automobiles is related to reducing Ozone pollutants which also reduce particulate matter, carbon-di-oxide and other pollutants and not was not necessarily as part of any New Green Deal initiatives. He said that staff will be working closely with federal representatives to better understand any new directives that the TPB might expect.

Kanti Srikanth said that when TPB adopts its budget next month, the budget at the end has to be approved by the USDOT. He said that there is a 90-day review period during which, after the TPB adopts it, it will be sent to the USDOT. He said that the Federal Highway Administration and the Federal Transit Administration review it, and they could come back with some questions. He said that based on the official information TPB staff has today, staff have done their best to propose a work program consistent with federal requirements and that if changes are required staff is prepared to make changes

There were no questions on the report.

6. CHAIR'S REMARKS

Chair Walkinshaw stated that the TPB as an entity is very directly linked to federal laws and regulations and is largely dependent on federal funds. He said it is very important for TPB to continue to monitor and understand any changes to the mandate, funding, or framework of metropolitan planning organizations, which TPB followed to conduct its work activities.

Chair Walkinshaw explained how he has been talking to Kanti Srikanth over the course of the last month and that staff are working closely with leaders of other MPOs across the country to monitor and understand any changes that are being discussed. He said that the TPB and elected officials should engage with congressional representatives and national organizations to speak to the importance of the programs that the Transportation Planning Board undertakes. He said that TPB's mission comes from federal law and any changes would have to come from congressional action and the publication of new federal regulations. He said that until that happens, TPB has to continue to work as the law requires.

Chair Walkinshaw stated that the TPB has worked very closely to developing a bipartisan, nonpartisan regional consensus around a set of policy priorities centered around livability, accessibility, sustainability, and prosperity. He said that if there is any loss of federal funds for MPOs or delay in federal funding for MPOs, the members will find ways to backfill those so TPB's work on these other policy priorities can continue.

7. PERFORMANCE BASED PLANNING AND PROGRAMMING: DRAFT 2025 TRANSIT ASSET MANAGEMENT TARGETS

Pierre Gaunaud said that TPB staff presented a draft of transit asset management targets to the TPB Regional Public Transportation Subcommittee on January 28 and to the TPB Technical Committee on February 7, and the targets have been updated one more time for the final set of transit asset management targets. He said that TPB staff have received updated MTA data which resulted in new asset totals and corresponding targets for commuter bus and commuter rail assets as well as more significant changes to facilities' totals.

Pierre Gaunaud presented the final set of regional assets for the different asset classes and transit modes in the region and for service vehicles and track segments' signals and systems. He stated that TPB staff used the best information available for commuter rail track segment. He said that staff listed 3.2 miles for the MARC Frederick Line, and if there are other segments that MARC or VRE have shared capital responsibility over, the TPB does not have that information available at this time. He said that facilities are also where there is a difference in final targets due to MTA park-and-rides for commuter bus, surface parking lots for MARC, commuter rail stations, and administrative facilities and multiple maintenance facility structures that are now included.

Pierre Gaunaud said that staff recommends board approval of the updated transit asset management targets for FY 2025. He stated that once the targets are adopted, they will be included in the Visualize 2050 Metropolitan Transportation Plan and the FY 2026-2029 TIP.

Chair Walkinshaw made a motion to adopt Resolution R8-2025 to approve transit asset management targets. Kelly Russell seconded the motion.

There was no discussion on the item. There were no nays or abstentions.

The board voted unanimously to adopt Resolution R8-2025 to approve transit asset management targets.

8. BRIEFING ON THE DRAFT FY 2026 UNIFIED PLANNING WORK PROGRAM

Lyn Erickson said that the TPB does three main things: meets federal requirements; serves as a forum for regional coordination; and provides data to decision-makers.

Lyn Erickson described new activities and projects that staff will engage in starting in July. She said that TPB staff are proceeding with business as usual, noting that the USDOT approves this document, so it is important to stick to the regulations. She said that the UPWP demonstrates how MPO activities are carried out, serving as the work scope for the upcoming fiscal year. She noted that this is federal funding specifically allocated to the metropolitan transportation planning process for which MPOs do not compete. She said there are formula funds with two more years left before the next reauthorization with the actual direct recipients being the three states. She said the state DOTs are technically responsible to oversee the TPB federal process.

Regarding the budget, Lyn Erickson said that the three most important pages in the UPWP are Tables 1, 2, and 3, which reference the revenues and expenditures. She said that the revenue totals are combined from three sources that are a combination of new money and old money. She noted there is new federal money identified as new fiscal year 2026 funding; old money that was allocated but unspent (prior expended) and a third source of funds reflecting funds not planned be spent by the end of the fiscal year in June (carryover funding). She explained carryover funding is essentially “choice” funding that can be used next year or can wait two years to be spent. She said tables 2 and 3 contain what each TPB work activity will cost to complete, which includes ten core activities to support the region structured to follow federal requirements, starting with the long-range plan. She said Table 3 is a more detailed accounting explanation of Table 2, breaking down the budget into categories that funding agencies need to track and report. She referred to slide 5 in her presentation illustrating the breakdown of Table 3, which is what will be spent on staffing, direct and indirect costs, overhead studies, etc.

Lyn Erickson noted that staff try to synchronize the TPB Board interests with federal requirements. She said the priorities are to approve both the Visualize 2050 plan and the FY 2026-2029 TIP; continue to work on the safety activities identified in the October summit; and emissions reduction activities. She said that in FY 2026, it will be time to begin updating the regional bicycle-pedestrian and freight plans. She said the transportation resilience program will continue in its third year with a new study focused on the impacts of extreme heat on transit riders. She said the emissions reduction activities will continue for both criteria and non-criteria pollutants, shifting focus from planning to implementation, such as transitioning the vehicle fleet to zero emissions vehicles and installation of electric vehicle charging stations. She said that the Gen3 travel model is now in its third and final phase of development, with a beta version of the model anticipated to be released for testing in the Fall of 2025, with production readiness anticipated in the following spring of 2026. She said data collection for the regional travel survey will commence as well.

Lyn Erickson said in FY 2026, the TPB plans on pursuing several safety activities. She said one activity is to assess the implementation status in TPB’s Safety Resolution, and two related activities are to gather information about automated traffic enforcement and safety outcomes and exploring development of a multi-jurisdictional approach to fully enforce traffic laws, including reciprocity of automated enforcement.

Lyn Erickson said that staff will be using the new EPA- approved emissions model, MOVES5, for NAAQS attainment tracking. She said TPB staff will continue to support COG’s Department of Environmental Planning in regional emissions reduction planning and electric vehicle planning activities, noting there are a host of strategies for reducing mobile emissions, but now the focus is transitioning from planning to implementation. She said staff plan on conducting a study or workshop to provide more information on

emissions reduction strategies, develop transportation sector mobile emissions inventories and track trends and progress towards meeting goals.

Lyn Erickson said the TPB will begin data collection for the next regional travel survey, implementing a new format to collect data more frequently and will also continue to coordinate with regional transit agencies to collect information on regional transit travel through on-board data collections. She said the TPB will also implement enhancements to the travel monitoring program, including consolidating data collection activities into a single program that will include incorporating congestion management research, regional travel trends for all modes, and making the data accessible to others. She said that members can access many of the resources on the TPB Resources and Application Page (TRAP) on the website. She said the website also had the Regional Transportation Data Clearinghouse and other geospatial analyses, data management and visualization support.

Lyn Erickson said that we will continue to do federally required performance-based planning and programming, including an update to the National Capital Trail Network, which will assess progress and incorporate plan changes. She said that we will continue to coordinate with COG staff on the cooperative forecast, analyzing regional growth forecasts in relation to regional activity centers, high-capacity transit areas and other areas of special planning considerations.

Lyn Erickson said that we will conduct another Community Leadership Institute session which is an educational program in which community leaders learn how to get involved in transportation decision-making over three sessions.

Lyn Erickson said that TPB supports multimodal initiatives, including the next round of Enhanced Mobility, or 5310 projects, which will be awarded in the Fall of 2025.

Lyn Erickson said the next steps are to continue to refine the estimates and adjust to budget. She said next month will be the final document approval, finalizing which activities will not be accomplished this year that may be rolled over into the FY 2026 UPWP (carryover funding). She said in March the board will be asked to take two actions; amend the 2025 UPWP to advance carryover funds to 2026; and approve the UPWP. She said after approval it is submitted to the federal partners with work scheduled to begin in July.

Chair James Walkinshaw said that, among the things he's excited about is the automated enforcement. He said, for the new TPB members, the Regional Travel Survey is a valuable product that provides context about the ways our constituents are using roadways and transit networks. He said we have a great opportunity to make progress on the recommendations from the safety summit and strategies to reduce emissions, including greenhouse gasses.

Drew Morrison said that there are lots of good work planned and that more could be added, especially transportation safety planning actions mentioned during the summit. He said that all of them should be represented in some way subject to available funding and staff capacity to make sure we make as much progress as possible.

There were no other questions or comments.

9. BRIEFING ON THE DRAFT FY 2026 COMMUTER CONNECTIONS WORK PROGRAM

Dan Sheehan provided a briefing on the Commuter Connection regional transportation demand management (TDM) program, including an overview of the program, demonstrating the program's impact on the region, highlighting notable projects slated for the upcoming fiscal year and outlining next steps for the TPB approval process.

Dan Sheehan said the Commuter Connections Work Plan (CCWP) has a strategic plan that defines Commuter Connections as a network of public and private transportation organizations working together to achieve a common goal to encourage people in the Washington Region to use alternatives to single-occupant vehicles. He said the TPB undergoes the federally required congestion management process which evaluates congestion levels on the regional road network and suggests strategies to reduce the congestion levels. He said this process has identified TDM as an important element in reducing congestion throughout the region; accomplishing congestion reduction by reducing demand for the number of people trips taken, translating into less hours stuck in traffic and overall helping more people move at a reasonable pass-through rate, limiting the need for expanding roadway capacity.

Dan Sheehan said that the program also supports regional air quality goals and is part of the annual update on the region's long-range transportation plan and TIP, noting results from the program may also help contribute to performance measures set by Federal IJLA requirements. He said that the program focuses on individuals commuting in and out of this area, which is the traditional 8-hour geography associated with air quality attainment. He said the commuter shed for the program is large, since commutes can originate as far as Delaware, West Virginia, southern Pennsylvania, and central Virginia.

Dan Sheehan said that the program helps improve travel times and supports local efforts to attract and retain employees by offering commute solutions. He referred to slides from a survey providing evidence of the program's overall effectiveness for reducing air pollutants, hours stuck in traffic, and gallons of fuel saved, concluding that the program is estimated to produce a total daily cost savings of \$519, 807.

Dan Sheehan said the overall proposed budget for the work items included in the CCWP amount is just under \$8.5 million dollars. He said there are four core programs: commuter program operations, marketing, monitoring and evaluation, and employer outreach. He noted that state funding levels are consistent with previously approved formulas.

Dan Sheehan said program growth will include new initiatives, including expanding vanpool programs to the Baltimore region, which will be an opportunity to pilot new guidelines for implementation that could be applied to the national capital area. He said another initiative will focus on return to office efforts through the CommuterCash app and goDMV. He said there will be a number of data collection efforts, referring to a slide that listed several, noting that one effort will be the state of the commute survey.

Dan Sheehan outlined the next steps for approval. He said the TPB Technical committee was briefed February 7, and a final version of the CCWP will be presented to the TPB for approval in March.

There were no questions or comments.

10. COMMUTER INCENTIVES: MOTIVATING TRAVEL BEHAVIOR CHANGE

Dan Sheehan provided conceptual context on commuter incentives; what they are and how they work; and overviewed the incentive programs operated by the Commuter Connections program. He said methods for incentives include Smart Benefits operated by WMATA, which allows employers to provide a monthly transit subsidy. He said there are ways to encourage employee participation in the programs, such as Fairfax County's SmartBenefits"Plu\$50" program, vanpool subsidies, tax credits, and carpools traveling toll free on HOT lanes.

Dan Sheehan said that TPB's longest running program is Pool Rewards, which provides a cash incentive to commuters who start carpooling. He said there is also a vanpool subsidy available to new vanpools in which credit is applied to the lease. He said Commuter Cash is a new incentive undergoing a soft launch which

incentivizes commuters to choose sustainable travel modes by offering cash rewards for verified trip logs. He said Commuter Cash allows participants to earn and accrue points by logging trips in the app that can be redeemed for cash via check; SmartTrip, EZ Pass, or Capital Bikeshare credits; and Visa gift cards. He said the value of the rewards grows as participants bank more points, which is fastest earned by logging non-SOV commute trips in the app. He referred to several slides that detailed the operation of the app, including trip planning, logging, and environmental impact. Dan Sheehan said that the next innovation will be the goDMV commuter competition which will use the Commuter Cash app to further incentivize sustainable travel mode choices by rewarding employer teams who rank highest on the goDMV leader boards at the end of a competition.

Dan Sheehan said that later this spring the Flextime rewards program will be reintroduced, which uses predictive models to identify congested corridors and offers commuters a reward for avoiding them during the times when congestion is higher than normal.

Dan Sheehan concluded that TPB is actively deploying transportation demand management strategies to reduce congestion and improve air quality by providing meaningful incentives to motivate travel behavior change. He said as organizations call back employees to their offices, these programs will be part of a solution to the traffic challenges in our region.

Chair James Walkinshaw asked about the launch of the Commuter Cash app.

Dan Sheehan said that it is available in app stores now, and there will be a campaign next week to promote the app.

11. 2024 TPB INTERCITY TRAVEL STUDY

Eric Randall stated that conducting an intercity bus travel study is a federal requirement for MPO regional planning and because intercity rail is large in the region, the TPB combines the two into one study. He stated that the TPB also looks at intercity travel because it provides a more comprehensive picture for commuter transit.

Eric Randall said that the TPB's 2016 intercity bus traffic study was in reaction to federal regulations at that time and is a detailed account of travel ridership. He said that a year and a half ago, the TPB started to work on a desk audit that was presented to the TPB in June. He said that in October 2023, the TPB held a work session with Amtrak, Union Station, American Bus Association, MTA, and the Virginia Passenger Rail Authority to discuss projects and plans.

Eric Randall said that the study is a picture of a week of intercity travel in April 2024, and that the TPB reached out to private providers to get up-to-date information. He said that the final report includes some information that staff were able to glean from big data. He stated that an intercept study was conducted in person asking how travelers go the intercity mode, where they were going, trip purpose, and demographic data.

Eric Randall said that with intercity bus and rail trips combined, there are 4 to 5 million trips into the region every year which is about 20 percent of intercity travel. He said that Amtrak's ridership is growing and bouncing back, but intercity bus ridership had been slower to grow. He said that the busiest station is Union Station with roughly two-thirds of trips traveling through the station.

Eric Randall said that income and ethnicity are correlated with choice of bus and rail, trip purpose, and access to alternative modes. He stated that most people who are traveling by intercity rail are going to New

York. He stated that FlixBus is the biggest intercity bus provider in the region, and most intercity trips are for personal or leisure travel. He said that other major stops are rail stations in New Carrollton and Alexandria.

Eric Randall stated that the intercept survey sent surveyors in person to talk to people departing or arriving. He said the survey took place in September and October and was a five-minute questionnaire. He said that over 1,700 surveys were completed, and 70 percent of respondents were connecting through Union Station. He said that about 50 percent of people were taking a one-off intercity trip, and 15 percent were making a monthly trip.

Eric Randall said that almost 50 percent of travelers are black or African American and just over 25 percent are white. He said that individuals making below \$75,000 annual salary make up over 60 percent of intercity travelers. He said that almost two-thirds of the people in the region taking the trips are traveling in and out of DC.

Eric Randall said that the TPB developed a web map where the user can choose layers of data to view. He closed his report with recommendations. He said that possible things that can be done include putting more links on transportation websites, sharing travel information around the region, and looking at access to intercity bus and rail. He said other recommendations include station improvements planned for Union Station and frequently used bus stops such as Rosslyn and Bethesda. He said that other recommendations include information on how to get to stations and stops, investing in rail infrastructure, and promoting intercity providers.

David Snyder said that he thinks intercity bus is an effective and efficient alternative to many types of trips and wondered if the recommendations are expansive enough for growing the mode. He asked if there have been studies about intercity bus use of express lanes and whether the use has improved travel times. He stated that he is interested in documenting this as part of the continuing consideration or express lanes. He asked, in reference to traffic around Union Station, whether there is any thought to growing modes outside of Union Station as major points for intercity bus.

Eric Randall said that the recommendations were brief and focused on a high level but no specific recommendations were made for projects or detailed recommendations. He said that the study did not focus on express lanes. He said that much of the intercity travel is to the northeast where there are not express lanes coming out of DC. He said that collecting data from I-95 express lanes would perhaps be useful. He said that Union Station is a project-specific site, and there's a very detailed environmental impact statement on Union Station and an alternatives analysis that has information on what they would like to do with access to Union Station.

Monique Ashton said that she thinks it is critical to share and educate about intercity travel so that more people are aware of how the buses interrelate and how they get around. She asked whether there has been an increase in intercity ridership with jurisdictions that have put in rapid transit lanes and whether another analysis is planned in the future to see the impact of federal return to office or changes in agency status.

Kanti Srikanth said that Commuter Connections is already seeing an uptick in telephone calls and website hits from people who are interested in carpooling or vanpooling. He said that he thinks it is safe to say that the broad impact of return to office is something the TPB will be engaged in, including intercity travel. He said that the intercity travel survey was conducted more from a user perspective. He said that there seems to be interest in understanding from the operators' perspective what investments they have benefitted from such as express lanes or station improvements outside of Washington DC's Union Station. He said that the TPB can look at that and that studying intercity travel is not a new requirement for MPOs, and the TPB has been trying to do it in a way that will help members with decision-making or in transportation investments.

Kanti Srikanth said that there seems to be enough interest in understanding the operators' perspective, so that is also something that we can take a look at. But clearly, intercity travel is a new requirement for MPOs, and the TPB has have been working on trying to do it in a way that it will help our members in their decision-making or in their transportation investments. He said that the TPB will make a note of pursuing both of those interests.

12. ADJOURN

Chair Walkinshaw stated that the next meeting would be March 19, 2025. There being no other business, the meeting was adjourned at 2:01 P.M