
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

December 17, 2025
In-Person Meeting

MEMBERS AND ALTERNATES PRESENT

Neil Harris – City of Gaithersburg
Walter Alcorn – Fairfax County
Matt Frumin – District of Columbia
David Edmondson – City of Frederick
Corey Pitts – MDOT
Victor Weissberg – Prince George’s County
Geoff Anderson – MDOT
Dan Malouff – Arlington County
James Bierman – Fairfax County
Ashley Huston – City of Manassas
Bill Cutler – VDOT
Rahul Trivedi – VDOT
Kim McCool – VDOT
Mark Phillips – VDOT
W. Jacarl Melton – FCDOT

MEMBERS AND ALTERNATES ONLINE

Alanna Mensing – City of Manassas Park
Amy Wesolek – Takoma Park
Christina Henderson – District of Columbia
Canek Aguirre – City of Alexandria
Denise Mitchell – City of College Park
David Snyder – City of Falls Church
Eric Olson – Prince George’s County
Heather Edelman – District of Columbia
Jason Groth – Charles County
Jessica Fitzwater – Frederick County
James Bierman – Fairfax County
Kari Snyder – MDOT
Kristen Weaver – City of Greenbelt
Marc Korman – Maryland State Delegate
Marilyn Balcombe – Montgomery County
Mark Misher – Frederick County
Meagan Landis – Prince William County
Michael Weil – NCPC
Monique Ashton – City of Rockville
Rebecca Schwartzman – DC Office of Planning
Regina Moore – VDOT
Ryan Hand – DC Office of Planning
Jennifer Boysko – Virginia State Senator
Sonia Vasquez Luna – City of Manassas
Mike Turner – Loudoun County
Mark Rawlings – DDOT

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Cristina Finch
Lyn Erickson
Amand Lau
Laura Bachle
Ian Newman
Vicki Caudullo
Mark Moran
Rachel Beyerle
Janie Nham
Renee Ritchey
Jessica Storck
Debora Etheridge
Delanna Thompson
Sara Brown
Cherice Sansbury
Robert d'Abadie
Dan Sheehan
Dusan Vuksan
Charlene Howard
Andrew Austin
Ceriann Prince
Thomas Harrington
Sergio Ritacco
Daniel Papiernik – Chair of CAC
Bill Orleans

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

Vice Chair Harris called the meeting to order.

Lyn Erickson called the roll call. She said that the TPB has a quorum and that there are no members from the public that signed up to speak.

Lyn Erickson summarized the written comments. She said that between noon, Tuesday, November 18 and noon, Tuesday, December 16, the TPB received one letter, and 14 comments submitted via email. She said that all comments were in reference to the Visualize 2050 plan documents. She said that the summary as well as the actual comments can be found on our meeting webpage. She said that Mike Robb writes to submit additional considerations on the Visualize 2050 plan, attaching a document that he prepared on the Braddock Road multimodal improvements project as a key study of the opportunities for enhancements for all roadways on level of service, shared path design, and value engineering considerations.

Lyn Erickson said that there were 14 additional people that wrote emails to comment on the Visualize 2050 plan documents. She said these emails expressed disappointment in the plan because the writers feel that auto-oriented investment is being prioritized over transit, walkable, and bike-able investments. She said that some writers also want more bus rapid transit. One writer stated, "Great work on the plan. 100% support." She said that a number of commenters also wrote to express their

opposition to toll lanes. She said that commenters stated that having a for-profit partner to fund the toll lanes might result in defaults, limiting public oversight and are inherently inequitable. She said that commenters stated that toll lanes would be too expensive for people to use and would create a bottleneck where they end, causing more congestion on the other lanes. In addition, commenters raised concerns about where the toll lanes are going to be placed, stating that quality of life for people living around those lanes would worsen, including an increase in noise, pollution, and environmental impacts.

2. APPROVAL OF THE NOVEMBER 19, 2025 MEETING MINUTES

Vice Chair Harris moved approval of the November 19, 2025 minutes. The motion was seconded by Ashley Hutson and unanimously approved.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Victor Weissberg said that he had nothing more to add other than the Visualize 2050 plan that is going to be reviewing in this meeting.

Vice Chair Harris said that Technical Committee Chair Weissberg will be concluding his chairmanship of the Technical Committee at the end of this month. Vice Chair Harris said that on behalf of all members of the Board, he thanks him for all his work this year. He said that it's been a particularly busy year for the Technical Committee, and Mr. Weissberg has been great at facilitating the work. He said that as a token of appreciation, we have a certificate that we'll hand over to Mr. Weissberg.

4. COMMUNITY ADVISORY COMMITTEE REPORT

TPB Community Advisory Committee Chair Daniel Papiernik said that the CAC met virtually on December 11. He said that during the meeting, the committee received an update on the Visualize 2050 public comment period, noting interest in the potential for future CAC engagement on the DMVMoves effort. He said that they heard about the call for projects under the Transportation Improvement Plan. He said that they also received an update on the regional roadway safety study and finished the meeting with an Act Locally Round Robin.

CAC Chair Papiernik said that CAC has been active with the DMVMoves partnership from the beginning and that CAC Vice Chair Ra Amin acts as the representative and that they are pleased to see that resolutions have been passed, and the CAC members strongly support the DMVMoves initiatives and endorse these resolutions. He said that he urges TPB members to continue advocating for the funding necessary to support a world-class transportation system. He said that the CAC wishes to remain actively involved as they move from planning to implementation, making this a focus of their January meeting. He said that they were also pleased to see the long-range transportation plan, Visualize 2050, is moving towards adoption. He said it has been a long planning process and CAC members applaud the TPB leadership and staff for their time, efforts, and commitment. He noted that CAC members were also actively involved in the safety initiatives at the local level, and said they appreciated the briefing on the regional roadway safety study. He said that they recognize that there is a lot more to do to advance safety across the region, and the CAC would like to continue to be involved in these efforts moving forward. He invited the TPB members to read the CAC report for more details about their discussions.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the Steering Committee met on December 5, 2025. He said that the TPB currently has a moratorium on TIP comments because the TIP is in a public comment period, so there were no TIP amendments, but the Steering Committee did review and finalize the agenda for today's meeting.

Kanti Srikanth shared that on page five of the packet is a copy of a letter of support from the TPB to Maryland State Highway Administration for Frederick County's application for federal grant funding. He said it's a project to support pedestrian crossing at South Mountain Park, which is adjacent to the Appalachian Trail. He said that he hopes the county is successful in its grant application. He also said that on page eight there is a schedule of meetings for 2026. He noted that the first of six meetings will not be held at the COG Building instead they will be held at the National Association of Counties Building right across from COG. He said that this is because the COG spaces are undergoing construction.

Kanti Srikanth said that the TPB bylaws call for a minimum of three virtual meetings per year. He said that there will be more information on which dates are virtual in our January in-person meeting at the NACO office. He said that the application portal for the TPB's transportation and land-use assistance grant will open Friday, January 2. He said that it will be open through the end of February of next year, and TPB leadership encourages members to apply for this technical assistance grant. He said that every year there has been a healthy increase in the number of applications. He said that if staff would like feedback on their applications, they could submit their abstract early. He said the due date for that is January 21, but the due date for all applications is February 27.

Kanti Srikanth said that on December 3, COG held their annual membership and awards event. He said that many TPB members attended the event. He thanked all members and said that during the event Congressman James Walkinshaw, who served as the Chair of the TPB, received his appreciation and memento of thanks from the TPB. He thanked Chair Alcorn for being there and presenting Congressman Walkinshaw with TPB's token of appreciation.

6. CHAIRMAN'S REMARKS

Chair Alcorn noted and congratulated former TPB Chair Walkinshaw graduating to the US House of Representatives. He thanked for the board for the opportunity to step in and complete the remaining term as chair and also for their patience, support, and understanding during his three months as the chair. He particularly thanked Neil and Matt, the vice chairs, for coordination on all the work. He said that it has been a pretty eventful few months. He said that there is more to be done on a number of areas like DMV/Moves. He said that this body provides an excellent forum for folks to get together and work through issues. He said that there are challenges we face, but also in getting projects in a way that they're ready to go is not something simple or easy. He said that he wants to thank his colleagues in the room and the TPB staff. He said that he will continue to be a TPB member and work on some of these issues as well as responsibilities.

7. NOMINATING COMMITTEE REPORT FOR THE 2026 TPB OFFICERS

Chair Alcorn thanked the TPB Nominating Committee to bring us a slate of candidates. Those on the Nominating Committee included David Snyder from Virginia, Christina Henderson from the District of Columbia, and Jessica Fitzwater from Maryland.

Jessica Fitzwater presented the slate of candidates. She said that she appreciates the opportunity to serve on the Nominating Committee. She said that she thinks there is a great slate of candidates to put forward. She is pleased to nominate Neil Harris for chair, Matt Frumin for first vice chair and Canek Aguirre for second vice chair.

Chair Alcorn said that slate has been put forward and asked if there were any other nominations from the floor. Mr. Srikanth said he didn't see any online. Chair Alcorn said that since hearing none, we will seek a vote. Chair Alcorn seconded the motion of the Nominating Committee. There were no nays or abstentions.

TPB unanimously approved the calendar year 2026 slate of TPB officers.

Vice Chair Harris handed Chair Alcorn a token of the board's appreciation for his time chairing the TPB.

8. APPROVAL OF THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN, THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), THE AIR QUALITY CONFORMITY ANALYSIS, AND THE MPO SELF CERTIFICATION STATEMENT

Chair Alcorn introduced the approval of the Visualize 2050 National Capital Region Transportation Plan, the FY 2026-2029 Transportation Improvement Program (TIP), the air-quality conformity analysis, and the MPO self-certification statement. He said that adopting the plan is not the end of the process nor is it expected to solve all issues; it is, nevertheless, a reflection of new approach to the TPB's collective thinking and investment decision-making to address the current mobility and accessibility needs of the region while also preparing the region to meet the anticipated growth and travel demand in a safe, reliable, efficient, and sustainable manner.

Chair Alcorn said that the collaboration across the region and across the members of the TPB is driving much of this activity, and the collaboration has been remarkable and truly appreciated.

Cristina Finch said that the TPB agenda packet includes the full summary report and all comments received during the 30-day public comment period. She said that the full public engagement lasted more than 10 months. She said that the initial comment period was done on projects that were in the current Visualize 2045 plan and at that time, TPB staff received almost 1,000 comments which were shared with project sponsors. She said that member agencies provided responses to project comments and then submitted their recommended regionally significant projects and programs for inclusion in Visualize 2050.

Cristina Finch said that in March 2024, the TPB held a second comment period for 30 days on regionally significant for air-quality projects, which are largely the major highway and transit projects that were under consideration for inclusion in the plan. She said that almost 900 comments were received, which informed the TPB's decision on approval of the air-quality conformity analysis project inputs. She said that the last comment period this fall is the only federally required comment period on the draft plan and TIP. She stated that over 200 comments were received on the draft documents.

Cristina Finch said that beyond the three formal comment periods, the TPB's monthly meetings have provided an opportunity for public comments. She said that the comments received during monthly meetings focused mainly on the I-495 Southside Express Lanes project and generated more comments than all three comment periods combined. She said that comments and responses from the three comment periods are available on the Visualize 2050 website.

Laura Bachle said that the public comments are hitting the 5,000 mark. She stated that the final comment period was held October 23-November 21. She said the comment period was promoted through word-of-mouth, social media, traditional media, and through member jurisdictions and partners. She stated that the Visualize 2050 website received 15,951 views with visitors taking their time to dig in to the plan resources and the plan pages. She said that the majority of comments were from individuals, both directly and solicited through email campaigns sponsored by advocacy groups.

Laura Bachle said that the majority of comment were on rail, bus, bike, and pedestrian facility expansion, opposition to roadway widenings and toll lanes in particular, and requests for a more ambitious plan. She said that many wrote in support of the plan but didn't feel as if the goals were ambitious enough in regard to reducing car trips. She said that reallocation of highway funds to transit, biking, and walking was an overall theme with expanded schedules and quality transit experiences.

She said that, regarding safety, commenters want to see it called equal weight with congestion reduction when choosing projects to fund. She stated that people want to see emission reductions, both for air quality and climate change, with some suggesting avoiding the safety margins to meet emissions budgets by pursuing transit, rideshare, bike and ped, and transportation demand management. She said that all comments received will be part of the record for this plan.

Cristina Finch said that memo number one in the agenda packet provides all comments and a summary from the fall 2025 comment period. She stated that updates were made to all three documents, and technical edits were made to the air quality analysis report for record and conformity ID references. She said that technical corrections and minor content adjustments were made to the plan, and 70 project records had edits. She said that for the TIP, some edits include funding amount updates. She said all adjustment information is in memo number two.

Cristina Finch said that TPB staff is asking for the board to consider three resolutions in the packet: a) R3-2026 regarding the air-quality conformity determination, showing that VOC and NOx emissions are below the EPA-approved motor vehicle emissions budgets, and that the plan and the TIP conform with the requirements of the Clean Air Act amendments of 1990, b) R4-2026, where TPB staff is recommending the board approve both the Visualize 2050 plan and the FY 2026-2029 TIP, and c) R5-2026 to self-certify that the TPB is conducting the Metropolitan Transportation Planning process according to federal regulations. She said that the self-certification statement covers many requirements that are fundamental to TPB's functioning, such as developing a unified planning work program and following Title VI regulations, as well as technical requirements related to the development of the Visualize plan and the TIP.

Cristina Finch said that the TPB staff built upon what was provided in past self-certification statements and documented the TPB's planning and programming process into a Visualize 2050 planning and programming process document consisting of 27 parts related to a different topic and adding up to more than 300 pages. She said that the document is referenced in the self-certification statement and is available on the Visualize2050.org website so anyone can learn more about the region's transportation planning process separate from the plan.

Tom Peterson asked about climate change and stated that it would be helpful to understand the current context or status of TPB activities to incorporate climate change mitigation through greenhouse gas emissions in this plan and what that forward projection looks like because there were goals and activities in the past. He said that it would be helpful to understand one of the general strategies that cuts more broadly into air quality as well as the decoupling of emissions from economic growth. He said that it would be helpful to understand how that strategy is incorporated into what we're doing here. He stated that the third piece that would be helpful is to clarify the distinction between climate change mitigation or greenhouse gas pollution reduction and adaptation or resilience.

Kanti Srikanth said that he would provide a high-level overview of the three points. He stated that the MPO's operating guidance and the regulations are different today from when the plan update started and for about two-thirds of the way through the plan development. He said that the contents of the plan before the board for approval reflects the current federal constraints under which Visualize 2050 is being adopted. He stated that the TPB has 23 local jurisdictions, the three state DOTs, and WMATA as members and all of them have specific and aggressive goals for their jurisdictions and organizations around climate change. He said that the TPB's work is a reflection of its membership and their aspirations and that the policies principles adopted by TPB over the years has not changed. As such, Visualize 2050, as a long-range investment plan, reflects the policy principles with which the TPB has developed and adopted all of its long-range plans and within those principles, environmental stewardship and sustainability are critical components.

Kanti Srikanth said that the MPO is required by law to comply with emissions standards set for six specific pollutants, and the region complies with the requirements for five of the six, having recently attained compliance with ozone standards as well. He said that since the MPO was previously non-compliant for ozone standards, the region has to develop a maintenance plan that shows how this region will not regress and maintain the standard for the next 10 years first and the TPB is involved in working on that plan.

Kanti Srikanth said that the background is provided to show that there are limits for ozone precursors, VOC and NO_x with which the region has to comply, and transportation is within the top two sources for both. He said that the estimated emissions for Visualize 2050 shows that emission of VOC is estimated to be about 43% below and NO_x emissions about 50% below the emissions limits established by the EPA for our region. He said that this is projected to happen even as this region adds more than one million people and 800,000 jobs over the plan period. He said that this growth is equivalent to the entire city of Austin, Texas. He said that in spite of this growth and the resulting increase in travel, the VOC and NO_x emissions are projected to go down, and they'll be below or at 50% below the limits that the EPA has set.

Kanti Srikanth said that a second point, climate change and greenhouse gases reflects the current situation in that there are no federal standards for greenhouse gases, yet, and further there are no requirements for the TPB to address it as part of its long-range transportation Plan. I would say there are constraints on MPO planning, in that the MPO today cannot pursue climate change-oriented tasks nor equity-oriented tasks as part of its long-range transportation plan development work activity. He said that since the TPB does not get any funds other than federal funds, they are at present unable to take on continuing to work on climate change and greenhouse gases. He said that prior to this new change, the TPB had done a lot of work on both fronts. He stated that in 2018, the TPB completed the Climate Change Mitigation Study which identified different strategies within transportation through which the region can reduce greenhouse gas emissions. He said that the TPB adopted aspirational goals. He stated that, in staff's opinion, that study is a resource for all TPB member agencies to pursue and implement projects even if the TPB is not doing any additional work. He said that many of the TPB member jurisdictions are doing many of the things identified in the study. He referred to the Northern Virginia Transportation Commission's Commuter Choice program as an example, which is using over \$40 million per year to drive transit, and walk, and bike, and reduce single-occupancy vehicles.

Kanti Srikanth said that even though there are no climate change-related federal targets like the TPB has for ozone, the region is projecting that by 2050, in spite of a 15% increase in vehicle miles of travel, greenhouse gases will be 33% below the 2005 level. He said that challenge that remains is how quickly the TPB can move towards our aspirational goal versus where we believe we can reasonably, practically get with the current levels of investment that are planned. He stated that the plan is not etched in stone and can be amended if the TPB member agencies come up with additional resources, opportunities, and investments.

Regarding the third point of the likely decoupling of emissions from economic growth, Kanti Srikanth said that Visualize 2050 reflects 21% growth in population and 24% growth in jobs, but vehicle miles traveled is projected to grow much less at around 15 percent. He said that of the 800,000 jobs and 1.1 million people mentioned, the TPB projects that 64% of the jobs will be within half a mile of the regional activity centers, and 46% of this population will be living with half a mile of the region's 80 to 90 high-capacity transit stations. Additionally, he said, that 33% of all the people will be living within regional activity centers, which are mixed-use, high-density centers where you have jobs and housing. He said that even though VMT is going to grow by 15%, on a per-capita basis people are projected to travel 3% less on a daily basis into the future. He said that people will be making those trips but will not be driving, and will be walking, biking, or taking transit. These shows that the Visualize 2050 plan as projects growth in VMT will lag growth in population and jobs. He said that the land use approaches, the

transportation investments are plans in Visualize 2050 help manage the anticipated growth in the region in a way that would help reduce vehicle miles of travel by automobile making the decoupling of growth in population and employment and growth in VMT and thus vehicular emissions possible.

Kanti Srikanth noted that the chair had mentioned DMVMoves and stated that one of the most effective ways of meeting the demand for travel and reducing VMT is transit ridership. He stated that DMVMoves has now adopted a resolution calling on the region to raise funds required not just to maintain the existing system we have in a state of good repair, and to make some enhancements, and to get more out of the system that we have already built and invested, but to also expand them. He stated that this shows that the region is conscious and is moving towards investments to attain its various aspirational goals. He said that Visualize 2050 indicates that the TPB is on that pathway.

Tom Peterson asked for follow-up on the TPB's resilience work.

Kanti Srikanth said that the TPB is currently engaged in and spending resources on developing resiliency plans for transportation infrastructure. He said that three years ago, the TPB created a position of resilience program manager and TPB was one of the first MPOs to develop a Transportation Resilience Improvement Plan. He said that the TPB recently developed a GIS tool using additional data beyond what FEMA provides to identify areas at risk from inland flooding and heat impacts. He said that the TPB is now working to identify scenarios with a scenario study. For example, if there is an urban flooding event or extreme heat event, what will the impact be. He said that the TPB will see some resiliency reports in the coming months.

Regarding funding for building a resilient transportation infrastructure he mentioned the PROTECT grant funds. He stated that the bipartisan infrastructure law also has a new program with \$7.5 billion of total investment over five years to advance electrification of the fleet with \$5 billion of that going directly to the states on a formula basis, and \$2.5 billion was grant funds. He said the Carbon Reduction Program grants are part of that program, now in the last year of five years.

Kanti Srikanth said that the state DOTs have not yet completely allocated funds of all five years, there is still money under that CRP program, and the current administration has not rescinded those funds. He said that the funding is still available to implement greenhouse gas reduction-oriented projects and programs. He said that the transportation funding bill expires September of next year, and Congress has started working on a reauthorization bill. He stated that all of the TPB reports from the past few years would serve as excellent resource if jurisdictions are looking for what kinds of strategies have been proven and how it will contribute to the region's aspirational goals of reducing transportation-oriented greenhouse gases.

Chair Alcorn thanked Kanti for the detailed overview of what the Plan reflects on the topics that Tom Peterson had brought up. Looking to the task at hand, he said that the TPB has three resolutions, and there will be an opportunity for each of these if anyone has any additional questions or comments to make. He said that for the first resolution, the TPB has been briefed on the results of the air-quality conformity analysis that shows the emissions from the plan and TIP, and they're below the EPA-approved limits of emissions for ozone precursors. He said that there have been no issues about these analyses from the TPB's inner-agency consultation process or public comments.

Chair Alcorn made a motion to adopt resolution R3-2026, finding that Visualize 2050 and the FY 2026-2029 TIP both conform with the requirements of the Clean Air Act amendments of 1990. Neil Harris seconded the motion.

Monique Ashton stated that she wanted to flag that the administration put out a request for information (RFI) regarding I-495, and I-270, and the American Legion Bridge. She stated that she does not know if

there is a role for the TPB to play but wanted to understand how COG will be monitoring and tracking the impact on our work given that it relates to items within Visualize 2050.

Kanti Srikanth said that he would be happy to look at the RFI and will have a response to the Board as to what exactly is it and what opportunities there might be for any TPB members and how the TPB can support members' interests.

Chair Alcorn called for nays or abstentions. He announced that hearing none, the motion passes.

The TPB unanimously approved adoption of Resolution R3-2026 finding that Visualize 2050 and the FY 2026-2029 TIP conform with the requirements of the Clean Air Act Amendments of 1990.

Chair Alcorn made a motion to approve Resolution R4-2026 to adopt the Visualize 2050 plan and the FY 2026-2029 TIP. Ashley Hutson seconded the motion.

David Snyder said that he strongly supports this action. He said that Kanti Srikanth responded to the question "Why should we vote for this plan?" He said that Kanti Srikanth's comments about air quality, about rail, bus, bike, and pedestrian work in the plan, and other work going on in the region, including DMV/Moves and the resilience work all create sort of a tapestry of the region responding in a proactive way. He said not perfectly and not as aggressively as some would like but certainly significantly moving in the right direction. He asked Kanti Srikanth if he had anything else to address specifically those comments, but his general comments certainly addressed the extreme weather and greenhouse gas issue.

Kanti Srikanth said it's hard to add anything other than saying that it's a large region, and we have a legacy of how the region has developed over 60 years, how our land use has evolved, as such incremental progress is what is practicable. He stated that with regards to mobility and accessibility, Visualize 2050 is projecting that over the next 25 years, the maximum percentage growth in the mode of travel will be walk and bike, followed by transit, followed by carpool/vanpools, and the last is single-occupant vehicles. He stated that in the mid-1990s, about 67 to 69% of the work-related commute was single-occupant vehicles, and today, the TPB is projecting about 57%. He said that on any given day, the TPB predicts 17 million trips happening, 100 million vehicle miles are traveled on our roadways including by buses. He said that when you take 17 million trips and say 15% of that are no longer going to be SOV trips for commuting to work, that is significant and is sum of incremental progress of many years.

David Edmondson stated that part of the region is quite far from its core, and we [City of Frederick] are very excited to see how much work has gone into this, what work we are still going to be doing, and we look forward to seeing how things change. He said that he thinks that it's going to be a great plan for the region.

Chair Alcorn said that the board has heard several notes today about how this is an ongoing process but a milestone, nonetheless. He called for nays or abstentions, and hearing none announced that the motion passes.

The TPB unanimously adopted Resolution R4-2026 to approve the Visualize 2050 plan and the FY 2026-2029 TIP.

Chair Alcorn said that there is one more action item, the self-certification. He said that Cristina Finch stated that the state DOTs who oversee the technical process that the TPB follows and the Board itself must certify that we have followed the federally prescribed procedures in developing this plan and TIP. He said that the state DOTs have already noted that the TPB compliance with the federal requirements

and now the board will do the same, and upon adoption of this resolution, he will sign the self-certification on the Board's behalf.

Chair Alcorn made a motion to adopt resolution R5-2026 endorsing the appended statement of certification. Sonia Vasquez Luna and David Edmondson seconded the motion. Chair Alcorn called for nays and abstentions, and hearing none announced the motion passed.

The TPB unanimously adopted Resolution R5-2026 endorsing the appended Statement of Certification.

Chair Alcorn said that he would like to recognize staff who worked on this over the past three years and asked them to stand and be recognized.

9. 2026 ENHANCED MOBILITY GRANT PROGRAM APPROVAL

Chair Alcorn announced that the board will receive the recommendations of the Enhanced Mobility selection committee, chaired by Canek Aguirre.

Canek Aguirre said that a record number of applicants came in with 25 projects and \$20.7 million requested dollars but only had \$10.8 million to allocate and pass out.

Cherice Sansbury said that staff will request the TPB's endorsement for the funding of projects chosen to be awarded through the 2025 Enhanced Mobility Solicitation, which will be the seventh round of funding in this program. She said that staff and the Enhanced Mobility Selection Committee request action from the TPB on resolution R6-2026 to approve the recommended projects and to amend the 2026-2029 TIP, also known as the Transportation Improvement Plan. She said that there were 31 total applications submitted with four projects operating out of Washington, DC, 17 operating out of Maryland and nine projects operating out of Virginia. She said that WMATA also submitted an application to support the needs of the entire region.

Cherice Sansbury said that \$20.7 million in funding was requested, and only \$10.7 million in funding was available. She stated that vehicle acquisition was the category included the majority of projects. She said that other projects are for mobility management, taxi ride hailing, and travel training categories as well as one loan construction application. She said that she will highlight the projects the selection committee has recommended for funding.

Cherice Sansbury said that she chose to highlight WMATA and ECHO. She stated that WMATA has requested funding for eight replacement minivans that will aid in quicker and more efficient transportation of persons with disabilities to and from daily appointments and activities, and ECHO has requested two replacement buses to provide training, employment, and transportation for persons with disabilities in Fairfax and Loudoun Counties. She said that other projects recommended for funding under the vehicle acquisition category are Arc of Greater Prince William, Chinese Culture and Community Center, Community Support Services, Easterseals, Jewish Council for the Aging, Leisure World of Maryland Corporation, Seabury Resources for Aging, and the University of Maryland.

Cherice Sansbury said that the projects chosen to highlight for mobility management are Capitol Hill Village and Dulles Area Transportation Association. She said that Capitol Hill Village will use awarded funding to increase door-to-door services while providing mobility counseling to identify transportation options, and DATA has requested funding to facilitate NV Rides' volunteer driver network to provide transportation for older adults to essential appointments. She said the other projects recommended for funding under the mobility management category are the Arc of Prince George's County, Boat People SOS, Fairfax County Neighborhood and Community Services, Jewish Council for the Aging, and Pozez Jewish Community Center of Northern Virginia.

Cherice Sansbury said that the two projects highlighted under the travel training category are the Arc of Northern Virginia and Opportunities, Incorporated which serves Prince George's and Montgomery Counties in Maryland. She said that another travel training project recommended is for the City of Alexandria. She said that projects chosen to highlight under the taxi ride-hailing services category are Coach Transportation and Yellow Transportation. She said that other projects recommended under the taxi and ride-hailing category are Regency Taxi and Transit Group. She said that the sole project under the construction transit infrastructure category is the Montgomery County Department of Transportation's project to improve the physical infrastructure of multiple bus stops that serve a high percentage of older adults and persons with disabilities.

Cherice Sansbury said that out of 31 applications received and reviewed by the selection committee, six applications were determined to not be recommended for funding. Cherice Sansbury provided the rationale for not funding these projects. She said that funded projects are four projects out of Washington, D.C., 13 out of Maryland, and eight projects out of Virginia.

Cherice Sansbury said that TPB staff recommends that the Transportation Planning Board approve funding for the 25 projects under resolution R6-2026 using the FTA Section 5310, FFY 2024 and FFY 2025 apportionment, and amend the FY 2026-2029 TIP to include these projects.

Chair Alcorn moved adoption of Resolution R6-2026 to approve the projects being recommended for enhanced mobility grant funds. Canek Aguirre and Mark Phillips seconded the motion.

Vice Chair Frumin said that he is struck that the District of Columbia got less funding in this round, but three out of the four proposals from the District of Columbia were selected. He asked what sort of outreach happens to solicit proposals and when will the next round be because he wonders about the representation of the District of Columbia.

Cherice Sansbury said that COG and the TPB do email blasts, send it out through email, newsletters, and there are pre-application conferences advertised. She said that the conferences happened in May – June 2025, and the next round will be in May – June 2027.

Chair Alcorn called for nays or abstentions. He said that hearing none, the motion passes.

The TPB unanimously adopted Resolution R6-2026 to approve funding recommendations for Enhanced Mobility.

10. PBPP: ANNUAL TARGETS FOR HIGHWAY SAFETY AND TRANSIT SAFETY

Janie Nham said that she is here to provide an update of the proposed highway safety targets since the TPB's last meeting. She said that staff briefed the TPB on the region's safety outcomes for 2024 and proposed targets for the next five-year period, 2022 through 2026. She said that she would provide more information on the methodology that staff used to set the targets and will present the final targets for TPB approval.

Janie Nham said that the fatality target is a composite of subtargets calculated by each of the state DOTs, which are based on projections. She stated that Maryland DOT uses a two-pronged approach. She said that for performance measures that are trending in the right direction, they use a trend line based on historical data, but for performance measures that are trending in the wrong direction, they apply a 2% reduction for each successive year out from the 2016 to 2020 five-year rolling average, which is essentially the pre-pandemic levels. She said that this process resulted in a subtarget of 201.1 fatalities for suburban Maryland in 2026, which is a 9% increase over the 2025 projections. She said that the board will notice that there's a decimal point in these subtargets because all of these

projections are based on five-year rolling averages.

Janie Nham said that VDOT's projections are calculated by TPB staff using a modified version of VDOT's process based on a trend line of historical data. She said that that process resulted in a subtarget of 103.3 fatalities for 2026, which is essentially the same level as it was in 2025.

Janie Nham said that DDOT similarly uses a trend line to determine their projections; however, they use something that they call a power curve, which is a curve that mimics long-term safety trends, and their process resulted in a subtarget of 23 fatalities, which is one fewer than last year's subtarget. She stated that when all three subtargets are combined together, that results in a regional raw target of 327.4 fatalities, which is about 5% higher than the raw subtarget for 2025.

Janie Nham said that because it's been the TPB's policy to cap targets to avoid adopting a less-aggressive target this year than last year, the raw target is then capped at 253, which is the adopted target for last year. She said that the same process is used for setting the targets for the number of serious injuries and the number of non-motorist fatalities and serious injuries. She said that for the rate targets, TPB takes a couple of extra steps before combining the subtargets and identifies the percent reduction for each subtarget compared to last year, and then TPB staff weights each percent by each state's proportion of regional vehicle miles traveled or VMT. She said that in 2024, Maryland accounted for a larger proportion of regional VMT than DC and Virginia.

Janie Nham said that Maryland's percent reduction had a larger influence on the overall rate targets for the region. She referred to a slide that showed the relationship between the adopted target, the raw uncapped targets, and regional performance. She shared a graph representing the fatality target example that showed fatalities starting to decline but coming down far enough for the TPB to meet the uncapped targets or the adopted targets.

Janie Nham said that this is the case for the other four performance measures and looking back to the next set of highway safety targets for 2022 through 2026, the projections provided by the state partners overall project an increase in the number of fatalities, the fatality rate, and the serious injury rate and decreases in the number of serious injuries and the non-motorist fatalities and serious injuries. She said that because the TPB has a policy of capping targets, the targets that are shown in the box are the capped targets and are what was recommended last month.

Janie Nham said that no comments have been received to date on the targets themselves, and staff requests approval of resolution R7-2026 to adopt the finalized targets.

Chair Alcorn moved adoption of Resolution R7-2026 to approve regional highway safety targets. Neil Harris and Sonia Vasquez Luna seconded the motion.

David Snyder said that every time this has come up in recent years, the TPB has made a point that COG and the jurisdictions are working hard on highway safety issues. He said that he cannot support this, not because the statistics aren't correct, but because what those statistics represent in terms of fatalities and serious injuries. He said that we have got to find a better way to approach highway safety.

Chair Alcorn said that there is one abstention from David Snyder.

The TPB adopted Resolution R7-2026 to approve regional highway safety targets.

Pierre Gaunard said that last month the TPB heard background about how the transit safety targets are calculated and the regulations supporting them. He said that he is going to dive right to the targets that staff is recommending for adoption. He stated that the targets are based on locally reported target

counts, and those reflect the most recently adopted targets by the applicable transit agencies in the region.

Pierre Gaunaurd said that the targets reflect the total number of incidents and aggregate rate of those incidents per vehicle revenue mile, either per 10 million vehicle revenue mile or 100,000 vehicle revenue miles, depending on the mode. He said that some agencies use three-year averages of actual performance, some of them may rely on just the prior year's performance to decide what targets they should set for this year or the next. He said that TPB staff is still gathering exactly what methodology everyone uses to sort of better understand that picture.

Pierre Gaunaurd said that in comparison to last year's targets, this set includes either no change or reflects a drop in the number of incidents or the rate of incidents for most of the noted measures. He said that it does include an increased incidence count or rate per vehicle revenue mile for 20 of the 84 targets. He said that a big reason for the differences, after hearing from the agencies, is attributable to higher ridership on the systems and more people within the transit networks, therefore leading to just the higher probability of some of these incidents occurring. He said that agencies are aware of this and are working to address. He said that the agencies use three-year or five-year averages for calculating their targets, and at this time, the averages include years where there were significantly lower ridership and therefore lower counts.

Pierre Gaunaurd said that may determine reasons for a swing in the last several years in the number of counts that are reflected in the regional targets, and that is something expected to balance out in the next year or two. He said that staff recommends approval of this resolution R8-2026 to adopt these annual regional safety targets. He said that the resolution and the prior resolution adopted will be transmitted to the highway safety departments to meet regulations. He said that he plans to do a deeper dive into the way that different member agencies set their targets in order to have a better to context for future target-setting.

Chair Alcorn moved adoption of Resolution R8-2026 to approve regional transit safety targets. Vice Chair Frumin seconded the motion.

The TPB unanimously approved adoption of Resolution R8-2026 to approve regional transit safety targets.

11. DMVMOVES: TPB IMPLEMENTATION ROLE

Tom Harrington said that on November 17, the COG and WMATA boards came together to endorse the DMVMoves plan. He said that he would provide a summary of the recommendations that are in the plan but focus more on what happens next. He said that one track is implementing the plan recommendations, and the second part is securing new Metro funding. He provided a summary of the key components of the DMVMoves plan: an investment section, local funding need and safety investments, service guidelines, a partnership for bus priority, and an action plan for regional integration of the transit services. He said that recommendations were developed with working groups made up of all representatives from the region.

Tom Harrington said that the action plan specifies what we will do, but more work is needed to get into the details on how we're going to do it. He said, for example, the action plan calls for programs for under 18 to ride free, but that's something that to work with operators on to make that a reality. He said that DMVMoves is a major milestone, and it's really not an endpoint, and the action plan has the specific actions to ensure the recommendations are implemented.

Tom Harrington referred to key activities called out in the plan where TPB has been recognized to help

facilitate the regional integration actions and also some of the accountability. He said that this includes overall plan progress reporting. He said that the regional bus priority plan will be a key next step.

Tom Harrington said that TPB staff will come back with further details, and the draft resolution shared with the board will ask the TPB to do three things: endorse the DMVMoves plan, accept the request urged upon it in the joint resolution to act as lead coordinator for implementation of the plan, and then finally, direct staff to develop a work plan for carrying out DMVMoves implementation.

Tom Harrington said that transit support is consistent with TPB policies and mission, and TPB has the resources to support some of the integration actions. He said that the TPB is including DMVMoves as kind of a highlight in our FY '27 work program. He stated that in addition to the implementation activities, the plan is also moving into the phase of trying to advance legislation to secure the funding. He said that the process has begun of taking the plan's discussion to county boards and city boards and will continue to do that to help advance the legislation that's needed to advocate some of the budgetary actions, both state-level and federal-level, and then committing to work on implementing the action plans.

Victor Weissberg asked which of the three subgroups TPB is proposed to head up and which of the three that WMATA plans to head up, and if there are recommendations for leverage or structure, how should that be filtered through?

Tom Harrington said that the structure of implementation is something still being worked on, and staff is meeting with Metro to figure out roles and responsibilities. He said that will be part of the detailed action plan.

Victor Weissberg asked about the timing on the action.

Tom Harrington said that staff will talk about the FY 2027 work program in the coming months.

Kanti Srikanth said that the convening of the DMVMoves working groups has concluded. He said that the specific set of actions designated for TPB to take the lead on will follow within the TPB's process. He said that TPB has a regional public transportation subcommittee and is not necessarily looking at recreating different groups in the same format, but these work activities will include all of the appropriate relevant, related transit agencies and will work as any of the TPB subcommittees would work.

Geoff Anderson said that with respect to the definition of the TPB roles, we would be interested in working with the staff just to make sure that the scope is fully fleshed out for the TPB. He said that this body plays a valuable role in a lot of the things that are going to require regional coordination implementation.

Mark Phillips thanked TPB and COG staff for their work on DMVMoves over the past 18 months. He said that there is a lot of work to be done, and Metro is committed to cooperate and to be effective partners in implementing this. He said that he is happy to see TPB taking on this role of being a coordinator and making sure that unlike some past plans that this has a defined plan of action and gets done.

Corey Pitts said that he knows the TPB is not taking up the draft resolution today, but if there is feedback on that, do we do it in the intro?

Kanti Srikanth said to send feedback to TPB staff.

Chair Alcorn said that he knows a number of TPB members are going to be working on the legislative

side. He said that he and TPB member Senator Boysko served on the SJ 28 in Virginia and will be spending time working on that, and each of the jurisdictions is coming up with their own strategy but in the interest of a regional approach.

Kanti Srikanth said that COG will be taking the lead on the legislative strategy of generating the funding, and COG's legislative liaison and member services are already engaged in it. He said that the TPB, being a federally funded entity, cannot be engaged in that activity but can provide technical data support for that work activity.

12. ADJORN

Chair Alcorn said that the next board meeting will be on January 21, 2026. There being no other business, the meeting was adjourned at 1:58 P.M.