
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

March 19, 2025
In-person/Hybrid Meeting

MEMBERS AND ALTERNATES PRESENT

James Walkinshaw – TPB Chair, Fairfax County
Charles Allen – District of Columbia
Rebecca Schwartzman – District of Columbia
Arman Safakhah – City of Laurel
Corey Pitts – Montgomery County
Drew Morrison – City of Rockville
David Snyder – City of Falls Church
Sonia Vasquez Luna – City of Manassas
Stephen Kenny – Montgomery County
Tom Peterson – City of Fairfax
Ashley Hutson – City of Manassas
Maria Sinner – Virginia Department of Transportation
Lamin Williams – Federal Highway Administration

MEMBERS AND ALTERNATES ONLINE

Alanna Mensing – City of Manassas Park
Allison Davis – WMATA
Amanda Stout – District of Columbia
Amy Wesolek – City of Takoma Park
Cristina Henderson – District of Columbia
Marilyn Balcombe – Montgomery County
Canek Aguirre – City of Alexandria
Dan Malouff – Arlington County
Eric Olson – Prince George's County
Heather Edelman – District of Columbia
Jason Growth – Charles County
Jennifer Boysko – Virginia Senate
Kari Snyder – Maryland Department of Transportation
Kelly Russell – City of Frederick
Kristen Weaver – City of Greenbelt
Mark Mishler – Montgomery County
Matt Frumin – District of Columbia
Meagan Landis – Prince William County
Michael Weil – NCPD
Monique Ashton – City of Rockville
Neil Harris – City of Gaithersburg
Regina Moore – Virginia Department of Transportation
Rob Donaldson – Loudoun County
Ryan Washington – MWAA
Susan Cunningham – Arlington County
Victor Weissberg – Prince George's County
Mark Phillips – WMATA
Walter Alcorn – Fairfax County

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
Cristina Finch
Amanda Lau
Janie Nham
Cristina Finch
Jane Posey
Mark Moran
Rachel Beyerle
Dusan Vuksan
Daniel Sheehan
Jessica Storck
Robert D'Abadie
Renee Ritchey
Sara Brown
Lindsey Martin
Jeff King
Steve Kania
Vicki Caudullo
Daniel Papiernik – Community Advisory Committee Chair
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 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 no one signed up for public comment. She summarized the comments saying that between noon Tuesday, February 18, to noon Tuesday, March 18, the TPB received one online comment through the TPB comment form. The comment comes from Mr. Paul Brown offering comments on the Intercity Bus and Rail Report recommendations. Mr. Brown's comments said that the report was useful and offered some recommendations on bus stop improvements and enhancing first and last mile connectivity. His comment ended by stating that local jurisdictions should examine what can be done to incentivize or require Intercity Bus providers that operate stops in suburban areas to utilize existing bus terminals. The comment is posted on the TPB meeting page.

2. APPROVAL OF THE FEBRUARY 19, 2025 MEETING MINUTES

Chair Walkinshaw moved approval of the minutes. The motion was seconded by District of Columbia Councilmember Charles Allen. The motion was adopted.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Victor Weissberg said that the Technical Committee met on March 7. He said that three items were reviewed for inclusion on the TPB's February agenda. These items were: 1) Briefing on the draft FY 2026 Unified Planning Work Program; 2) Briefing on the draft FY 2026 Commuter Connections Work Program; and 3) Update on Visualize 2050.

Mr. Weissberg said that the Technical Committee also discussed the MWAQC Environmental Justice Subcommittee Air Quality Action Plan, solicitations for the Maryland Carbon Reduction program, TPB Transportation Alternatives Set Aside Program solicitation period, and that Kanti Srikanth provided an update on recent federal actions.

There were no questions.

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

Referring to the posted report, TPB Community Advisory Committee Chair Daniel Papiernik said that the CAC met on March 13. He said the group was briefed on a few topics including: 1) an orientation on Visualize 2050; 2) a presentation on the TPB Access for All Advisory Committee recruitment; and 3) DMV/Moves update.

There were no questions.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the TPB's Steering Committee met on March 7, and it approved four amendments to the Transportation Improvement Program (TIP). He said that the committee took the following actions:

- Approved an amendment at the request of Maryland Department of Transportation to add about \$8 million for the highway safety program funds for the modification of the US 340 ramp in Frederick County. The amendment releases about \$5 million for the I-495 Medical Center interchange in Prince George's County, as well as showing funding in future years beyond the TIP period for the project, essentially pushes the completion date of the project from 2025 to 2035.
- Approved an amendment from Montgomery County that adds about \$30 million over the four-year period of the TIP for the North Bethesda Metro Station improvements and some additional funding in the years beyond the TIP period.
- Approved an amendment at the request of the Virginia Department of Transportation, which reflects the funding in the state's six-year improvement program for two projects: about \$51 million for the construction of the Sterling Boulevard roadway project in Loudoun County; and an additional \$95 million for the extension of University Boulevard in Prince William County.
- Approved an amendment at the request of the Virginia Department of Rail and Public Transportation, to amend the TIP to add about \$17 million for three different projects at PRTC's transit service, and also made some changes to the plan funding for VRE's operating easement and storage facility projects. The changes included adding \$17 million, but also changing the overall project cost.

Kanti Srikanth said that the TPB sent letters of support for the City of Gaithersburg's request for congressionally directed spending appropriations for some pedestrian safety improvements.

Kanti Srikanth said that the U.S. Congress passed the federal FY 2025 budget this past Friday. He stated that from his understanding the FY 2025 bill did not include any congressionally directed spending projects. He advised agencies to review that further.

Kanti Srikanth said that staff has begun working on updating the membership of the Access for All Advisory Committee, and the TPB is accepting applications for members. He asked if members would share the recruitment flyer within their communities. He said that the TPB is looking for individuals from various communities, older adults, people with disabilities, and communities that tend to be underserved within the transportation system.

Regarding the changes in federal policy priorities, Kanti Srikanth said that nothing new on MPO activities has emerged since his detailed briefing last month. He said that staff continue to work with the state DOTs, national organizations such as AMPO and NARC and closely coordinate with our FHWA and FTA representatives on emerging changes in federal guidance on MPO activities. He welcomed the DC Federal Highway Administration Administrator Lamin Williams and said that once TPB staff receive any new federal guidance, staff will make sure to brief the board.

Vice Chair Neil Harris asked if the expected earmarks were included in the federal budget that was recently passed.

Kanti Srikanth mentioned that he had heard that the FY 2025 appropriations approved on Friday, specifically within the transportation section of congressionally directed spending projects, were excluded. He said that during a call with other MPOs nationwide, there was an expectation that congressionally directed spending would be included in the FY 2026 bill and members were encouraged resubmission of FY 2025 projects that had not yet received funding.

Vice Chair Harris said that he would investigate the appropriations further with his staff.

6. CHAIR'S REMARKS

Chair Walkinshaw stated that the final agenda item is an update on Visualize 2050 and the schedule for the plan's completion. He said that Visualize is a top priority for the year. He said that the zero-based budgeting approach has given the TPB a stronger plan and projects that are in alignment with regional and jurisdictional goals.

7. AN AMENDMENT TO THE FY 2025 UNIFIED PLANNING WORK PROGRAM, FY 2025 CARRYOVER FUNDING TO FY 2026, AND APPROVAL OF THE FY 2026 UPWP

Lyn Erickson provided an overview of the presentation and memo she gave to the board in January on UPWP activities and the federal staff budget for the year. She said that the February presentation to the board included funding amounts and how the budget would be spent in the coming fiscal year. She said that the board will be asked to approve a budget that includes a carryover of \$1.8 million from the long-range plan, planning elements, public participation, and socioeconomic tasks. She said the first action for the board would be to amend the current UPWP to extract that money and then approve the FY 2026 UPWP.

Lyn Erickson stated that of all the executive orders that have been released, the most direct impact to the UPWP is that environmental justice requirements for the long-range plan have been removed. She said that the TPB's statement about conducting an environmental justice analysis on Visualize 2050

after that plan is approved has been removed from this version of the UPWP. She stated that the TPB does look at the plan and does analysis and other work to help members in development of the next plan and the work will continue but will not be specified in the UPWP at this time.

Lyn Erickson said that after the board takes action, TPB staff will submit the 2026 UPWP to the U.S. Department of Transportation, and the USDOT takes approximately 60 days to approve. She said that the TPB usually receives an approval letter in June. She said that the TPB will receive funding authorization from state funding partners, and work will begin on July 1.

Lyn Erickson said that staff recommends approval of Resolution R9-2025 to amend the current UPWP and to carry over funding to the new fiscal year and to approve Resolution R10-2025 to approve the new 2026 UPWP.

Chair Walkinshaw made a motion to adopt Resolution R9-2025 to approve the amendment to the FY 2025 UPWP and the FY 2025 carryover funding to FY 2026.

Maria Sinner seconded the motion.

Charles Allen asked Lyn Erickson to clarify her comment about the executive order that was rescinded and asked if the environmental impact analysis is not required.

Lyn Erickson said that Executive Order 12898 under the Clinton administration developed what is called the environmental justice analysis of the long-range transportation plan, which is the authority and the regulations for the TPB to do the analysis. She said that the TPB created the Equity Emphasis Areas (EEAs) tool that was specific to the executive order. She stated that the executive order signed in 2025 rescinds the earlier executive order, which means the environmental justice analysis prescribed for the metropolitan transportation planning process is now no longer required.

Charles Allen asked if the analysis is no longer required, is that the same as being prohibited from doing it.

Kanti Srikanth said that current indications are that there are some restrictions on what federal funding could be used across all the sectors, and within transportation for MPOs that funding should be tied to what is statutorily required. He said that since environmental justice analysis was not statutorily required, the TPB would not be able to use federal funding to do the analysis. He said it is the same with any DEI initiatives. He stated that the national association of MPOs (AMPO) and federal offices are engaged in how the changes will translate into the MPO's requirements. He said that based on an understanding of current guidance, the TPB will not be permitted to use federal funds for the analysis, so it has been removed from the work program. He added that if and when the TPB receives specific guidance that allows the TPB to do something similar within a changed framework, then the task would be added to the program.

Kanti Srikanth stated that the environmental justice analysis that was being conducted previously specified exactly how the analysis should be done. He said that if the MPOs are not allowed to do the EJ analysis, it does not prohibit MPOs looking at long-range transportation investment at the community level outside the EJ lens. He said that the TPB wants to assess the impact of its long-range plan not just at the regional level but at the community level. He stated the staff is planning to do a community level assessment but is yet to develop the exact framework that would be consistent and compliant with federal regulations.

Charles Allen stated that he thinks the environmental justice work that has been done previously has been helpful and impactful as well as data from the Equity Emphasis Areas to be thoughtful and intentional of a lot of the TPB's work. He said he looks forward to more conversations about continuing the work in whatever structure is needed.

Kanti Srikanth said that there has been other work that that TPB has done voluntarily. He noted that the TPB was the first MPO in the country to voluntarily adopt greenhouse gas reduction targets exclusively for transportation. He said that is work that cannot be done at the current time, so the TPB is trying to see how to continue to look at transportation investments at a regional level that would advance not just our mobility goals but other goals.

Chair Walkinshaw said that a challenge and opportunity is in recognizing that all of the TPB's work has had and will continue to have co-benefits and tertiary benefits. He said that the climate-related work has helped the TPB to fulfill its mandate to reduce emissions and improve air quality and mobility in the region. He said that TPB will have to navigate that moving forward to continue to achieve important goals that the federal government says must be achieved.

David Snyder thanked board members for the discussion on both environmental and equity issues. He stated that safety issues are a concern and asked if Kanti Srikanth could summarize any changes to the TPB's safety initiatives.

Kanti Srikanth said that based on the federal documents the TPB has been reviewing, there have not been changes or no new policy priorities related to safety. He stated that there is one document where bicycle and pedestrian projects that are part of a federal discretionary grant are being given a fresh look. He said that if any jurisdictions have received Safe Streets for All grants and if the grants include bicycle and pedestrian elements, it is uncertain at this time what that means; however, the TPB is looking into this as well. He said that TPB staff will share any definitive information received.

Eric Olson said that he hopes that the TPB can continue to conduct analysis looking at communities, and he thinks that it is important to state for the record along with hopes for future TPB discussion.

Monique Ashton said that she would like to commend the entire region for the work that has been done on equity areas, climate justice, broader sustainability, and Vision Zero. She stated that COG sets goals that the jurisdictions help to carry out to meet those goals and asked how the goals are changing and what the impact will be. She said that tracking the work done with the jurisdictions will be helpful in terms of procurement opportunities.

Kanti Srikanth said that COG and TPB work in close partnership in adopting and tracking goals. He said that COG tracks and reports how the region is doing and every two to three years prepares an inventory of where emissions are within the region at the jurisdictional level. He said that work will continue. He said that for transportation, the TPB has instituted a system performance evaluation that looks at mobility, accessibility, and land use and how they will change if the long-range plan is adopted. He said that metrics will continue to be used to evaluate planned investments.

Kanti Srikanth said there are no plans to change how the TPB supports and assists member jurisdictions who apply for federal discretionary funds. He stated that earlier in the year, the TPB issued a letter of support for the City of Gaithersburg's application for Congressionally directed funding.

Chair Walkinshaw called for the vote on Resolution R9-2025. The board voted unanimously to adopt Resolution R9-2025 to approve the amendment to the FY 2025 UPWP and the FY 2025 carryover funding to FY 2026.

Chair Walkinshaw made a motion to adopt Resolution R10-2025 to approve the FY 2026 UPWP.

Maria Sinner seconded the motion.

The board voted unanimously to adopt Resolution R10-2025 to approve the FY 2026 UPWP.

8. APPROVAL OF THE FY 2026 COMMUTER CONNECTIONS WORK PROGRAM (CCWP)

Daniel Sheehan provided a refresher on the Commuter Connections FY 2026 work program tasks and budget. He said that no comments were received on the draft document presented to the board in February. He stated that the program will continue to focus on commuter assistance programs and incentive programs to help reduce roadway congestion and improve air quality throughout the region. He said that the programs include a free public ride-matching program, a guaranteed ride home program, commuter incentives, mass marketing to help raise awareness of the robust and sustainable commute options in our region, the Bike to Work Day event, and the employer outreach efforts that exist on behalf of our local jurisdictions.

Daniel Sheehan said that the total to fund the program is just under \$8.5 million. He said that maintain

ing an investment in Commuter Connections will be critical to meet the growing demand for commuter assistance in the region. He said that return to office efforts have generated significant increases in the volume of registrations and inquiries received by the program with a doubling of about half of all major metrics including the number of new accounts created, enrollments in the guaranteed ride home program, the number of match lists produced for carpools and vanpools, website sessions, and phone calls.

Daniel Sheehan recommended staff approval for board adoption of Resolution R11-2025 to approve the FY 2026 Commuter Connections Work Program to continue work activities after July 1, 2025.

Chair Walkinshaw commented that he thought the enrollment growth is exciting, and it is great to see the enthusiasm for the program.

Chair Walkinshaw made a motion to adopt Resolution R11-2025 to approve the Commuter Connections FY 2026 work program.

Maria Sinner seconded the motion.

Kanti Srikanth thanked the state DOTs for not scaling back on their investment in the regional Commuter Connections program. He said that COG and TPB were ready to respond to provide the service and bring people back to transit, carpool, and vanpool.

The board voted unanimously to adopt Resolution R11-2025 to approve the FY 2026 CCWP.

9. VISUALIZE 2050 & THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM: UPDATE ON PLAN AND PROGRAM DEVELOPMENT PROCESS, SCHEDULE FOR COMPLETION

Cristina Finch presented on the development of the National Capital Region transportation plan, the contents of Visualize 2050, and the remaining milestones for this year up until plan adoption. She said that staff will share two new interactive mapping products and the new Visualize 2050 website.

Cristina Finch said that the Visualize 2050 plan reflects anticipated funding, related constraints, and provides a practical picture of what can be achieved through the resources available to solve current and anticipated needs while also setting the policy directions for future planning efforts throughout the region.

Cristina Finch said that the plan will acknowledge the region's planning area and will state the region's transportation vision principles and goals. She said that the early sections of the plan will focus on documenting the region's current multimodal system and the plan will assess the current multimodal system, including roadways, railways, bus transit, pedestrians, bicyclists, and micromobility, transportation demand management, pipelines, waterways, and surface connections to air. She said that a listing of all high-capacity transit stations by mode, including inner city rail and bus, commuter rail, Metrorail, BRT, and streetcar, bus transit, and specialized service providers will be shared on the website.

Sergio Ritacco presented an interactive map of the region's existing transportation system as of 2023 that is currently available on the Visualize 2050 website. He said that the map provides a high-level summary for the region followed by more information such as bike lane and bus stop locations in 2023. He said that once the Visualize 2050 projects are mapped, then the projects can be overlaid on this current map to provide a good understanding of where the existing transportation system is, where the region is planning new projects, and how those interact together.

Cristina Finch said that the next part of the plan will be to reflect on current multimodal transportation system performance. She said that Visualize 2050 will reflect the data for federal measures that was available in 2023 during the reevaluation of projects and prior to member agencies submitting projects and programs for the inclusion in Visualize 2050.

Cristina Finch said that societal topics that relate to transportation will be reflected in the plan as ongoing considerations for planning the region's future transportation system. She said that population, household, and employment information will reflect the most recent work done by COG member agencies to forecast the change through 2050.

Cristina Finch said that the plan will acknowledge the connection between transportation planning and public health and that the plan will reflect on emerging technologies such as electric vehicles, connected and automated vehicles, and on-demand transit.

Cristina Finch said that the TPB has been working on an environmental consultation process to support member agency project development processes, and the plan includes possible environmental mitigation activities along with an interactive map highlighting environmental and historic resources with planned projects.

Sergio Ritacco presented the interactive map showing regional level environmental mitigation and consultation efforts that includes protected lands, green infrastructure, flood plains, wetlands, and historic places.

Cristina Finch said that the Visualize 2050 financial plan will be where anticipated revenues and planned expenditures will be covered. She said that section after the financial plan will highlight the region's future transportation system in 2050. She said that while some individual projects beyond major projects will be highlighted and included on the future system map, others will be captured solely in the financial plan with money going towards certain project types such as transportation alternatives, and these activities will not be itemized in a list or map. She said that more than 20 performance measures in the plan will provide insights into regional accessibility, mobility, mode split, congestion and delay.

Cristina Finch said that region is currently designated non-attainment for ozone and to comply with the Clean Air Act of 1990, the TPB is required to do an analysis of the Visualize 2050 plan and the FY 2026-2029 TIP to ensure the region's plans for growth and transportation improvements will meet future air quality standards. She said that when the board approved the major project inputs to include in the air quality conformity analysis, there were outstanding questions from board members about the I-495 Southside Express Lanes project, so the board requested that TPB staff conduct two sets of conformity analysis, one with and one without the project, and the board will revisit this decision later this year.

Cristina Finch said that the plan will conclude by reflecting on the desired performance outcomes associated with the region's transportation goals with a recommitment to the region's vision, principles, and goals while reinforcing the region's priority strategies. She said that the final products are the Visualize plan, the transportation improvement program, the documentation of the TPB's performance-based planning and programming process, and the air quality conformity analysis report for the plan and the TIP.

Cristina Finch referred to the schedule and said that the TPB is working with agencies to complete the zero-based budgeting exercise to conclude in May, and the TPB will release an addendum to the technical input solicitation to guide the financial inputs from the TIP. She said that the board will receive a Virginia DOT briefing on the I-495/95 Southside Express Lanes project in April. She said that on July 16, the TPB will have a morning work session and regular meeting where the draft air quality conformity results, the draft financial plan and system performance assessment, and challenges beyond the plan will be shared along with an update on the Southside Express Lanes.

Cristina Finch said that September will be the board's opportunity to vote on whether the I-495 Southside Express Lanes project will continue in the plan's development. She said that the draft plan, draft TIP, and draft air quality conformity analysis report be shared for public review in a 30-day comment period starting tentatively October 4 through November 2. She said the TPB staff will provide a comment summary to the TPB Technical Committee and the board in November, and the board will be asked to consider approval of the Visualize 2050 plan, FY 2026-2029 TIP, and the air quality conformity analysis report. She said that approval is followed by the self-certification statement and process documentation.

Cristina Finch said that she would hand the presentation over to Rachel Beyerle to share the new redesigned Visualize 2050 website.

Rachel Beyerle said that the new visualize2050.org explains the National Capital Region Transportation Plan, the development process, and how the public can become involved. She said that the website is a place where the TPB hopes to bring the printed plan to life with new features that will make it easier to read the chapters, plan, and the executive summary.

Rachel Beyerle said that the new website features a fixed menu that means the menu will stay intact as users scroll through the pages. She said that there is a homepage about planned developments, a page on the plan, plan resources, and Get Involved, which is where most of the public engagement information can be found. She said that the website includes a sub-menu, and as an example, if the user goes to Plan Development, and clicks on meetings, it will automatically take you to that section of the website.

Rachel Beyerle said that the key content of the website speaks to latest developments, the plan goals, and overarching plan schedule. She presented an overview of content on each of the website's pages: About, Plan Development, The Plan, Plan Resources, and Get Involved.

Rachel Beyerle stated that the Get Involved page is where links to the fall, public comment period will be available and where there is information on the past two comment periods, and where the ambassador program toolkit will be located. She pointed out new features including accordions, flipbooks, and a map gallery. She commented on ways that the website announcement can be shared on other websites, in newsletters, and on social media.

Chair Walkinshaw thanked staff, state DOT staff, and jurisdictional staff for their work on the plan and the website. He asked whether the map layers of the Visualize 2050 projects would be available before the comment period. TPB staff said that the layers would be ready for the comment period. He flagged the tentative public comment period dates for board members and asked whether the length or the precise dates of the comment period are prescribed by federal law or whether there is flexibility.

Kanti Srikanth said that the federal minimum is 30 days, but the TPB can go beyond that number.

Chair Walkinshaw said that depending on where the TPB is with the process that the board can look at 45 or 60 days because it might take someone 60 days to go through everything that is on the website.

Tom Peterson asked to what extent the mapping tool is now or in the future could be interactive so that users could look at and work with the creation of alternative design scenarios. He asked whether the TPB is contemplating interactivity that goes beyond commenting on plans that gets to co-development with the public. He asked whether that is on the horizon, already included, or worth additional discussion.

Kanti Srikanth said that the website, the maps, and the plan is what TPB member agencies have worked on and have developed as a programming or funding plan that the members intend to implement, and the maps are at the end of the process. He said that what is being alluded to by Mr. Peterson is scenario analysis, and the TPB has done scenario analysis in the past. He said that there will be opportunities for the TPB to undertake new scenario analysis and also to use such interactive GIS mapping tools to seek input from stakeholders on alternative scenarios.

Tom Peterson said that he would support that and it is a tremendous opportunity and need. He said that if and as the TPB does anything else related to this, being proactive in terms of including AI would probably be a wise thing to do.

David Snyder said that he thinks the explanation of the federal element to the plan will be something that will be very important, particularly during this review cycle. He commended VDOT for scheduling town halls. He asked whether discussions related to the Southside Express Lanes are ongoing between VDOT and Metro.

Maria Sinner said that the town halls are public meetings scheduled for April 1, 2, 7, and 9, and one will be held in Prince George's County at Oxon Hill High School. She said that all members of the TPB will receive a letter of invitation to the meetings, and VDOT is also having one-on-one briefings. She said that VDOT will present at the April TPB meeting. She said that VDOT has been several meetings with WMATA and other stakeholders ahead of the public meetings.

Chair Walkinshaw said that it is good for the plan document to point out the statutory framework in which the plan exists and the constraints on the plan.

Eric Olson asked about greenhouse gas emissions and climate and assessing progress on those. He asked whether the performance analysis will assess whether the region is meeting this 2030 greenhouse gas reduction targets.

Kanti Srikanth said that with new constraints on the TPB in terms of what it can do with available funding, what can be included in the plan related to environmental justice, equity, and climate change will need to be closely thought through because the plan has to be federally approved. He said that if federal agencies do not approve the plan, all federal funding to every transportation agency in the region will be impacted.

Kanti Srikanth said that one of the things that the TPB has done that is not federally required but also not federally prohibited that has been part of the TPB's long-range plan adoption since 2010 is asking staff to evaluate the plan that has been adopted by analyzing system performance. He said that the TPB has been reporting on factors that are not explicitly mentioned in the MPO activities, such as land use, density, and proximity to high-capacity transit stations. He said that as part of that evaluation, there is reporting on what might greenhouse gas emissions be in the future if this plan is implemented, along with the population growth and employment growth. He said that the TPB does not plan to change reporting that information, but how that information is communicated and reflected in the plan document itself is still being thought through.

Eric Olson asked for clarification on whether there will be analysis of greenhouse gas and climate change progress.

Kanti Srikanth confirmed that there will be analysis.

Eric Olson asked how the analysis will be communicated.

Kanti Srikanth said that the analysis done for emissions of ozone uses EPA-developed software which also provides estimates of particulate matters, carbon monoxide, greenhouse gases, and CO₂ equivalent. He said that the data the model provides is what is available to report to the TPB and compare against regional goals.

Eric Olson asked about federal government language related to bicycling and prohibitions.

Kanti Srikanth said that as of now the TPB staff will look to the state DOTs and federal agencies for guidance on integrating bicycle and pedestrian activities into the plan document. He said that there is nothing that says that the long-range plan cannot include bicycle and pedestrian projects, so if the region is investing in bike-ped projects, it is reasonable to say how those projects are contributing to improvement.

Eric Olson thanked Kanti Srikanth and said that he looks forward to more information on the greenhouse gas and climate implications.

10. ADJOURN

Chair Walkinshaw stated that the next meeting would be held virtually April 16, 2025. There being no other business, the meeting was adjourned at 1:41 P.M. [Staff note: the April board meeting was rescheduled to April 15 post-recording.]