
**COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB**

December 17, 2025
Daniel Papiernik, CAC Chair

The December meeting of the CAC was held virtually on Thursday, December 11. The CAC received an update on the Visualize 2050 public comment period, reviewed possible next steps on the CAC involvement on the DMVMoves effort, heard about the Transportation Resilience Improvement Plan (TRIP) Call for Projects, and received an update on the Regional Roadway Safety Study. They also held their “Act Locally” round robin.

VISUALIZE 2050, FY 2026-2029 TIP, and Air Quality Conformity Analysis Report

TPB staff shared the results of the public comment period on the Visualize 2050 National Capital Region Transportation Plan, the FY 2026-2029 Transportation Improvement Program, and the related Air Quality Conformity Analysis Report. Staff also reviewed the next steps as TPB prepares to act on these three documents at their December 17 meeting.

Questions and comments included the following:

It can be discouraging to the public when they make comments and don't see any changes made as a result of their comments. It sounds like you will consider these comments during the next plan. How are you going to be accountable to the people who commented on this one?

This public comment opportunity was the last in a series of opportunities that spanned over the last three years. Earlier involvement did shape the plan. For this comment period, the promise to the public was to provide their comments to the elected and appointed officials. The plan is a snapshot in time, a culmination of all the local planning and TPB technical work which reflects all the varied programs and initiatives that feed into regional transportation. The next planning cycle will be influenced by all the activities going on now.

DMV MOVES REPORT

Vice Chair Amin and Tom Harrington, TPB staff, reported out on the November 17 Joint COG-WMATA Boards Meeting, including next steps in the initiative. CAC members discussed what happened at the DMVMoves meeting, and what is happening now to cement the initiative, including development of a TPB work plan and legislative pushes to secure funding. Questions posed to the membership included: “What do you see as the biggest take-aways from this report and the resolutions passed?” and “What action do you see the CAC taking to support the effort?” After discussion, the CAC members present endorsed the resolutions and resolved to express their support to the TPB that this initiative should move forward. The CAC also directed staff to include a more detailed discussion of the next steps during the January meeting.

TRIP CALL FOR PROJECTS

Katherine Rainone, Transportation Planner, briefed the committee on the Transportation Resilience Improvement Plan (TRIP) Prioritized Project List and announced a request for projects to be submitted to the annual update of the list. She called attention to the resiliency plan being more than a list of projects that might be eligible for funding. It also calls attention to the recognition that we need to adapt, and helps us understand our progress in the region by bench-marking how our transportation systems are adapting to the changing climate over time.

2025 REGIONAL ROADWAY SAFETY STUDY UPDATE

Janie Nham, TPB Staff, briefed the committee on the recent update of the Regional Roadway Safety Study. The study provides an analysis of the nature, frequency, and location of regional crashes for 2018-2023 and explores the factors influencing regional safety outcomes during that period. She posed questions to the CAC regarding whether the findings resonated with the members and what roadway strategies they have seen in their communities that work to make streets safer. Members shared instances of safety improvements they have seen implemented in their jurisdictions, including road diets, prohibiting right turn on red, and closing sidewalk gaps. Members also noted possible erosion of safety efforts, including a repeal of the District's prohibition of free right turns on red. Members have been actively involved in safety efforts locally, including a rally to change the behavior of drivers to be less aggressive, calling attention to unsafe road designs, and larger vehicle sizes, which has been shown nationally to be a factor in the increase in pedestrian fatalities and injuries. Ticket reciprocity was also discussed. The CAC directed staff to provide an update to the safety initiatives TPB has underway as the subject of a future meeting.

Questions and comments included the following:

Regarding the uptick in fatalities, we blame a lot of things on COVID. Was this trend getting worse before COVID?

Yes, this particular statistic was climbing pre-COVID. Fatalities had been declining for a while, but around 2015, they started to climb gradually. This trend accelerated during COVID, then started to level off in 2023. 2024 data is showing a bend down, so that's some good news.

Understanding one approach has been more automated enforcement, has there been any examination of more human-centered enforcement, for example police?

This particular detail was not examined in the study, but in general, enforcement has a positive impact on safety outcomes.

You mentioned reciprocity. Can you expand on what that is?

TPB is working on an effort to explore automated traffic enforcement reciprocity across the region. Currently, each state is unable to compel residents of another state to pay citations issued by traffic cameras. This results in safety impacts because dangerous drivers are not held accountable. Reciprocity among the jurisdictions would enable states to enforce those actions uniformly.

Comment: One observation is that while fatalities are trending down, serious injuries are going up. Maybe it's possible that in areas like ours, there's a relationship with the use of scooters and e-bikes.

Has there been or could there be consideration for the increasing size of vehicles and their contributions to road safety? With "light trucks" and SUVs getting scarily tall in the front, I would assume this correlates to increases in fatalities.

There is a correlation recognized nationally between automobile size and weight and increases in serious injuries and fatalities.

Comment: On the topic of vehicles size/speed and technology/safety, there is a possibility for vehicle manufacturers to install speed governors in vehicles so people can't exceed a set speed. For example, a driver would not be capable of reaching 120 miles per hour on a rural/suburban highway.

"ACT LOCALLY" ROUND ROBIN

Members shared their current activities, including conveying information on COG/TPB activities to local boards and commissions, updates on free transit ridership efforts in Frederick County, participation in the Southern Maryland Rapid Transit open houses, petitioning subway commuters to call attention to the need for dedicated bus lanes during Metro shut-downs, participating in the National School Bus Safety Summit, and advocating for transit-friendly redevelopment.

ATTENDANCE

Daniel Papiernik, Chair
Ra Amin, Vice Chair
Tim Davis
Heather Gaona
Dan Hardy
Kevin Jiang
Madeline Kaba
Monica Martinez Lopez
Jeff Parnes
Lorena Rios
Rick Rybeck
Mark Scheufler
Connor Young

Staff

Laura Bachle
Marc Moser
Lyn Erickson
Rachel Beyerle
Cristina Finch
Katherine Rainone
Janie Nham
Tom Harrington