

---

**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

January 22, 2025

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

James Walkinshaw, Chair – Fairfax County  
Neil Harris, First Vice Chair - City of Gaithersburg  
Christina Henderson, Chair – DC Council  
Arman Safakhah – City of Laurel  
Corey Pitts – Montgomery County – Exec  
Victor Weissberg – Prince George’s County – Exec  
Susan Cunningham – Arlington County  
Sonia Vasquez Luna – City of Manassas  
Rebecca Schwartzman – DC Office of Planning  
Heather Edelman – DC Council

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Matt Frumin, Second Vice Chair – DC Council  
Amanda Stout – DC DOT  
Mark Rawlings – DC DOT  
Mati Bazurto – City of Bowie  
Jason Groth – Charles County  
Denise Mitchell – City of College Park  
Kelly Russell – City of Frederick  
Kristen Weaver – City of Greenbelt  
Marilyn Balcombe – Montgomery County - Council  
Monique Ashton – City of Rockville  
Amy Wesolek – City of Takoma Park  
Geoff Anderson – MDOT  
Canek Aguirre – City of Alexandria  
Dan Malouff – Arlington County  
Walter Alcorn – Fairfax County  
David Snyder – City of Falls Church  
Rob Donaldson – Loudoun County  
Ashley Hutson – City of Manassas  
Steve Hall – City of Manassas Park  
Deshundra Jefferson – Prince William County  
Victor Angry – Prince William County  
Meagan Landis – Prince William County  
Maria Sinner – VDOT  
Allison Davis – WMATA  
Mark Phillips – WMATA  
Sandra Jackson – FHWA – D.C.  
Michael Weil – NCPD  
Laurel Hammig – NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Lyn Erickson

---

---

Mark Moran  
Tim Canan  
Leo Pineda  
Laura Bachle  
Sergio Ritacco  
Rachel Beyerle  
Deborah Etheridge  
Jamie Bufkin  
Katherine Rainone  
Andrew Austin  
Pierre Gaunard  
Eric Randall  
Cristina Finch  
Lindsey Martin  
John Swanson  
Amanda Lau  
Janie Nham  
Sonya Breehey – Coalition for Smarter Growth  
Cindy Dyballa – Takoma Park  
Geoffrey Anderson – MDOT  
Regina More – VDOT  
Stephen Kenny – Montgomery County  
Mike Turner – Loudoun County  
Rachel Mai – Loudoun County  
Ra Amin – CAC Chair  
Bill Orleans - public

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

Chair James Walkinshaw called the meeting to order. He began by recognizing new members: Amanda Stewart from Charles County, City of Takoma Park Councilmember Amy Wesolek, Arman Safakhah from City of Laurel, Arlington County Board Member Susan Cunningham, City of Fairfax Councilmember Tom Peterson, Loudoun County Supervisor Caleb Kershner, City of Manassas Councilmember Sonia Vasquez Luna, Ashley Hutson from City of Manassas, City of Manassas Park Mayor Alanna Mensing, and Steve Hall from the City of Manassas Park.

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 the TPB meetings for the calendar year have been posed in the TPB event page. She explained how the document outlines which meetings will be virtual and which ones will be in-person.

Lyn Erickson said that there was one person who signed up to speak, Ms. Sonya Breehey from Coalition for Smarter Growth.

Ms. Breehey thanked staff for their hard work on the regional roadway safety summit and said that what is missing from the draft work plan is slashing global warming emissions from transportation. Ms. Breehey asked TPB to conduct a follow-on initiative to ICF's report presented last year, so that TPB can have promising greenhouse gas reduction strategies, and further develop concepts and action steps. She ended by asking for regional leadership and put into work a plan dedicated on implementing TPB climate strategies

---

and accountability for TPB greenhouse gas commitments.

Lyn Erickson stated that between noon, Tuesday, December 17, and noon, Tuesday, January 21, the TPB received one letter. She said that the letter can be found at the TPB meeting page. The letter was submitted by Katherine Garcia on behalf of the Sierra Club. In the letter, Ms. Garcia urges the TPB to take action on the strategies outlined in the implementation considerations for on-road greenhouse gas emissions reduction strategies report that was released in October 2024.

## **2. APPROVAL OF THE JANUARY 22, 2025 MEETING MINUTES**

Chair Walkinshaw moved approval of the minutes. The motion was seconded by Neil Harris and was approved. Arlington County Board Member Susan Cunningham abstained.

## **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted meeting summary, TPB Technical Committee Chair Victor Weissberg said that the Technical Committee met on January 10. He said that four items were reviewed for inclusion on the TPB's January agenda. These items were: 1) FY 2025-2026 Transportation Alternatives Set Aside Program for the District of Columbia; 2) Transportation Resilience Improvement Plan project list approval and amending Visualize 2045 to include the TRIP and its updated list; 3) a review of the outline and preliminary budget for the FY2026 UPWP; and 4) the draft 2025 Transit Asset Management Targets.

Victor Weissberg said that two items were presented for information and discussion, including: 1) an update on the safety summit work activities; and 2) a briefing on transportation technology inventory survey. He said that in addition, there were a number of other business items, including the 2025 TPB tech committee meeting dates, the 2025-2026 Community Advisory Committee recruitment update, the TLC and the road safety program solicitation, EV Auto Show Forum, and staff updates.

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

Referring to the posted report, Ra Amin said the CAC met on January 16. He said the group was briefed on a few topics including: 1) the DMVMoves community survey; and 2) the 2024 Regional Roadway Safety Summit. He offered TPB members to read the CAC recommendations regarding both topics.

There were no questions for CAC Chair Ra Amin.

Chair Walkinshaw thanked Ra Amin for his chairmanship of the Community Advisory Committee.

## **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Kanti Srikanth said that the TPB's Steering Committee met on January 10 and took the following actions:

- Reviewed the proposed addition of five projects and the modification to one of the projects that are listed as prioritized projects within the TPB's Transportation Resilience Improvement Plan document. The Steering Committee reviewed the recommendation from staff to amend the TPB's long-range plan, Visualize 2045, to officially incorporate the resiliency improvement plan as part of the long-range plan.

- 
- The committee reviewed and approved six amendments to the TPB. These include:
    - Maryland Department of Transportation's requested two bridge replacement projects to be consolidated and some additional funding of about 50 million was added. An additional \$39 million was added in FTA formula and TIFA loan funds for the Prince George's County Bus and Bus Facilities program.
    - At the request of the City of Frederick, \$500,000 in U.S. Department of Transportation's Reconnecting Communities and Neighborhood Grant Funds was added for the Golden Mile project.
    - At the request of Montgomery County, about \$87 million in FTA's capital investment grant and state and local funds was added for the Viers Mill Road BRT project.
    - Virginia's Department of Rail and Public Transportation added about \$3.2 million in CMAQ and RSTP funds for the new DASH technology Phase 2 project in the city of Alexandria.
    - PRTC added \$11.5 million for the Virginia Railway Express's Broad Run corridor track acquisition. An additional \$91 million in FTA state of good repair funds for the VRE Seminary Road Yard project.
    - The Federal Highway requested TPB to update funding for several projects in the District, Maryland, and Virginia. These are federal projects that are being implemented by Federal Highway, and the update to the funding information reflects the latest appropriated funding for these projects.

Kanti Srikanth said that a letter was sent on behalf of the board to the U.S. Transportation Secretary supporting the District of Transportation's request for regional infrastructure accelerated grant program funds to advance the Southeast Boulevard and Barney Circle project.

Kanti Srikanth reported that the meeting schedule for the year has been posted on the TPB meeting page. He stated that TPB formally submitted a petition to join U.S. Department of Transportation's National Allies in Action program. He said the USDOT reviewed the petition and has accepted TPB as its newest Ally in Action. He shared that media releases were issued to the press. He said that TPB is now accepting applications for technical assistance grants for two of its programs, Transportation Land Use Connections program, and Regional Roadway Safety program. He said that TPB members that apply can expect anywhere between \$80,000 and \$100,000 in technical assistance grants to advance any of their projects, either in design or preliminary engineering and the deadline is March 7.

Kanti Srikanth said that TPB is partnering with COG's Climate, Energy, and Environment Policy Committee to host Electrifying the Future: Strategies for Climate Pollution Reduction on January 30 at the annual Washington Auto Show. He explained that the event was free and online registration is open.

David Snyder said that he appreciates all the work that TPB staff has done on both highway safety and resilience. He asked if Kanti Srikanth had any comments to make regarding the public comment on greenhouse gas reductions.

Kanti Srikanth said that the current budget and work activities of the TPB have specific tasks that will continue to advance TPB's priorities on climate change. He said that in the current fiscal year, TPB analyzed the number of EV charging stations needed in our region, considering the population and the 23 different jurisdictions that serve it, as well as identified potential locations where they could be installed and the kinds of charging stations that could be installed. He explained that in the next fiscal year the TPB will continue to have work activities focused on greenhouse gas reduction.

---

## **6. CHAIR'S REMARKS**

Chair Walkinshaw laid out some key activities for the TPB in the year ahead, as well as noting some of his key priorities. He explained how his jurisdiction, Fairfax County, has thoroughly reexamined projects that had been in the long-range plan for many years, and developed a new set of projects and priorities. He expressed in detail that in most cases Fairfax County removed road widening projects that were no longer consistent with their land use and climate goals. He said that this year he would also like to build on the great work Chair Henderson did on regional roadway safety to ensure the TPB implements the recommendations from the Regional Roadway Safety Summit. He stated that TPB has done great work on climate change, but still has more work to be done. He noted that not all of the climate change work being done locally is reflected in TPB's work or documents, but that he thinks TPB can be doing more to assist jurisdictions in those efforts.

Chair Walkinshaw ended his remarks by outlining that even though there might be inaction in the White House on reducing greenhouse gas emissions, it is still a priority of the TPB and presents the opportunity for TPB at the local and state levels to be innovators and move the ball forward. He thanked the board for the opportunity to serve as 2025 chair.

## **7. APPROVAL OF 2025-2026 APPOINTMENTS TO THE TPB'S CAC**

Chair Walkinshaw introduced the item, noting that every two years the TPB appoints residents of the region to serve as members of the Community Advisory Committee (CAC) for the upcoming two years.

Referring to the posted material, Laura Bachle said that staff received 66 completed applications for the CAC from 14 member jurisdictions. TPB Staff advertised the application period widely. In December 2024, the TPB officers received a memorandum including all completed applications and staff recommendations for membership on the 2025–2026 CAC. The officers reviewed the applications and concurred with staff recommendations.

Chair Walkinshaw moved approval of the CAC membership for 2025-2026. The motion was seconded and was approved unanimously.

Chair Walkinshaw announced that he was appointing Daniel Papiernik as CAC chair.

## **8. FY 2025 AND FY 2026 TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM FOR THE DISTRICT OF COLUMBIA**

Referring to the posted material, John Swanson said that under the federal Transportation Alternatives Set-Aside Program (TAP), the TPB is responsible for selecting projects using sub-allocated funding for the District of Columbia, Suburban Maryland, and Northern Virginia. He provided background on the program and the process for developing project recommendations.

John Swanson said that for FY 2025 and FY 2026 in the District of Columbia, a total of \$2,951,200 was made available for TPB project selection. The TPB's selection panel has recommended using all that funding for four projects that were listed and described in the posted material.

Chair Walkinshaw moved adoption of Resolution R6-2025 to approve the projects recommended for funding. The motion was seconded and was approved unanimously.

---

## **9. ANNUAL TRIP PROJECT LIST APPROVAL AND AMENDING VISUALIZE 2045 TO INCLUDE THE TRIP WITH THE UPDATED LIST**

Chair Walkinshaw said the last action item would be the approval of the annual Transportation Resiliency Improvement Plan (TRIP) project list and amendment of Visualize 2045 to include the TRIP with the updated list.

Referring to the posted material, Katherine Rainone reviewed the proposed additions to the list of transportation resiliency projects included in the TPB's adopted TRIP. She provided background on the program.

She said that in June 2024 the TPB approved the TRIP, including its prioritized project list. In July of 2024 the Federal Highway Administration (FHWA) approved the TRIP and the project list as having met all the required elements of a resilience improvement plan as laid out by the PROTECT program. In December of 2024, TPB staff requested that resilience stakeholders submit projects for inclusion in an updated list. In response to that solicitation, staff collected five new Transportation Resilience projects. WMATA later submitted a modification to a project that was previously included in the list.

Katherine Rainone spoke to TPB members who might be preparing discretionary grant applications for the PROTECT grant program. She said that if a project is funded through the PROTECT program and it is included in the approved TRIP or in the approved long-range plan, the applicant will receive a 7 percent reduction in their match requirement, and if the TRIP is part of the long-range plan then the match reduction increases to 10 percent.

Katherine Rainone said that staff recommended approval of Resolution R7-2025, which included the addition of five projects and one modified project to the approved prioritized project list included in the National Capital Region Transportation Resilience Improvement Plan as identified in the materials that you have today, and amending Visualize 2045 to formally include the TRIP as an appendix to the current plan of record.

Chair Walkinshaw moved adoption of Resolution R7-2025. The motion was seconded and was approved unanimously.

## **10. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2025 UPWP**

Lyn Erickson said that the TPB has federal requirements to meet, the TPB serves as a forum for regional coordination, and it provides data to decision-makers. She said that she would elaborate on the responsibilities the TPB has as the federally designated metropolitan planning organization for the Washington, DC, Maryland, Virginia urban area, as well as the urban areas of Frederick and Waldorf, Maryland. She stated that the Unified Planning Work Program (UPWP) includes the TPB's annual budget and is the document where everything staff does and plans to do is written down.

Lyn Erickson said that the main takeaway from her presentation is a reminder of the many federal requirements the TPB is responsible for together as a region in a continuing, cooperative, and comprehensive manner. She said that next month she will talk about specific products and activities that the board plans to take on in FY 2026. She said that board will be asked to approve the UPWP in March.

Lyn Erickson stated that the TPB is required to develop a long-range plan and a short-range transportation improvement program. She stated that the TPB is required to demonstrate how projects are paid for and to conduct an air quality conformity analysis of the projects in both the plan and the TIP. She said that the TPB is also required to engage in performance-based planning and programming, which is the application of

---

performance management principles to achieve desired performance outcomes for our multimodal transportation system.

Lyn Erickson noted that the TPB process is supposed to shape what goes into the plans and programs both now and the future. She said that the TPB takes projects developed at the local, subregional, or state level, and looks at them through a regional lens, using regionally established policies, the environmental and equity lens, and providing that information to TPB members as the implementing agencies to use as those projects move forward and as members are making decisions about what projects to fund next.

Lyn Erickson said that the TPB has 43 members, is the ninth largest MPO in the nation based on population, and the 16<sup>th</sup> largest in planning area. She said that the TPB prepares plans and programs that the federal government must approve for federal aid transportation funding to flow to the region. She said that the Unified Planning Work Program defines how the TPB carries out MPO activities, serves as a staff scope of work for the coming fiscal year, and is a document that USDOT approves. She said the work program provides federal authority to draw down guaranteed MPO federal funding.

Lyn Erickson said that federal PL and Transit 5303 funding is directed to conducting the metropolitan planning process. She said that the local TPB members provide at least a 10-percent match based on the jurisdiction's population, the state DOTs pay 10 percent on behalf of all the jurisdictions in the state, and the federal government picks up the other 80 percent.

Lyn Erickson presented information on the TPB committee and subcommittee structure, coordination activities with members and COG, and *TPB News*. She noted that the TPB funds and implements regional programs by providing consultant services to members in several program areas through the Transportation and Land Use Connections program and the Regional Roadway Safety Program. She said that TPB promotes transportation alternatives through the Commuter Connections program, through the bicycle and pedestrian program, and through the Transportation Alternatives Set Aside Program. She said that another grant program is the TPB Enhanced Mobility grant program.

Lyn Erickson said that the TPB is set up to conduct studies and analysis that inform regional transportation decision-making and to facilitate and implement various regional initiatives including coordinating the Metropolitan Washington Air Quality Committee and the Climate, Energy, and Environment Policy Committee. She said that the TPB continues robust safety activities following up on R3-2021 and the Regional Safety Summit. She said the TPB provides travel monitoring, travel trends analysis, travel demand forecasting, mobile emissions planning, and supports multimodal initiatives. She said that TPB is developing a Generation 3 travel demand forecasting model, which will be the TPB's next generation travel demand forecasting model. She stated that the TPB provides travel, traffic, and demographic analysis and datasets and visualizations.

Lyn Erickson said that in the coming year, the TPB is scheduled to approve the Visualize 2050 plan and the FY 2026-2029 TIP, conduct an environmental justice analysis of Visualize 2050, and will update the regional bicycle and pedestrian plan and the regional freight plan. She said the TPB will continue to work on emissions reduction activities. She said that the TPB will commence data collection for the TPB's regional travel survey.

Lyn Erickson said that next steps are to develop revenues and expenditures, and staff will look at carryover or funding that it does not plan to finish by June 30 so that those funds can be included in the FY 2026 document.

Chair Walkinshaw said that the TPB is moving toward March adoption of the UPWP. He encouraged board members to reach out to Lyn with thoughts or questions or ideas. He asked if the TPB would have the ability to provide information on vehicle miles traveled taxes that would help jurisdictions or states make a decision whether to move in that direction.

---

## **11. PERFORMANCE BASED PLANNING AND PROGRAMMING DRAFT 2025 TRANSIT ASSET MANAGEMENT TARGETS**

Pierre Gaunaurd provided a briefing on the federal requirements for setting transit asset management targets and the FY 2025 draft targets. He said that providers in the region who oversee and receive FTA funds are required to set annual transit asset management performance targets. He said that providers must set targets within four months of the end of the fiscal year, with the exception of District DOT, which is by October 31.

Pierre Gaunaurd stated that the program helps explain assets that exist in the region and the information is also critical for planning funding needs, capital projects, maintenance work, and ensuring safety. He said that FTA separates operators into Tier 1 and Tier 2 operators with a Tier 1 agency having 100 or more revenue vehicles in their fleet and Tier 2 having less than or equal to 100 revenue vehicles. He stated that Tier 1 providers report annually, and Tier 2 providers have the option to participate in a group plan. He said that Virginia operators participate through DRPT's plan and Maryland operators through MTA's. He said that Fairfax CUE is the only providers that reports on their own. However, Tier 2 providers can opt out and fulfill these requirements on their own.

Pierre Gaunaurd said that MPOs' regional targets must be included in each long-range transportation plan and TIP. He said that the targets presented to the board in February are going to be included in the Visualize 2050 Metropolitan Transportation Plan and the FY 2026-2029 TIP.

Pierre Gaunaurd said the performance measures tracked are divided into categories: rolling stock; service vehicles, non-revenue service vehicles, rail infrastructure, fixed guideway track; signals and systems; stations and facilities. He said that metric used for three of the four categories is whether or not an asset that falls under that category has met or exceeded its useful life benchmark. He said for infrastructure, the metric is how much a particular track system or guideway system has performance restrictions leveled on it.

Pierre Gaunaurd presented a summary of the agencies in the region and targets they have set. He stated that the main takeaway is that high percentage totals are a concern because that reflects the percentage of assets that have met or exceeded their useful life benchmark. He said that by and large the numbers are good with some figures that stand out. He said that 100 percent of Montgomery County's cutaway buses have met or exceeded their useful life benchmark and service vehicles across the board tend to be on the higher end. He noted that the vehicles could be operating past their useful life benchmark in a good way, or this may be the result of supply chain impacts. He said the numbers may reflect agency funding limitations.

Pierre Gaunaurd presented the draft regional targets by asset category. He said that cutaway buses have the second-highest regional target at 26 percent. He stated that almost all other targets are around 10 percent or less except for vans.

Pierre Gaunaurd said that the service vehicle totals include all of MTA's applicable assets, and the commuter rail track mileage listed is a percentage total that MTA described in the 2023 National Transit Database as having capital or shared capital responsibility over in its system. He said that almost all MARC track mileage is owned by either CSX or Amtrak, so TPB staff are looking into distinguishing how many of the 20-plus miles are within the National Capital region. He also shared the regional targets for transit facilities in the region, which are largely low because many facilities are relatively new and above the benchmark grade.

Pierre Gaunaurd said that TPB staff will present the draft targets to the regional public transportation subcommittee with an open comment period through February 7, and staff will present final targets to the board in February for approval. He said approved targets will be included in the Visualize 2050 plan and the FY 2026-2029 TIP.



---

Chair Walkinshaw asked if an agency does not own tracks or all of its own tracks, who submits the transit asset management plan with respect to those tracks?

Pierre Gaunaud said that ultimately every transit agency that operates rail in the region is required to report the track mileage they are operating on even if they do not own it or have shared capital responsibility over it. He stated that what is reported in the National Transit Database by MARC is ultimately 4.3 percent or around 492 miles of track over which they have shared capital responsibility. He said that for the purposes of setting targets, any agency is only required to set targets on an asset they have direct capital responsibility or share responsibility over.

Eric Randall said that the target will change for Virginia in the future. He said that the Commonwealth of Virginia has purchased trackage to support the Transforming Rail in Virginia project, and that mileage will roll into future targets of performance where the state as a public body receiving federal transit funds will be reporting on performance restrictions. He stated that billions of dollars flow into transit asset maintenance every year, so the data is also important from a financial point of view.

Chair Walkinshaw asked whether there are different standards or useful life benchmarks for an electric bus vis-à-vis a traditional diesel-powered bus or natural gas-powered bus or are they all the same in terms of useful life.

Pierre Gaunaud said that for the purposes of the default useful life that FTA has released in their guidance, every bus, if it's a 30 to 45-foot bus has the same useful life benchmark. He said that if an agency opts to set their own useful life benchmark because their CNG or zero-emission buses last longer, they have to justify that somehow.

Neil Harris asked if the TPB tracked the year-over-year trend lines in the status of stock, and if so, what trends are being seen?

Pierre Gaunaud said that the TPB has not tracked this to date. He said it has been discussed in order to get a better understanding of what is changing, if anything, in capital assets and the inventory of the different agencies in the region. He said that a hesitation into reading too much into the trend lines is because a lot of procurements within transit agencies are done in a periodic way. He used the example of Fairfax CUE buying six buses at a time every six or seven years and when the six-year mark is hit and if the reporting comes out before the new buses are received, it will appear as 50 percent of their buses are at or past their useful life. He said that the trend lines are the context for each agency about why the numbers are what they are due to inability to procure new vehicles or because of supply chain issues.

## **12. ADJOURN**

Chair Walkinshaw stated that the next meeting would be February 19, 2025. There being no other business, the meeting was adjourned at 1:50 P.M.