
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

January 17, 2024

MEMBERS AND ALTERNATES PRESENT

Christina Henderson, TPB Chair – DC Council
Charles Allen – DC Council
Heather Edelman – DC Council
Leigh Catherine Miles – DC Council
Mark Rawlings – DDOT
Anna Chamberlin - DDOT
Rebecca Schwartzman – DC Office of Planning
Reuben Collins– Charles County
Denise Mitchell – College Park
Stuart Adams - College Park
Mark Mishler – Frederick County
Kelly Russell - City of Frederick
David Edmondson – City of Frederick
Neil Harris – Gaithersburg
Dennis Enslinger – Gaithersburg (in-person)
Kristen Weaver – Greenbelt
Gary Erenrich – Montgomery County
Victor Weissburg – Prince George’s County
Monique Ashton – Rockville
Shana Fulcher – Takoma Park
Heather Murphy – MDOT
Canek Aquirre – Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
Tom Ross – City of Fairfax
Dave Snyder – Falls Church
Adam Shellenberger – Fauquier County
Rob Donaldson- Loudoun County
Mike Turner – Loudoun County (in-person)
Ralph Smith – City of Manassas
Jeanette Rishell – City of Manassas Park
Deshundra Jefferson – Prince William County
Maria Sinner – VDOT
Bill Cuttler – VDOT
Allison Davis – WMATA
Dan Koenig – FTA

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Mark Moran
Tim Canan
Leo Pineda

John Swanson
Sergio Ritacco
Rachel Beyerle
Deborah Etheridge
Kim Sutton
Jamie Bufkin
Janie Nham
Eric Randall
Pierre Gaurnaud
Lindsey Martin
Kenneth Derryberry
Amanda Lau
E. Santos – Prince William County DOT
Amy Garbarini - DRPT
Richard Wallace – CAC
Kari Snyder – MDOT
Drew Morrison– MDOT
Haley Peckett - MCDOT
Bill Pugh – Coalition for Smarter Growth
Bill Orleans - Public

Because of the snow emergency, most participants attended virtually, although the meeting was planned and conducted according to hybrid procedures.

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

Chair Christina Henderson called the meeting to order. She began by recognizing new members, who are Matt Frumin from the District of Columbia, Monique Ashton from Rockville, Deshundra Jefferson from Prince William County, Laura TeKrony from Loudoun County, Tom Ross from the City of Fairfax, Kristen Weaver from Greenbelt.

Lyn Erickson reminded members that new appointments to the TPB require official letters from the jurisdictions documenting the appointment.

Chair Henderson said the meeting was scheduled to be hybrid (combined in-person and virtual), but because of the snow emergency most attendees were attending it virtually. She described the procedures for conducting the 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.

Bill Pugh from the Coalitions for Smarter Growth provided an in-person comment. He encouraged the board to include an activity in the UWPW that would track how TPB is doing in implementing the strategies it adopted. On the federal greenhouse gas rule, He said the TPB should set its own target for the federal target and to track it.

Lyn Erickson said that one comment had been received online between noon, December 19 and noon, January 17. She said the comment was from Tad Aburn, a member of a D.C. environmental justice coalition. The comment requested that the new chair respond to Mr. Aburn's previous comments where he stated that transportation-related air pollution hotspots in environmental justice communities of color are being created across the D.C. region by TPB transportation plans and projects. Lyn Erickson said that staff had already provided a response to Mr. Aburn's comments, which was posted on the website.

2. APPROVAL OF THE DECEMBER 20, 2023 MEETING MINUTES

Chair Henderson made a motion to approve the minutes. The motion was seconded by Takis Karantonis. The motion was approved unanimously.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted meeting summary, Amy Garbarini said the Technical Committee met on January 5. She said that four items that were reviewed for inclusion on the TPB's January agenda. These items were: 1) a review of the outline and preliminary budget for the FY 2025 Unified Planning Work Program; 2) a briefing on the National Capital Trail Network; 3) an overview on the performance-based planning and programming rulemaking regarding greenhouse gas emissions on the national highway system; and 4) a briefing was on the planning area boundary adjustment and resulting TPB membership change for Fauquier County.

Amy Garbarini said that two items were presented for information and discussion, including: 1) an update on Visualize 2050 and the public engagement period and status of project inputs; and 2) a briefing on the regional electric vehicle infrastructure implementation strategy project for prioritizing publicly accessible electric vehicle infrastructure for light-duty vehicles.

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

Richard Wallace said the Community Advisory Committee met on January 10. He said the group was briefed on a few topics including: 1) an update on the comments received during last year's public comments period on project inputs for the development of Visualize 2050, and 2) a briefing on the latest "State of Public Transit" report developed for the TPB. He said the committee was updated on the comments received during last year's public comment period on project inputs to the plan. He said that this comment period was from February through November of 2023, and was conducted as an open survey with participation open for all, and did not use a statistical sampling method.

Referring to the recent comment period, Neil Harris asked if future survey work might be conducted in a more scientific and less ad hoc manner.

Kanti Srikanth clarified that the public comment period during 2023 between February and November, was not a survey. Rather, it was an open period for public comments. He said that when staff undertake a survey, they generally aim for it to be statistically significant, either at the regional level or statistically significant for each member jurisdiction.

Chair Henderson announced that she was appointing Ra Amin as CAC chair for 2024. She also announced that she was appointing Zachary Israel to fill a CAC vacancy for DC. She thanked Richard Wallace for his service as CAC chair in 2023.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on January 5 and approved four actions:

- At the request of VDOT, \$166,768 in additional funding from the Virginia portion of the federal Transportation Alternatives Set-Aside Program was transferred to the W&OD Trail Crossing improvements project in the city of Falls Church.
- At the request of DDOT, the TIP was amended to add approximately \$3.7 million to the citywide roadway reconstruction program.

-
- At the request of MDOT, the TIP was amended to add approximately \$2 million for the Alcona Street Bridge rehabilitation project in Prince George's County.
 - At the request of VDOT, the TIP was amended as follows:
 - Approximately \$652 million was added to the U.S.1 Bus Rapid Transit project.
 - Approximately \$16 million was added for Loudoun County to replace 37 buses and retrofit bus maintenance facility to accommodate compressed natural gas buses.
 - Approximately \$79 million was added to an ongoing Route 7 widening project which would now also be able to accommodate bicycle and pedestrian facilities.

Kanti Srikanth said that staff issued a letter of support on behalf of Prince William County for a project that is seeking federal RAISE program grant funding.

Under Announcements and Updates, Kanti Srikanth said the posted material included the following: 1) a schedule of board meetings for this year; 2) an announcement of the application periods for the TLC and RRSP programs with a due date of March 8; and 3) an interim report from the chief administrative officer work group on WMATA's cost structure.

Dave Snyder asked Kanti Srikanth what role he expected the TPB to play regarding Metro funding.

Kanti Srikanth said he expects the TPB will provide technical and analytical support to the COG board. He said he did not believe the TPB would be asked to play a role in evaluating WMATA governance.

Dave Snyder said he hopes the TPB will play a central role on Metro issues.

6. CHAIR'S REMARKS

Chair Henderson laid out some key activities for the TPB in the year ahead, as well as noting some of her key priorities. She described the development of the new long-range transportation plan, which is currently underway and will continue to be a major focus area. She also called attention to efforts to address WMATA's funding shortfall, and she noted that the board of the Council of Governments has been very active in coordinating a regional response to these challenges. She said she was particularly interested this year in working to address roadway safety challenges, as well as continuing concerns related to equity. She thanked the board for the opportunity to serve as 2024 chair.

7. REVIEW OF THE OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2025 UPWP

Referring to the posted material, Lyn Erickson provided an overview of the work program for FY 2025. Her presentation included an overview of MPO responsibilities, including the following topics: the transportation planning process, federal requirements for MPOs, basic information about the UPWP, and regional coordination and consultation. Her presentation extensively focused on how the TPB synchronizes federally required products with board member interests and needs. She said the board is expected to approve the FY 2025 UPWP on March 21.

8. NATIONAL CAPITAL TRAIL NETWORK UPDATE

Andrew Meese provided an overview of a National Capital Trail Network (NCTN) update which was completed in December 2023 and will be brought to the TPB for approval in February 2024. He gave a history of the trail network, presented facts and figures related to the 2023 update, and provided a preview of a webpage that contains information about the trail network.

Andrew Meese stated that as of 2023, the proposed network consists of 49 percent existing trails and 51 percent planned trail facilities. He said that at the current rate of completion, it would take about 30 years

to complete the National Capital Trail Network. He featured three projects that have been completed since 2020: the I-66 parallel trail, the College Park Woods Trail, and the Frederick Douglass Bridge.

Andrew Meese asked that board member questions or comments be sent to staff by February 9. He said that the NCTN update will be presented to the board for approval at its February 21 meeting.

Thomas Ross stated that he will check to see if the City of Fairfax has the George Snyder Trail identified on the network. He said that the Snyder Trail is a new trail segment that will connect from west to east to the Route 66 Trail which feeds into the Fairfax County cross-county trail. He stated that the City of Fairfax has approved all but construction on the project with continued discussion in the community. He asked whether the George Snyder Trail has been included, and if the trail could be included before the February action.

Thomas Ross asked whether the TPB staff has a way of measuring the use of the trail in terms of bicycles and pedestrians on a regional basis.

Kanti Srikanth said that the TPB staff works closely with TPB member agencies and the state DOTs on compiling trail counts, and the TPB also provides technical assistance by going out to trails and doing periodic counts on trail usage. He stated that some data is collected annually, and the work is ongoing.

Kanti Srikanth said that the data collected is not representative of all trail usage. He stated that some of the data is collected by individual transportation agencies that the TPB compiles.

Kanti Srikanth stated that there are two parts to the TPB's trail networks work: one is the regional trail plan that represents the complete regional bicycle and pedestrian trail system, including four to five thousand miles of trails that the 23 TPB member jurisdictions intend to build; and the other is the National Capital Trail Network, which is about 1,500 miles and a subset of the larger plan. It is likely that the larger regional trail plan captures the George Snyder Trail. He noted that the trails in the NCTN is a subset of trails that are prioritized for completion based on set of criteria. He said that if the two-mile trail segment Thomas Ross mentioned meets the criteria, it would be part of the NCTN.

Thomas Ross said that it would be helpful to him to see the criteria in order to consider whether or not the Snyder Trail would fit into the NCTN because it is a key link that provides direct access to the Fairfax County cross-county trail and the Route 66 Trail.

Michael Turner stated that Loudoun County has a north-south connector between Route 7 and Route 50—Belmont Ridge Road that is going to become Northstar Boulevard, and the W&OD Trail crosses Loudoun County. He said that there is a broken link over Dulles Greenway for which he has been trying to find funding. He asked if that type of connector link is one that the National Capital Trail Network would be interested in or whether the link should be introduced in discussion because it connects from North of the Greenway to Ashburn Metro.

Kanti Srikanth stated that the staff will look at the specific trail segment to determine how it compares with the National Capital Trail Network criteria. He said that when the TPB came up with the concept of the network, staff worked with trails planning staff at all TPB member jurisdictions, WABA, and other regional entities. He said that staff encouraged member agencies to treat the NCTN trails as a priority for transportation funding investment decisions. He said that more than 90 percent of the NCTN trails are close to activity centers, high-capacity transit stations, and Equity Emphasis Areas. He said that if the trail is already on the NCTN or eligible to be, one way to use the TPB's NCTN designation is for funding prioritization.

Takis Karantonis said that Virginia General Assembly H.B. 557 in the current session seeks to prohibit the Northern Virginia Transportation Authority from funding trails when they are in public parks, recreation

areas, and other protection areas. He raised the information for the awareness of Virginia colleagues and said that the NVTA was opposed to this in their last meeting. He noted that Arlington County has some trails that carry more people than some residential streets and so it is an important piece of the transportation infrastructure and connection network.

Chair Christina Henderson said that is something that the board, and particularly the Virginia delegation, will want to track.

9. TPB's TRANSPORTATION RESILIENCY PLANNING PROGRAM

Katherine Rainone provided an update on the TPB regional transportation resilience planning program activities including progress to date on the development of the Transportation Resilience Improvement Plan (TRIP). She said that she would also present a high-level overview of the methodology for the risk-based vulnerability assessment that was completed in 2023.

Katherine Rainone reviewed the definitions of vulnerability and resilience and provided background on the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program and the Transportation Resilience Improvement Plan (TRIP) component being developed by the TPB. She stated that preliminary results of the assessment will be sent to the TPB transportation resiliency working group for review and discussed at the working group's January 29 meeting.

Katherine Rainone said that the interactive mapping tool is public and available for use. She stated that the Arc GIS map tool layers transportation assets, climate, and equity spatial data to depict highly vulnerable assets so that agencies can evaluate their individual assets and services to understand how vulnerable they may be in the face of certain natural hazards.

Katherine Rainone said that the TPB has received approximately 12 resilience projects through the project form so far, and the submission period will be open until the end of January 2024 or mid-February 2024 if stakeholders need more time to submit.

Katherine Rainone reported that next steps are continued collection of resilience project submissions, hosting two working group meetings, review of the draft TRIP, finalizing the document, and collaboration to set up a formal TPB subcommittee once the current phase of the project is complete.

Chair Christina Henderson advised board members to send Katherine an email if there are follow-up questions to the presentation.

10. PERFORMANCE BASED PLANNING AND PROGRAMMING: RULEMAKING REGARDING GREENHOUSE GAS EMISSIONS ON THE NATIONAL HIGHWAY SYSTEM

Eric Randall provided a briefing on the recent federal rulemaking to implement the performance measure for state DOTs and metropolitan planning organizations (MPOs) to adopt greenhouse gas emission reduction targets and to track progress. He said that the targets are part of the all-encompassing performance-based planning and programming measures and targets that the Federal Highway Administration and Federal Transit Administration require of state DOTs, MPOs, and transit agencies.

Eric Randall said that effective January 8, 2024, the rule requires state DOTs and MPOs to set declining targets for carbon dioxide emissions on the National Highway System. He said state DOTs must establish initial targets by February 1, 2024, and MPOs have up to 180 days following state DOTs, to establish targets. He said that the TPB will have one urban area target.

Eric Randall said that the TPB needs to adopt four-year targets for the period 2022 to 2025 no later than

July 2024. He stated that Erin Morrow will lead most of the development of the TPB's targets. He said that the TPB staff plans to bring the draft targets to the board for review in May 2024 and would ask for TPB adoption of targets in June 2024.

11. PLANNING AREA BOUNDARY ADJUSTMENT AND RESULTING TPB MEMBERSHIP CHANGE

Lyn Erickson stated that when 2010 Census information was released, Fauquier County, Virginia, was added to what was then called the urbanized area boundary and was found to be contiguous with the Washington, DC, urbanized area boundary. She said that when 2020 Census information was released, the former urbanized area boundary is still urban but no longer contiguous with the Washington, DC, Maryland, and Virginia urban area.

Lyn Erickson said that Fauquier County is no longer required to be part of the Transportation Planning Board, and after evaluating options and working in coordination with the Virginia Department of Transportation, Fauquier County has submitted a letter of request to no longer be a member of the TPB.

Lyn Erickson said that a bylaws amendment is required, and TPB staff has attached a proposed bylaws amendment to the agenda materials. She said the amendment would remove Fauquier County and change the TPB maps. She said that the TPB board will be asked to approve a resolution and bylaws amendment at its February 2024 meeting.

12. ADJOURN

There being no other business, the meeting was adjourned at 2:02 P.M. The next meeting will be on February 21, 2024.