
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

September 16, 2026
Virtual Meeting

MEMBERS AND ALTERNATES PRESENT

Michael Weil – NCPC
David Snyder – City of Falls Church
Arman Safakhah – City of Laurel
Michael O’Connor – City of Frederick
Geoff Anderson – MDOT
Marcel Acosta – NCPC
Corey Pitts – Montgomery County
Alanna Mensing -
Neil Harris – City of Gaithersburg
Michelle Shropshire – VDOT
Amy Wesolek – City of Takoma
Meagan Landis – Prince William County
Kim McCool – VDOT
Rebecca Schwartzman – DC
Regina Moore – VDOT
Matt Frumin – DC
Marilyn Balcombe – Montgomery County
Walter Alcorn – Fairfax County
Jennifer Boysko – Virginia State Senator
Ashley Hutson – City of Manassas
Kari Snyder – MDOT
Kristen Weaver – City of Greenbelt
James Bierman – Fairfax County
Sandra Marks – DDOT
Mike Turner – Loudoun County
Heather Edelman – DC Council
Victor Weissberg – Prince George’s County
Susan Cunningham – Arlington County
Monique Ashton – City of Rockville
Denise Mitchell – Prince George’s County
Deshundra Jefferson – Prince William County
Ralph Patterson – Charles County
Victor Angry - Prince William County
Mark Phillips – WMATA
Stephen Kenny – Montgomery County
Zack Kershner – City of Frederick
Garrett McGuire – Virginia State Delegate
Canek Aguirre – City of Alexandria
Kris Fair – Maryland State Delegate
Sonia Vásquez Luna – City of Manassas

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Cristina Finch

Lyn Erickson
Amand Lau
Laura Bachle
Ian Newman
Fabiha Rahman
Marc Moser
Rachel Beyerle
Janie Nham
Deborah Etheridge
Delanna Thomas
Robert d'Abadie
Dusan Vuksan
Charlene Howard
Pierre Gaunaurd
Eric Randall
Jamie Bufkin
Ceriann Price
Thomas Harrington
Mike Farrell
Tim Canan
Pierre Gaunaurd
Jessica Storck
Sakina Khan
Sergio Ritacco
Leo Pineda – AFA Chair
Katherine Prince – McGuire Staff
Tim Davis – CAC Chair
Bill Orleans – member of the public

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

Chair Neil Harris opened the meeting welcoming members and sharing virtual meetings procedures and that the meeting is live streamed on YouTube.

Lyn Erickson called the roll call. She said the TPB has a quorum. Between noon Tuesday, July 14, and noon Tuesday, September 14, the TPB received two comments submitted via email, she said, adding that the comments are summarized online and shared in full.

The first comment came from Mr. Mark Schiffler, she said, who copied the TPB on a letter or email he had sent to VDOT and the Transportation Planning Board. She stated that he wrote in reference to the I-95 Bidirectional Express Lanes Project and offered alternatives for consideration, along with additional comments.

She said that the second comment came from Gail Sullivan, who also serves as a member of the Community Advisory Committee. She submitted her comment by email, expressing concern over the lack of education for auto drivers and users of e-bikes, bicycles, scooters, and pedestrians. She urged the TPB to consider those concerns so that constituents would be ready for drivers and non-drivers alike to operate safely.

2. APPROVAL OF THE JULY 15, 2026 MEETING MINUTES

Chair Harris moved approval of the July 15, 2026 minutes. The motion was seconded by Monique Ashton.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Dan Malouff shared a summary of the September 4 meeting. He said the Technical Committee received a briefing on two items for the board, including (1) DMVMoves Service Guidelines, and (2) PBPP: Briefing on the Draft Performance Measure Targets for Travel Time Reliability. He said that there were two items presented for information and discussion: (1) Update to the National Capital Region Transportation Plan and Transportation Improvement Program Amendment and Administrative Modification Procedures, (2) Bicycle and Pedestrian Plan Update. He said that the committee was touched by a short video for the Association of Metropolitan Planning Organization honoring former TPB director Ron Kirby, who many of us had the pleasure of working with. He said that it was nice to see Ron's face again, even if that could only be in a video.

4. COMMUNITY ADVISORY COMMITTEE & ACCESS FOR ALL ADVISORY COMMITTEE

TPB Community Advisory Committee Chair Tim Davis shared a summary of the September 9, 2026 virtual meeting. He said that the committee received updates on TPB's technical assistance programs, DMVMoves, and the TPB's State of Public Transportation report. He stated that they also received updates on the September TPB board agenda, upcoming CAC member recruitment, Maryland DOT fall tour dates, and the Act Locally round robin. He continued by saying that staff provided an introduction to the TLC Connections, Regional Roadway Safety Program, Transit Within Reach, and the federally funded TAP program federal set-aside.

Tim Davis said that examples included funded projects in TPB member jurisdictions. He stated that questions and answers included having safety education as an element of the program, and that this had been noted in the public comment earlier. He continued by saying that an explanation of the programs and terms of administration, which is handled by the TPB, was also provided. He said that the DMVMoves regional transit integration activities update continued from the previous meeting, focusing on fair policy, integration, joint procurement, and shared training among transit operators.

Tim Davis stated that one comment noted DMVMoves was created to find sustainable funding for Metro and regional transit. He continued by saying that other questions included transfer credits, free rides, low-income policies, and what happens when riders move from free to fare rides. He said that the CAC was also briefed on the State of Public Transportation Report, which outlines the current status of regional and local transit providers and recent transit service initiatives. He stated that the report shows funding sources for transit agencies.

Tim Davis continued by saying that the Act Locally portion of the meeting discussed CAC members' activities involved in local transportation initiatives, including one member testifying before the Maryland State Legislature's Task Force on Modernization of County and Local Revenue Structures, and that this testimony took place on September 14. He said that Chair Davis encouraged CAC members to get involved with various assistance programs, with local bike and pedestrian advisory committees, planning commissions, city/county councils, the mayor's offices, and county executives, all regarding the applications they were briefed on earlier in the meeting. He stated that the CAC 2027-2028 recruitment period begins October 5, that current members may re-apply and serve consecutive terms, and that the application period ends November 15.

Leo Pineda from VDOT provided a briefing of the Access for All Advisory Committee. He said that the AFA met virtually on August 3, and that the AFA received a report from the WMATA Accessibility Advisory Committee, or AAC, and an update on the status of the bicycle and pedestrian plan. He said that they

learned more about one of their new members, University Legal Services, during the member forum, and that they discussed details on the TPB's Reach a Ride Program reboot.

Leo Pineda stated that the AFA maintains a relationship with the WMATA AAC through their liaison, Deborah Fisher. He continued by saying that Ms. Fisher gave the AFA a detailed report of the issues the AAC is addressing currently, including closures, concerns about wayfinding signage for low-vision patrons, results of a survey on restrooms and accessibility, and work on emergency preparedness for trains. He said that committee members had a number of questions about current operations, and that Ms. Fisher urged members to reach out to WMATA directly about specific concerns.

Leo Pineda stated that the reboot of the former Reach a Ride Program continues to be of great interest to the AFA. He continued by saying that they understand the proposal to retool the program to a help-the-helper format, aimed at aiding mobility managers directly, has been approved by the Federal Transit Administration, and that work is urgently getting underway to relaunch the service. He said that the AFA will remain active in assisting staff to tailor the service as it develops. He stated that they were pleased to hear a presentation from new member Jane Brown with University Legal Services, and that Ms. Brown gave an overview of their services, including housing counseling, disability rights protection and advocacy, and legal services, including tenant rights and homeownership.

Leo Pineda continued by saying that they continued discussion of the bicycle and pedestrian plan update. He said that members shared their concerns with electric vehicles on sidewalks and conflicts on bike lanes, and that staff assured the committee these issues will be addressed in the plan. He stated that he invited TPB members to read the AFA report for more details about their discussions.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the committee met on September 4, and Vice Chair Frumin conducted the meeting. He continued that during the meeting, four amendments to the TPB's FY 2026 to FY 2029 TIP were reviewed and approved. He explained that the first amendment was for the District of Columbia, where funding was added, about \$39 million, to two projects. He stated that the amendment also advanced the Anacostia Waterfront Initiative Project from an inactive phase to an active phase, and that it added a new project, which is exempt from regional air-quality conformity analysis, the Suitland Parkway Roadside Pollinators Project. He said the details are on pages 5 through 16. He continued that the second amendment adds about \$11 million to two projects in Suitland Parkway, one being the Suitland Parkway 210 Bicycle and Pedestrian Connectivity Project, and the other a couple of components being added to an existing project as part of a congressional earmark, with details on pages 17 through 36.

Kanti Srikanth explained that the third amendment adds about \$20 million in FTA state and local funds to the PRTC bus Preventive Maintenance Program, with details on pages 37 through 42. He said the last amendment came at the request of the Federal Highway Administration's Eastern Federal Lands Division, and that this amendment was reflected in the TPB's TIP several projects in the District of Columbia, in Suitland Parkway, and in Arlington County's that are on federal properties or federal lands and are also being implemented by the Federal Highway. He stated that the District of Columbia projects are listed on page 45, the Suitland Parkway projects on page 46, and the Arlington County's projects on page 47.

Kanti Srikanth moved to the letters sent and received section of his memo. He said that pages 48 and 49 are copies of two letters of support from the TPB for Prince William County's application for the FTA

grant on transit-oriented development along the Purple Line Corridor, and another for the Blue Line Corridor Project. He continued that on page 50 is another letter of support from the TPB for Prince William County's application for US DOT's Vehicle to Infrastructure Arterial Connection Technology Grant Program, for the OmniRide Transit Project.

Kanti Srikanth moved to the announcements and updates section, he stated that they will kick off the process to update the TPB's Community Advisory Committee membership on October 5. He explained that members will recall that membership of this committee has a tenure of two years, and that 2026 is the second year of the current cohort. He said that Laura Bachle on staff is the lead, and he encouraged and requested everyone's help in getting the word out to members within their communities. He continued that they are looking for members who are active in their community and who have an interest in regional transportation planning. He stated that on page 53, they would find details of public meetings being held in the District of Columbia, in Maryland, and in Virginia related to the maintenance plan for the region to maintain the attainment it has just achieved with the federal standards for ground-level ozone.

Kanti Srikanth said that members will recall they were briefed on this work activity. He explained that this maintenance plan is federally required for the region to submit to the EPA, and that once it is submitted and approved, it will establish new limits for emissions from automobiles on the roadways, which essentially serve as the emissions budgets for the TPB's air-quality conformity analysis. He continued that the work on the maintenance plan has been underway for the past seven, eight months, and that TPB staff worked with the state air and transportation agencies in developing this plan, so it is currently going through public review and comment. He stated that on pages 59 and 60 of his memo, they would find information on a new initiative called the Slugging Challenge, a VDOT initiative that VDOT is hosting along the I-66 Corridor. He explained that the challenge is to encourage people traveling along I-66 to try carpooling and vanpooling using the slugging system. He said that for those who may not be familiar with it, it is also called casual carpooling, meaning one does not have to commit to carpooling or vanpooling a fixed number of days with a fixed group of people. He continued that commuters can simply show up at one of the park-and-ride lots and catch a ride with a fellow commuter who might be heading in the direction of their workplace. He stated that for trying this, and as part of this challenge, commuters who register can win prizes of up to \$1,000.

Kanti Srikanth added a few more announcements not in his memo: he said that September 22, the Tuesday of next week, is World Car-Free Day, and he encouraged everyone to try going car-free or car-light that day. He continued that VDOT is holding meetings to seek public input for its next six-year improvement program. He explained that for those who may not be familiar with VDOT's six-year improvement program, it's essentially their six-year funding plan for various transportation projects, highway and transit projects alike, and that Arlington County's law requires TPB to be invited to participate in such public-input meetings so they are also privy to public input. The meeting is on October 8 at 2 pm at VDOT's Arlington County's office. He continued by saying that the District Department of Transportation is accepting applications for its Federal Highway Transportation Alternative Program Set-Aside Grant. He stated that these grants are issued once every two years, and that applications are being accepted from September 28 through October 30. He explained that agencies such as WMATA, the National Capital Planning Commission, and the National Park Service are all eligible to apply for these funds within the District of Columbia.

Kanti Srikanth said that the TPB's Freight Subcommittee has planned to take a tour of a truck safety rest area and a weighing station in Dale City along I-95 with VDOT's truck safety team on September 23,

and he thanked VDOT for making this happen. He said that similarly, the TPB's Safety Subcommittee members plan to go on a coordinated walking tour of Arlington County's Clarendon-Wilson Boulevard Corridor to highlight some of the safety improvements implemented there, thanking Arlington County for facilitating this, with the tour scheduled for October 27.

Kanti Srikanth stated that on another topic, COG's Environmental Program staff had just informed them that a project they had been working on at Union Station with Amtrak had finally been completed. He explained that this is a project where the switcher locomotives operating at Union Station, which help move trains from one track to another, had some very old diesel engines contributing high emissions, and that those have now been replaced with latest-generation diesel-engine switchers. He continued that there will be a small event to mark this milestone.

Kanti Srikanth said that on another note, members might be interested to know, if not already aware, that Mr. Marcel Acosta, executive director of the National Capital Planning Commission, will be retiring tomorrow. He continued that Mr. Acosta has been executive director of NCPC since 2001, essentially completing 25 years of service, and he offered congratulations on that milestone. He stated that from a TPB staff perspective, NCPC and Mr. Acosta in particular have been excellent partners over the years. He explained that Mr. Acosta himself has built and led a great team of excellent urban planners, architects, and historic preservationists, all committed to preserving and enhancing the extraordinary qualities of America's capital city and the region. He continued that Mr. Acosta also chairs the Urban Design and Preservation Division of the American Planning Association. He said that before joining NCPC, Mr. Acosta served as senior vice president of planning and development for the Chicago Transit Authority, and as department commissioner for the Chicago Department of Planning and Development.

Kanti Srikanth stated that clearly, Mr. Acosta is very well aware of the land use and transportation connection, and that he has been an excellent partner. He continued that they wanted to take a moment to thank him for his service, and he asked the Chair, if he would indulge him, to encourage and welcome Mr. Acosta to share any remarks with the rest of the board.

Marcel Acosta thanked Kanti for the kind comments, calling it a pleasure to work with the TPB and member jurisdictions over the last 25 years, and praised the TPB as a vital body where jurisdictions constructively tackle common issues together. He wished everyone well, noting they were in good hands with Mike Weil at NCPC.

Kanti Srikanth said that, for one last item, it was mentioned earlier by the TPB Tech Chair that TPB produced a one-minute video of the TPB's previous staff director, Ron Kirby. He explained that this was because the National Association of Metropolitan Planning Organizations, AMPO, instituted a lifetime achievement award given to leaders in the transportation sector, an award not given out every year, but rather reserved for the right person who has contributed a lifetime of work. He stated that this year the award is being given, and that Lyn Erickson, their staff, will be presenting it. He continued by saying that they were asked to represent Ron's contribution to transportation planning, so they thought it would be best to recap his accomplishments through a video.

6. CHAIRMAN'S REMARKS

Chair Harris said that first of all, he hoped everyone had a wonderful summer celebrating America's 250th birthday and noted that many of them were able to attend. He explained that he, unfortunately, wasn't able to attend the office reopening event on September 9 for the TPB offices, but he stated that he heard the renovation went well and that it looked great. He said he was looking forward to seeing it in

the boardroom the following month. On a more solemn note, he stated that this month marks the observance of the 25th anniversary of the 9/11 attacks.

Chair Harris said they remember the victims of those attacks and give their regards and wishes to their loved ones. He stated that they certainly acknowledge and owe a debt of gratitude to the first responder heroes of that day. He explained that this month is also an opportunity to recall the regional response in the months and years after 9/11, including response activities that COG and TPB had the privilege of convening. He said he understood that their colleague on the Board, David Snyder from the City of Falls Church, was on the TPB and COG back then and was part of the group of elected officials and appointed officials who worked to put in place processes and forums for regional coordination and communication, all of which have continued to this day and have been strengthened. He said he'd like to turn over the microphone to Dave Snyder, who could share some of his recollections on the work that was undertaken.

David Snyder thanked Chair Harris. David Snyder asked listeners to picture the 2001 world where smartphones and their apps were not in common usage, and where work was generally conducted at a workplace rather than remotely. He explained that, therefore, communications with the public and among agencies during emergencies arose as key issues post-9/11, with people looking to the public sector to ensure they could get home safely to their loved ones. He stated that most employers in the core of the region, both public and private, were making decisions about closing offices and letting their employees head home was the right things to do, but that there was no coordinated plan, and that communications on roadway and traffic conditions were not fully coordinated either.

David Snyder explained that shortly after the attacks, the region's elected officials, as well as senior officials from member jurisdictions, WMATA, the state, and public safety agencies, and many other stakeholders, set to work on improving the region's emergency preparedness based on lessons learned from 9/11. He said hundreds worked through existing COG and TPB committees as well as creating new groups and task forces as needed. He noted that of particular significance was the creation of a regional emergency preparedness council, advised by regional emergency support function committees on more than a dozen topics, including emergency management, health, fire and rescue, law enforcement, and, of course, transportation.

David Snyder stated that all of these groups continued and have continued to meet at COG, and that the TPB supports many of these groups. He explained that within these discussions, members of the TPB acknowledged and advocated for a new regional entity to be responsible for transportation emergency coordination and communications, culminating in the creation of the MATOC Program in the late 2000s. He said the state DOTs took the lead in establishing MATOC and funding it, and that the TPB provides planning support for the entity. He stated that MATOC still serves the region in this capacity to this day, ensuring regional situation awareness on the status of the transportation systems.

David Snyder said the world has changed greatly in 25 years, and that their organizations and processes have evolved as needed. But he stated that the spirit of convening through COG and TPB to address regional issues remains, for both longstanding and new challenges. He explained that this spirit is built on the hard work that his colleagues have done over the many years, such as occurred after 9/11. He said that though there is always more to do, the region is safer and more prepared thanks to their efforts, those of their predecessors, and, no doubt, those who will come afterward. He closed by thanking everyone again and offering his best wishes to all.

7. DMVMOVES SERVICE GUIDELINES

Eric Randall said that, as the chair noted, he was there that day to complete the topic of service guidelines, which had been briefed to the Board the previous month by himself and Ms. Jordan Holt of Metro. He explained that, to recap, the DMV Moves plan, which was approved at the end of the previous year and was then taken up with certain charges for the TPB in January in a resolution, asked the TPB to adopt regional service guidelines creating consistent expectations for customers across jurisdictions. He noted that they had briefed the Board on these back in July.

Eric Randall asked, again, why they were doing this, and explained that it was consistent with their mission of making everything more, faster, better, cheaper, and safer. He stated that the guidelines set clear expectations for customers against which they could plan, making planning more efficient and effective for transit service planners, which in turn enhances customer understanding and confidence, which could lead to greater ridership and revenues, and overall increase transparency and accountability for public transportation in the region. He explained that the transit levels of service are based essentially on land use, or the activity tiers, of service across the region.

Eric Randall said that just as highways and roads have big interstates in some areas and single-lane roads in others, similarly, they operate more transit service in high-density land use areas and not so much transit service in less dense areas. He explained that they base their transit service on that land use criteria, or context, across those three activity tiers. He stated that the service guidelines briefed in July are presented in a table. He explained that down the left side are the different types of transit service that would be offered: core routes operating all day long with frequency; coverage routes, more like lifeline service circulating through residential communities; and peak routes, focused on the a.m. and p.m. commuter routes.

Eric Randall noted that there are also other routes, because not every bus route can necessarily be classified. He explained that the three activity land use tiers are listed across the top, and one cross-references where a route falls on the matrix to find the recommended level of service in the guidelines. He stated that there are two criteria for these guidelines: span of service, or hours per day that service is offered, and frequency, or how often the bus comes. He said those two criteria are set against land use and against the type of transit service, and that those together make up the service guidelines. He joked, paraphrasing a line from *Pirates of the Caribbean*, that "these are not rules, they're more sort of guidelines." He explained that they had developed this set of guidelines working with their regional working group on how the guidelines would be used.

Eric Randall said, again, that this sets expectations for people and is useful for design and planning for transit planners. He acknowledged that there are always tradeoffs, and that they can't provide a high level of service everywhere, nor does it always make sense to do so. He stated that these guidelines are a basis on which they can make decisions and tradeoffs, while acknowledging that there are other priorities for transit service. He explained that an agency may be serving a particular location that may not meet other criteria but is still important to serve — a senior center or a library, for instance. He said that, finally, with this framework, they can look at transit service in the region and track it.

Eric Randall explained that another part of the working group's work is performance measurement. He stated that they had already established some performance measures, that their State of Public Transportation Report had had measures added to it, and that the group continues to meet — in fact, twice more in the coming weeks — on developing performance measures for the region that would use some of these guidelines as a basis, along with other statistics. He said that, together, the matrix of service guidelines and the use statement are wrapped up into Resolution R3, and he stated that staff recommends approval of Resolution R3-2027 to adopt the regional bus service guidelines.

Eric Randall said that, as the chair noted, the bus portion of these guidelines had already been approved by the Metro board of directors at the end of June, and that they had also adopted guidelines for Metro rail service. He explained that, as part of the overall DMVMoves initiative, they would be asking local transit agencies across the region to adopt these guidelines, and that their hope was that this resolution would serve as a template. He noted that every transit or public transportation provider in the region has a somewhat unique or different governance structure, so there may be different paths for adoption.

Eric Randall explained that if an agency has a board of directors, there may be formal adoption, or the agency might adopt a transit strategic plan — a four- or five-year plan laying out what the agency intends to do — and incorporate the guidelines into how it would meet them. He said it could also simply serve as internal guidance for planning purposes. But he stated that, again, they want everyone to get on the same piece of music, with the orchestra all playing together as they seek to advance this topic within DMVMoves.

Eric Randall said that, as the chair noted, there is much more to DMVMoves. He stated that they would be coming back to the Board in November or possibly December. He said they would be bringing back a bus priority network plan, another charge asked of the TPB that the TPB accepted in January, and noted that he had just had another meeting on it that very morning, so they were hard at work on it. He added that they would also be bringing back an annual progress report detailing their accomplishments across all six areas, including this area of service guidelines and performance measurement.

Eric Randall stated that this would conclude the slide deck, and he asked that the resolution be brought up. He noted that the resolution, R3-2027, describes the charge laid upon the TPB that the TPB accepted — again, in the January resolution. He said that the following page offers the table of guidelines and the set of ‘use’ statements.

Chair Harris moved to make a motion to adopt TPB Resolution R3-2027 to approve the regional bus service guidelines. Vice Chair Matt Frumin seconded the motion. The resolution was adopted.

8. BRIEFING ON THE DRAFT PERFORMANCE MEASURE TARGETS FOR TRAVEL TIME RELIABILITY

Ian Newman said that the Board is required to establish and regularly update performance targets for our region's roadways on travel reliability, and that it is now time for the TPB to review and update its current targets. He briefly reviewed the three specific types of travel we focus on for these targets, including how reliability is defined and measured, and the proposed updated targets. He said that this applies to all vehicles on the TPB region's interstate roadways, all vehicles on the non-interstate roadways that comprise the National Highway System, and trucks on the interstate roadways.

Ian Newman said that reliability means being able to make a trip dependably on time or within a reasonable amount of time. He said that it is a very important aspect of our residents' quality of life, of our businesses' productivity, and of our regional supply chain, helping to keep commerce, goods, and materials moving efficiently. He said that we are setting reliability targets partly in reference to what was discovered through the TPB's Voices of the Region Survey. He said that the first priority for the transportation system identified by that survey was not congestion, but reliability. He said that people want to know that they can dependably plan their trip and have a degree of certainty that they will reach their destination on time. He said that this applies not just to people, but also to freight considerations — the movement of commerce, goods, and materials. He said that he would end his presentation with a thought on why we do this and how these targets should be used.

Ian Newman said that to help define travel-time reliability for interstates and for non-interstate facilities that comprise the federally designated National Highway System, or NHS, one should consider a 10-mile

segment of an interstate or non-interstate roadway that has 100 vehicle trips on it. He said to assume that it takes 15 minutes for 50 of these vehicles to travel this 10-mile segment. He said that if the time taken for 80 of the vehicles to travel this 10-mile segment is less than 22 and a half minutes, then travel on this segment is considered reliable. He said that this definition recognizes that throughout an entire day, and specifically during short periods of time, travel conditions will vary, and that they will vary for a variety of reasons.

Ian Newman said that this is not a measure meant to guarantee a specific travel time, but rather to acknowledge that there will be some variation in travel time, while still expecting a degree of reliability. He said that a variation of no more than 50% beyond the travel time it took for half of all trips is deemed acceptable reliability. He said that in terms of how travel-time reliability for interstates and non-interstate roadways is measured, every segment of the roadway is considered. He said that we are also looking at all vehicles — passenger vehicles and trucks — traveling on the roadway segments.

Ian Newman said that we are also considering the occupants in those vehicles, including the total number of people in all vehicles traveling seven days a week, at most times of the day. He said that we are not looking at the overnight period. He said that the way these two measures — travel-time reliability for interstates and travel-time reliability for non-interstates — are expressed is the same: a proportion, or percentage, of the person-miles traveled on the roadway segments that are deemed reliable relative to the total person-miles traveled.

Ian Newman, referring to his presentation, said that there are interstate roadways in this region where the reliability targets for interstate travel-time reliability apply. He said that there is also a report on how we performed relative to our past targets. He said that we exceeded our target for 2023 but did not do so for 2025. He indicated that the targets proposed for 2027 and 2029. He said that these targets are not better than how our roadways performed a couple of years ago, and that they are not even the same as what was observed.

Ian Newman said that you can see the chart showing 10 years of observed data for travel-time reliability on interstates, as well as our previously approved targets and the two potential new targets. He said that we are federally required to set targets based on observed data. He said that between 2016 and 2019, reliability for our interstates improved by about 1%. He said that improvements to our roadway and transit systems, more people carpooling, vanpooling, walking, and biking, and changes in land use, among other factors, were taking place during this time. He said that there was also some natural variation in the region's economy and in people's travel behavior. He said that overall, there was a 1% improvement. He said that in 2020, COVID happened, resulting in a significant reduction in travel for both commuting and non-commuting purposes, especially on our interstates. He continued by saying that less travel resulted in increased reliability, so between 2019 and 2020, reliability increased by 28%. He said that we don't believe this can be attributed to changes in transportation system capacity or operations. He said that in 2021, travel increased somewhat, and that we see some decrease in reliability compared to 2020.

Ian Newman said that compared to 2019, there is still about a 14% increase in reliability, which is not attributable to improvements to the system. He said that looking at the period from 2020 to 2023, our region was coming out of COVID and in a period of transition, as commuting and non-commuting practices evolved. He said that 2022 saw a bit more travel and a bit less reliability than 2021, but was still 8% better than what was experienced pre-pandemic in 2019. He said that looking at the data from 2024 and 2025, travel appears to have stabilized, with less year-over-year variation in reliability, similar to what was experienced pre-pandemic. Regarding proposed targets for the near future, he said that we

decided to disregard the data from 2020 to 2023 and instead use data from 2016 through 2019 and the most recent data from 2024 and 2025.

Ian Newman, referring to his slides, said that this is our network for the National Highway System, excluding interstates, along with a report on how we performed relative to our two most recent targets, for 2023 and 2025. He said that we exceeded our targets for both years, and that while on the surface this is a good thing, this accomplishment ought to be viewed with some caution. He indicated on his slide that the proposed targets were for 2027 and 2029. He said that the reason these targets are not as high as the observed data is the same as it was for the interstates. He said that we know we are required to set targets based on observed data. He said that between 2016 and 2019, the pre-pandemic period, reliability was very stable, with less than 1% variability over the four-year timeframe. He said that that was not because there were no roadway and transit system improvements — there were simply more miles of these roadways and more non-commuting travel occurring. He said that the region is not losing ground on reliability. He said that in 2020, the COVID pandemic occurred, resulting in a significant reduction in both commuting and non-commuting travel. He said that we see a 14% increase in reliability from 2019, with another small increase in 2021 compared to 2020. He said that we don't believe this can be attributed to changes in transportation system capacity or operations, but rather to a fundamental change in people's behavior.

Ian Newman said that we know e-commerce picked up, that commuting and non-commuting travel was considerably reduced, and that walking and biking increased quite a bit as alternative modes of travel during this time. He said that looking at 2022 and 2023, the region was coming out of COVID and in a period of transition, as commuting and non-commuting practices evolved. He said that 2022 saw a bit more travel and a bit less reliability compared to 2021, but that reliability was still much better than it was pre-COVID in 2019. He said that in 2024 and 2025, travel appeared to have stabilized, with less year-over-year relative variation in reliability. He said that in proposing the targets for 2027 and 2029, we decided to disregard the COVID-year data from 2020 through 2021, and instead use observed data from 2022 to 2025. He said that an important thing to note is that while the proposed targets are lower than the recently observed data, they are better than the previous set of targets, which were set for 2023 and 2025.

Ian Newman said that the last metric being considered is truck travel-time reliability. He said that this is defined somewhat differently from the previous two measures — interstate travel-time reliability and National Highway System (excluding interstates) travel-time reliability. He said that, first, we look at 95% of truck trips rather than 80% of all vehicles, and that, second, we don't use a fixed ratio as we did in the previous two metrics. He said that this metric looks at how close the travel time for 95% of trucks is to the travel time experienced by 50% of trucks. He said that you have 100% truck travel-time reliability if the travel time for 95% of trucks during the worst travel conditions of a day is the same as that for 50% of trucks under the same conditions on the same segments. He said that this metric is measured at every segment of the TPB region's interstate-only network, considering only truck vehicles traveling on those interstate roadway segments. He said that it includes all seven days of the week and all hours of the day, including the overnight period. He said that this metric is expressed as a ratio of the travel time experienced by 95% of truck traffic to that experienced by 50% of truck traffic, per mile of interstate roadway. He said that it is an index value, not a percentage.

Ian Newman, referring to his slide deck, said that these are the interstate roadways in the TPB region to which these truck travel-time reliability targets apply. He said that we exceeded our targets for 2023 and 2025 by coming in under them. He said that the proposed targets are not better than the previous targets that were set. He said that there is one respect in which reliability for trucks traveling on our interstates was affected during and immediately after COVID differently than for other vehicles on our

roadways. He said that during the pre-COVID period, our region witnessed very stable freight reliability. He said that in 2020 there was a significant decrease in travel on our interstates, resulting in a considerable improvement in reliability for truck travel. He said that 2021 was a transition year for freight reliability, but that since a significant portion of freight moves by truck, truck traffic was among the first to quickly rebound. He said that it has remained relatively steady year over year starting in 2022.

Ian Newman said that the most recent four years, from 2022 to 2025, serve as the basis for setting the near-term targets for 2027 and 2029. He said that the targets are used to help prioritize transportation decisions, and that in this case, we want reliability to improve. He said that targets help inform us that we ought to prioritize projects that optimize travel demand on the roadways. He said that the data shows what the significant drivers of reliability are and how reliability can be influenced through travel demand on roadways. He said that projects that optimize roadway operations and incident response times to improve reliability ought to be prioritized and considered more thoroughly, including the land-use considerations that the roadways serve.

He said that projects, decisions, and ideas that help prioritize reliability through looking at our land-use decisions can also be used to help prioritize and optimize reliability.

Ian Newman said that the next steps include TPB staff presenting the final targets to the technical committee on October 2 and the final targets to be presented to the TPB on October 21.

9. RESILIENCE PROJECTS: REGIONAL EXTREME HEAT ANALYSIS

Pierre Gaunard said that he is sharing the results of the latest project in the TPB Resiliency Planning Program, analyzing the impacts of extreme heat in the National Capital Region. He said that this project came out of a recommendation for future work in the Transportation Resiliency Improvement Plan. He said that after focusing on flooding for the past year, we turned toward exploring the impacts of extreme heat on the transportation system in our region, specifically on transit and active transportation users, and have created a resource toolkit for members and agencies to look at as they plan for the impacts of extreme heat in the future.

Pierre Gaunard said that over the years, TPB has completed major studies and projects to help the region adapt effectively to extreme weather and natural hazards. He said that most recently there was the vulnerability assessment in 2024, which fed the Transportation Resiliency Improvement Plan, the TRIP, and the Inland Flood Analysis completed last summer. He said that all of these projects consider the various modes of transportation in the National Capital Region, including public transportation, and highlight the unique vulnerabilities faced by transit operators and users, which we will dive into further in this presentation with regards to extreme heat.

Pierre Gaunard said that we are experiencing the impacts of extreme heat, and that they're predicted to get more intense over time. Referring to his presentation, he said that this chart depicts a time series of several days where maximum temperatures exceed 95 degrees in the D.C. Metro area, an indicator of just how severe the heat can get. He said that extreme heat doesn't mean your typical summer day, that it refers to periods of abnormally high temperatures that threaten people's health and wellbeing and potentially damage infrastructure. He said that the unfortunate truth is that there are more of these abnormally high-temperature days occurring, giving more value to this research. He said that the blue band on the chart shows projections for 2006 to the year 2100 based on a future in which humans stop increasing global emissions of heat-trapping gases by 2040 and then dramatically reduce them through 2100. He said that in the blue band, by 2100, there are approximately 30 days per year with 95-degree or higher temperatures. He said that the red band shows projections for 2006 to 2100 based on a future in which global emissions of heat-trapping gases continue increasing through 2100, but at a higher

emission level, resulting in approximately 80 days of 95-degree or higher temperatures. He said that last year, TPB began this project with the initial objective centered around a few questions: what, where, and how? We wanted to understand the system and its users, to think about where transit systems and users might be the most exposed to impacts of extreme heat and eventually provide resources that can guide how the region might adapt to these impacts.

Pierre Gaunaurd said that when this project was first presented to stakeholders at the Regional Transportation Resilience Subcommittee, they requested a heavier focus on creating tools and practical solutions to help with the issue of extreme heat instead of focusing on mapping and identifying where major problem areas were, so that's what we did. He said that this project was split up into four products that are interrelated but also independent of each other.

Pierre Gaunaurd said that item A is a transit infrastructure resilience analysis, that item B revolves around grant application support, that item C is a best practice design guidance document, and that item D includes examples of policy planning and guidance use cases for extreme heat projects. He said that as part of that effort to put together a Regional Transportation Resilience Improvement Plan, we worked with our consultant, ICF, to first conduct a vulnerability assessment of our regional transportation assets to certain natural hazards, extreme heat being one of them. He said that the results of that analysis for heat show bus stops, rail stops, and rail lines that are medium- and high-risk to extreme heat in the National Capital Region.

Pierre Gaunaurd said that while we only did high-level screening using the five-year average surface temperature, we found that roughly 1% of all bus stops were at high risk for extreme heat, but that a far larger number, 29%, were at medium risk, as were 33% of rail stops. He said that 35% of rail line miles are at medium risk to extreme heat while nearly 2% are at high risk. He said that regarding item A, the transit infrastructure resilience analysis, the objective is to assess the past, projected, and downstream impacts of extreme heat on rail operations and ridership to inform future resilience efforts. He said that we did that by completing an analysis on historic and projected heat impacts to rail operations and ridership, including a retrospective analysis, future analysis, and qualitative impact analysis. He said that the results of this analysis are now available in the final report and that today's presentation will focus primarily on the results for one of the transit operators, WMATA's Metrorail. He said that extreme heat impacts transit owners and users by disrupting service, which drives economic losses for transit operators and subjects riders to delays that may result in prolonged, increasingly dangerous exposure to extreme heat conditions. He said that for this assessment, we quantified impacts that could reasonably be gleaned from the available data.

Pierre Gaunaurd said that Metro's ridership data allowed us to approximate the financial loss the transit owners or operators may bear because of changes in this particular metric, but that this is only a narrow view into the broad scope of heat-related losses. He said that in particular, this assessment does not quantify any impacts to transit riders — the lost work hours due to delays, the heat-related threats to their health, or the inconvenience and potential costs associated with their decision to take another mode of transportation or forgo a discretionary trip entirely. He said that transit users spend significant time outdoors while traveling to stops and stations, waiting on platforms, or transferring between services. He said that during extreme heat events, these realities of using transit force prolonged exposure to high temperatures, heightening riders' risk of heat-related illnesses. He said that heat delays further exacerbate this risk, as they may result in longer wait times and overcrowding on already hot trains or stations. He said that individuals for whom interaction with transit is not optional, including transit operators like maintenance crews and station staff, are particularly at risk. Comparing the daily ridership data provided by Metro with historical temperature information, he said that we were able to gain insight into the impacts of extreme heat on Metrorail ridership and its downstream economic impacts.

Pierre Gaunaurd said that we selected three case studies, each of which reflected a period over which temperatures were distinctly high, representing abnormally high heat conditions during an otherwise normal period. He said that for each case study, we determined the average daily ridership for the equivalent days of the week for two weeks before and two weeks after the high-heat event to set a baseline, and then compared that baseline to average daily ridership during each case study. He said that on average we saw an approximate 4% decrease in ridership during high-heat conditions, but that this clearly varied by example. He said that we then assumed a fare of \$3.15 per trip on the Metro, which is the average of the peak, off-peak, and weekend fares, and then calculated the fare revenue lost given the reduced ridership during these periods. He said that this approach suggests that a daily average of \$37,000 in fare revenue is lost on high-heat days due to the impact on transit ridership. He said that we then used climate projections for the National Capital Region to estimate the frequency of these high-heat days at Metrorail stations in 2030 and 2050.

Pierre Gaunaurd said that based on a high-emissions scenario, we project an upper limit of 65 and 87 high-heat days per year in 2030 and 2050, respectively, and that as temperatures are increasing, so is ridership. He said that WMATA projects that ridership will increase 23% by 2050, so that even more riders may be forced to take extreme heat into account for discretionary trips or will be exposed to these dangerous conditions when they have no choice but to take the train. He said that this all adds up to projections that annual fare revenue loss could reach up to \$2.8 million and \$4.6 million annually due to high-heat conditions in 2030 and 2050, respectively.

Pierre Gaunaurd said that we also completed a similar analysis using ridership data for VRE, but that since most VRE riders are commuters who must get to work even during extreme heat conditions, this approach produced relatively null results, with one case study even showing a slight increase in ridership during the case study period. He said that instead, we decided to determine average ridership affected by slow orders on the rail lines and the associated operating and time-savings costs. He said that we determined how many riders are impacted on average when a single train is delayed by a slow order, then monetized these delays using standard values in the US Department of Transportation's benefit-cost analysis guidance. He said that we approximated the costs to the operator using the DOT's standard value for operating costs incurred hourly for delayed commuter trains. He said that similarly, we approximated costs to impacted transit riders by applying DOT's standard value of person time for personal travel, which includes commuters. He said that based on this assessment and projected out to 2050, the average cost to riders could be roughly \$129,000 per delay, and to operators roughly \$9,000 per delay for one train, with an average of roughly three trains seeing a delay during each heat-related slow order. He said that interested parties can dig further into the methodologies and results of this analysis in the final report. He said that what this analysis is meant to convey is that there are quite large economic ramifications to both riders and operators, helping to make the case for adaptive measures to be put into place to mitigate the impacts of extreme heat.

Pierre Gaunaurd said that while the project included the qualitative analysis just summarized, the bulk of the project was to provide a toolkit of resources for addressing the impacts of extreme heat on the region's transportation system, something the Resilience Subcommittee said they were very interested in. He said that he would briefly review the three components of the toolkit. He said that item B of this project is the best practice design guidance, which is meant to provide a set of best practices and design guidelines for cooling solutions with region-specific examples. He said that the deliverable for this item is a framework of guidelines in which we examine three regional typologies — basically generalized high-heat areas within the transportation system — with four cooling interventions for each area, and 3D block diagrams to show these scenarios with region-specific design considerations and an example for each cooling element referenced.

Pierre Gaunaurd said that one thing we wanted to do with this project, to differentiate it from many of the other best design practices and guidelines available online or elsewhere, was to try to make this product relevant to the context of the National Capital Region. He said that if you're reading a best practice design guideline for combatting extreme heat in Phoenix, that may or may not be relevant for Leesburg, Washington D.C., or La Plata. He said that we asked, "What are the common environmental typologies and contexts of our region?" and then tried to tailor many of these recommendations accordingly, hopefully making the guidance more relevant and useful for local planners. He said that for each of these regional typologies, the consultants created a 3D block diagram representing the ideal cool streetscape and calling out, within the example area, where each cooling element could be implemented. Referring to his presentation, he said that here is the streetscape typology with the elements recommended for implementation, including trees, permeable paving, ground cover, and seating, along with advice for most-effective implementation. He said that the 3D diagram for bus station areas typology includes cooling elements such as trees, ground cover, shade structures, and seating. He said that there are many similarities between bus station areas and commuter rail stops in smaller areas.

Pierre Gaunaurd said that users of MARC or VRE may see along their route that there are many different types of stations and stops, some much more developed than others. He said that in some cases, it could be a very small stop that almost resembles a large bus stop. He said that he thinks these recommendations translate between those different contexts. He said that the trailhead areas typology includes many of the same cooling elements, such as trees and shade structures, but that due to the trailhead's context as a central point for outdoor activities, access to cooling through water is also incorporated via both public and drinking fountains.

Pierre Gaunaurd said that item C is the grant application support matrix, a resource to help agencies identify and develop strong applications for funding opportunities applicable to their extreme heat projects. He said that it contains a lot of information, including critical deadlines for all the different grants listed, the evaluation criteria for each grant, applicant requirements, and project requirements, with links for each funding source. He said that it is meant to be a one-stop shop for when you're looking for funding but aren't sure where to start. He said that planners or other stakeholders might have heard of different grant opportunities but don't know much about them. He said that everyone is working with a limited amount of resources and time, so this will be useful for narrowing down which grant funding opportunities are both relevant to their project and most practical in terms of time and likelihood of successfully receiving the funding needed. He said that billions of dollars are available across all these grant programs, and that we included only grants that are currently active. He said that we have this grant database set up as a large spreadsheet designed to be relatively easy to navigate, but that our transportation resilience intern this past summer developed a Power BI dashboard version of it that we hope will make it even faster and easier to navigate for users, so people should look out for that, as we hope to have it online soon.

Pierre Gaunaurd said that the fourth element of the project is model policy language. He said that this part of the project consists of five use cases for extreme heat policy, planning, and guidance updates, and includes language and examples from other jurisdictions, both in our region and beyond, as key references. He stated that jurisdictions can incorporate this example language or these use cases into design guidelines, standards, and RFPs to promote the use of cooling strategies. He explained that the five use cases for which guidance was created are goals and vision statements, land use and zoning policies, design standards and manuals, worker safety policies and protocols, and contracting and procurement language suggestions. He said that the final toolkit includes examples and references to both local and national case studies. He continued by saying that we recognize that whether it is infrastructure design or policy and vision statement language, there is no one-size-fits-all solution, so this toolkit is really meant to offer a variety of options covering a broad set of local scenarios and applicability.

Pierre Gaunard stated that TPB is providing data, analysis, resources, and examples through these products. He said that the next step is turning those insights into projects, policies, and investments that improve our regional transportation system's resilience to extreme heat. He said that we invite TPB members to explore these design guidelines and recommendations, go back to their project lists, identify which ones could benefit the most from transportation resilience-related funding, and then work toward pursuing those funding opportunities and incorporating resilience more generally across different projects and departments, because it really does impact so many different areas that are tied together by the transportation network.

Pierre Gaunard offered a brief example of how a planner in our region might use this toolkit of resources. He said that we'll examine how this toolkit is hypothetically used by a local public works planner named Kate. He stated that after seeing this presentation and reviewing the project in more detail, Kate applies the results of the transit infrastructure resilience analysis and determines that it might be worth constructing shade structures at unsheltered transit stops, given the increasing heat-related burden on riders at these stops. He said that she remembers that the infrastructure analysis could also be used in conjunction with the results of the vulnerability assessment completed in 2024 in order to identify her local transit stops most at risk from the impacts of extreme heat. He said that next, Kate needs to determine the potential scope of this proposed heat adaptation project, so she refers to the best practice design guidelines to sketch out and brainstorm potential cooling solutions to incorporate into a built-environment solution. He said that Kate then decides to research funding availability to cover the costs of installing the new shelters, trees, and cooling paint, and uses the grants database to determine what opportunities might be available, which are most relevant, and which are worth applying for to support the type of project she has in mind. He said that finally, fully inspired, Kate wants to improve the quality of life of current and future transportation network users and looks to the policy planning and guidance use cases for suggestions on sample language applicable to her small jurisdiction that can support her efforts to mainstream heat resilience projects and priorities within her organization, broader policies, and projects in general in her town.

Walter Alcorn asked if there had been any discussion with Metro staff. He said that Metro needs to, and is about to, undertake a desperately needed modernization program for rail, starting with the signaling system. He asked whether there had been any discussion about approaches, as part of that modernization, to help mitigate the impacts of extreme heat on the rail system.

Pierre Gaunard said that there had not been discussion specific to the rail modernization plan, but that in other conversations related to platform doors and other future investments, Metro is definitely taking a lot of that into account in its engineering, and is doing other things, like applying cooling paint along the rail lines to try to reduce temperatures during extreme heat days. He said that this is something we can bring back at our next subcommittee meeting.

Mark Phillips from WMATA said that their energy and environment team is engaged in resilience, especially heat resilience. He said that they are big stakeholders in this effort. He said that on the rail modernization side, they are aware of the subject and the topic, but that it is something tackled during the project development phase. He said that it is one of the technical details that needs to be handled during project development engineering.

Monique Ashton said that she had seen in other countries that weren't previously experiencing this level of heat, it's now much hotter than it used to be, and that some stations are just shutting down. She said that she knows we have to slow down, so that this is an important thing to consider. She said that she fully supports the bus shelter piece. She said that she thinks we need to do a bit of a roadshow on this topic because there are a lot of bus shelter needs on state highways, for example. She said that she

thinks these should be a target because they tend to be along major traffic corridors. She said that it is not just extreme heat, but also weather fluctuation — temperature fluctuations causing more and more water main breaks — and that while that seems like a water infrastructure issue, it actually does impact travel as well. She said that she thinks that's something we ought to be talking about. She said that it's very expensive to fix those things. She said that we should be thinking about resiliency overall for our infrastructure. She said that we are going to get more droughts, and then more water dumped in short periods of time, and more weather fluctuations overall.

Kanti Srikanth said that it is a good point regarding water breaks or damage to transit infrastructure. He said that the next product staff are working on looks at heavy storm impacts on roadways. He said that we're currently doing some modeling to determine what the impact on roadway travel would be if key facilities are submerged and unable to be traversed during peak periods, among other scenarios — another aspect of the increase in severity and frequency of severe weather. He said that this applies on the highway side, but on the transit side as well.

Geoff Anderson said that a lot of strategies center around creating shade and using trees. He said that he would like to know whether any of the work included maintenance and watering plans for those trees. He said that if you're looking at futures with 70 or 80 days of 95-plus-degree weather, those trees often don't fare well. He said that he doesn't want to see a bunch of trees planted and then die immediately from lack of water, and was curious whether the plan included those provisions.

Pierre Gaunard said that that is a great question, and also a wonderful setup for him to recommend that everyone take a look at the full report and products that will be posted online, because on the slides, attendees may have noticed the icons for many of the different interventions and cooling elements recommended. He said that within the report, there are significant subsections that go into detail about each of those cooling elements and make very detailed recommendations — for instance, about species of trees that would best survive in these contexts. He said that we know that a lot of local jurisdictions and agencies already have their own tree planting lists, but that this report is meant to be a broad primer for the whole National Capital Region, and that it may include some recommendations that, for one reason or another, are not on other local lists, so he invites everyone to take a look, because while it doesn't necessarily answer every question, it tries to address issues where resolving one problem might otherwise cause another. He said that there is more information in the report to help address that concern.

10. ADJOURN

Chair Neil Harris adjourned the meeting with a reminder that the next meeting is scheduled for Wednesday, October 21, 2026. There being no other business, the meeting was adjourned at 1:42 PM.