
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

May 21, 2025
Hybrid Meeting

MEMBERS AND ALTERNATES PRESENT

Matt Frumin – TPB Vice Chair, District of Columbia
David Snyder – City of Falls Church
Lamin Williams – FHWA
Arman Safakhah – City of Laurel
Victor Weissberg – Prince George’s County
Drew Morrison – MDOT
Susan Cunningham – Arlington County
Michael Weil – NCPC

MEMBERS AND ALTERNATES ONLINE

Alanna Mensing – City of Manassas Park
Allison Davis – WMATA
Amy Wesolek – City of Takoma Park
Cristina Henderson – District of Columbia
Marilyn Balcombe – Montgomery County
Canek Aguirre – City of Alexandria
Charles Allen – District of Columbia
Corey Pitts – Montgomery County Department of Transportation
Dan Koenig – Federal Transportation Administration
Dan Malouff – Arlington County
David Reid – Virginia Delegate
Eric Olson – Prince George’s County
James Walkinshaw – TPB Chair, Fairfax County
Janine Ashe – FHWA
Jason Growth – Charles County
Jessica Fitzwater – Frederick County
Kari Snyder – Maryland Department of Transportation
Kelly Russell – City of Frederick
Kristen Weaver – City of Greenbelt
Laurel Hammig – NPS
Marc A. Korman – Maryland Delegate
Maria Sinner – VDOT
Mark Mishler – Frederick County
Monique Ashton – City of Rockville
Denise Mitchell – City of College Park
Meagan Landis – Prince William County
Meredith Soniat – DDOT
Neil Harris – TPB Vice Chair, City of Gaithersburg
Oluseyi Olugbenle – Prince George’s County
Rebecca Schwartzman – DC Office of Planning
Regina Moore – VDOT
Rob Donaldson – Loudoun County
Jennifer Boysko – Virginia State Senator
Sonia Vasquez Luna – City of Manassas

Tom Peterson – City of Fairfax
Mike Turner – Fairfax County
Walter Alcorn – Fairfax County

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Tim Canan
Laura Bachle
Sergio Ritacco
Rachel Beyerle
Andrew Austin
Pierre Gaunard
Cristina Finch
Amanda Lau
Janie Nham
Cristina Finch
Jane Posey
Mark Moran
Dusan Vuksan
Daniel Sheehan
Jessica Storck
Robert D'Abadie
Renee Ritchey
Sara Brown
Tom Harrington
Jamie Bufkin
Ian Newman
Ken Joh
Mike Farrell
John Kent
Vicki Caudullo
Sunil Kumar
Delanna Thomas
Greg Goodwin
Stephen Kenny – Montgomery County Council
Richard Price – VSRC
Paige Handley – Families for Safe Streets
Janet Gallant – DN270
Nicole McCall – Cambridge Systematics
Terry Fitzgerald – Chesapeake Physicians for Social Responsibilities
Barbara Coufal - CAFE
Samantha Trumbell – DC Families for Safe Streets
Daniel Papiernik – Community Advisory Committee Chair
Bill Orleans – public
Heather Edelman – Cristina Henderson's Chief of Staff

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

Vice Chair Matt Frumin called the meeting to order. He provided instructions for the hybrid 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.

Lyn Erickson announced that four speakers signed up for public comment. The first speaker was Janet Gallant who is one of the coordinators at DontWiden270.org. She stated that her organization is part of a broad coalition that strongly opposes private for-profit toll lanes on the Woodrow Wilson Bridge and in Prince George's County. She said that when members vote on whether to include this project in Visualize 2050, they should consider the cost of the Southside toll lanes, how the lanes would impact traffic on the secondary roads, as well as members won't know if and how toll revenues would be shared with Maryland. She stated that instead of forcing the TPB to vote without key information, VDOT can slow its Southside Express Lanes process, finish its analyses, study alternatives, and offer the TPB and public a new and fully documented way forward. She said that if VDOT chooses not to do that, she urges the TPB to vote against including the Southside toll lane project in Visualize 2050.

The second public comment speaker was Barbara Coufal with Citizens Against Beltway Expansion. She urged the board to reject the Southside lanes project. She stated that in VDOT's presentation to the board last month, VDOT did not present information on the impact of the toll lanes on ancillary roads such as Maryland Route 210, U.S. Route 1, Telegraph Road, and Van Dorn Street. She said that VDOT won't provide any analysis of the impacts on other roads until after the board votes on the project in December. She said that TPB should insist that VDOT provide an analysis of the impact on these local roads before it votes on the project. She said that Metro is not ready to move forward with the Blue Line extension and VDOT claims it would give up toll lanes if Metro moves forward with rail in the future, which she stated isn't believable. She urged the board to reject the Southside lanes.

The third public comment speaker was Sam Tremble testifying on behalf of the DC Chapter of Families for Safe Streets. She said that her mission is to confront the preventable epidemic of traffic violence by advocating for lifesaving changes and providing support to those who have been impacted by crashes. She said that she has life-changing injuries that involved spending 29 days in the hospital, undergoing six orthopedic and four dental surgeries. She said that in the year 2021, 40 people were killed on DC streets, 43 in Montgomery County, 129 in Prince George's County, and 104 in Northern Virginia. She stated that the traffic crashes are not accidents, they are preventable through policy changes, infrastructure improvements, and a true commitment to implementing the safe system approach. She respectfully asked COG to embrace a more vocal and visible leadership role in championing safe streets for our entire region.

The last public comment speaker was Dr. Terry Fitzgerald speaking on behalf of Chesapeake Physicians for Social Responsibility. He said that he speaks in opposition to the I-495 Southside express lanes project. He said that the widening of 495 will only move the problem to Oxon Hill area where ending the so-called express lanes will result in congestion, increased traffic on local roads, and increased pollution. He said that instead of seeking ways to make our automobiles happier, we should begin considering the big picture of how we help people move from place to place and how we plan urban areas to begin with. He said that increased transit options are fundamental to solving these problems and that he urges TPB to reject the Southside lanes.

Lyn Erickson shared the online comments. She said that between noon Monday, April 14, and noon Tuesday, May 20, the TPB received five letters, one comment in the general comment box, and 259 comments submitted via email. A summary as well as all of the comments, can be found on TPB meeting page. She said that Virginia Senate Majority leader Scott Surovell wrote a letter stating that his constituents attended the meetings held by VDOT on the I-495 Southside express lanes study. He overwhelmingly expressed disapproval of the project, citing his concerns with the traffic indications on I-495 and secondary roads, environmental impacts, and limiting future options for multimodal transit. He

notes that the additional lanes on the Woodrow Wilson Bridge were reserved for transit, pursuant to a Federal Highway Record of Decision in 2000. He said the project is not ready to be included in the region's transportation plan.

Lyn Erickson shared Maryland Coalition for Responsible Transit Patricia Jackman's comment urging the exclusion of the Southside express lanes from Visualize 2050, stating that "while WMATA is prioritizing bus improvements currently, space on the bridge must be preserved for future Metrorail expansion." She writes that she isn't confident VDOT's assurances that toll lanes could be converted, and that Virginia would use that their veto to preserve the toll lanes. Lastly, TPB received 259 emails campaigned from Wednesday, April 23 to noon on Tuesday. These campaign emails included content urging the TPB to reject the currently proposed I-495 express lane project, and content urging the TPB to include the proposed project. She said that the emails were generated from email writing software with some capacity to tailor the comments. Out of the 259 there were four comments urging the board to vote to remove the I-495 Southside express lanes and 255 emails urging support of the I-495 express lanes project. Notable was the number of support emails that appeared to originate in Prince George's County. Lyn Erickson stated that all form emails were similar in content expressing how there has been success with the express lanes in Northern Virginia and that Prince George's County residents would see similar benefits. She restated that all these comments can be found on TPB's meeting page.

2. APPROVAL OF THE APRIL 15, 2025 MEETING MINUTES

Vice Chair Frumin moved approval of the minutes. The motion was seconded by Drew Morrison. The motion was adopted.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Victor Weissberg said that the Technical Committee met on May 2. He said that two items were reviewed for inclusion on the TPB's May agenda. These items were:

1) Transportation Land-Use Connections technical assistant recipients, and 2) Approval of the FY 2026 Regional Roadway Safety program.

Victor Weissberg said that the Technical Committee also received a briefing on Visualize 2050.

There were no follow-up questions.

4. COMMUNITY ADVISORY COMMITTEE REPORT

TPB Community Advisory Committee Chair Daniel Papiernik said that the CAC met on May 15. He said the group was briefed on a few topics including: 1) DMVMoves update; 2) Air Conformity Analysis; and 3) TPB's Congestion Management process. Daniel Papiernik said that the committee also discussed the TPB TIP forum meeting that's scheduled for October 9.

Monique Ashton said that she was looking at the CAC report and there was a question about the ability to monitor air quality and whether the EPA has any impact. She said that she wanted to note that even in the City of Rockville's climate action planning effort, there had been some impacts on what they are able to monitor. She said that she knows that there was an environmental justice screening tool that allowed jurisdictions to look at air quality in their area in underserved communities, and that is noted as "down" at this time. She said she wanted to flag this and would be happy to drop the link in the chat.

Daniel Papiernik responded by saying that there was not a lot of elaboration on that. He said that he thinks staff was going to get back to the committee on exactly what impacts they could discover.

David Snyder added to the conversation by saying that he serves on a subcommittee that is working on a resource document for particularly impacted regions, areas of our region, and the issue of monitoring has been discussed widely. He said the view is shared that the region would like to have more air quality monitoring.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the TPB's Steering Committee met on May 2 and approved two amendments to the Transportation Improvement Program (TIP). He said that the committee took the following actions:

- The VDOT amendment added about \$43 million in state and local funds for the preliminary engineering of the Braddock Road widening project. This is a small stretch of the largest project in Loudoun County.
- Virginia Department of Rail and Public Transportation amended the TIP to add about three and a half million dollars in Federal Transit Administration's state of good repair funds and some local funds to make improvements at the VRE Amtrak station in the City of Alexandria.

Kanti Srikanth said that TPB submitted their input into the congressional stakeholders' portal on the Federal Surface Transportation Reauthorization. He said that a letter from the Federal Transit Administration to the TPB and the District Department of Transportation was received confirming that FTA had transferred the funding that it provides to TPB to the Federal Highway account. He said this is the funding that will become available for TPB's upcoming fiscal year.

Kanti Srikanth said that TPB sent letters of support for Prince William County's request for congressionally delegated funding for three projects in the county. He said that one is a pedestrian bridge in North Woodbridge Town Center, another one is a trail crossing of Joplin Road across I-95, and the third project is a Route 15 trail crossing at Catharpin Creek. He said that the TPB wrote letters of support to Charles County's request of congressionally directed funds for the VanGo project, which was provided last month.

Kanti Srikanth announced that the TPB's Access for All Committee roster has been reformatted and enhanced for the 2025-2026 period. He said that staff had undertaken this renewed effort to enhance the membership, with 20 member organizations that are on the committee, plus 13 ex-officio members with representation from most all of the traditionally underserved communities, be it older adults, people with disabilities, low-income population, people with limited English proficiency.

Kanti Srikanth said that last month during the board's meeting, there were questions on the Southside Express Lanes by some members of the board as well as the public. He said that board member Eric Olson from Prince George's County followed up by submitting, in written form, the questions he had asked of VDOT during the meeting. He said that all the questions were shared with the Virginia Department of Transportation. He said that TPB also received a letter from Virginia State Senator Surovell on the Southside Express Lanes and they shared it with the Virginia Department of Transportation.

Eric Olson thanked Kanti Srikanth, Lyn Erickson, and the TPB staff as well as VDOT, who took the time to provide responses to the questions that Prince George's County requested. He said he looks forward to the opportunity for more discussion.

Maria Sinner with VDOT said that VDOT has reviewed the public comments received at the last TPB meeting and VDOT has put them in various buckets, and a summary of all of those responses to the various themes have been provided to this board.

6. CHAIR'S REMARKS

Vice Chair Frumin said that this meeting comes in the context of a terrible loss to the region of Congressman Connolly and that Chair James Walkinshaw will share remarks.

Chair Walkinshaw said that it is a hard day for all of us in Northern Virginia and across the region who loved Gerry Connolly, a terrible loss for our community and our region. He said that one of his purposes moving forward will be to ensure that we all remember the impacts that he had in so many different ways and, for you all on TPB, he wanted to share his accomplishments and commitment on transportation issues. He said that Connolly's tenure on the Board of Supervisors was the turning point for us in Fairfax County, away from the traditional auto-dependent mindset and mode that we had had for many decades towards the pedestrian-friendly, multimodal, transit-oriented future that has brought so many benefits to the region. He said that Connolly was a champion of the first bicycle master plan in Fairfax County and fought for the extension of the Silver Line. He said that Connolly loved, admired and appreciated all the work COG and TPB does for the region and understood the importance of regionalism. He said that we have a responsibility to carry forward the things that Connolly fought for and help deliver it to our region.

David Snyder gave his condolences and shared how as a resident of the city of Falls Church, he never had the opportunity to vote for Connolly but had the opportunity to work with him for over 30 years. He said that not only did Connolly continue to represent the best interests of this region, but he represented the best interests of the nation in speaking truth to power.

Walter Alcorn said that this is a big loss for the region. He said Connolly did so much on so many levels and that this is a painful loss for Walkinshaw and his family given their long history with Congressman Connolly. He said that he is thinking about Walkinshaw too.

Jennifer Boysko said that losing Connolly is an enormous loss to our community. She said that she lives in the 11 District and worked with Congressman Connolly for more than two decades. She said that he lived an amazing life and used his power and ability to really shape what our community looks like now. She said that she will forever be grateful for his contributions to not only our area, but to the entire nation and his work internationally as well. She said that everyone will be mourning today but know that our world is a better place because of Gerry Connolly.

Vice Chair Frumin provided brief remarks saying that members are aware that TPB has partnered with COG in the DMVMoves initiative, which is a collective effort by the region's elected and senior appointed officials to examine ways in which we can significantly improve the transit service in this region. Metro, VRE, and MARC rail systems, Metro and local bus systems. He said that this work started exactly one year ago this month and several of us on this board are serving on the DMVMoves task force, and Charles Allen, who serves on this board, is also the vice chair of COG, is serving as the co-chair of the task force. He said that the task force at its meeting last Friday has agreed to explore generating new funding in the range of 500 million to 600 million each year for regional transit, and it is exploring ways in which the different transit providers in this region can increase their collaboration and resource sharing to bring in service and cost efficiencies. He said that while the results of the DMVMoves initiative won't be reflected in Visualize 2050, it will support some of the operations and maintenance assumptions in Visualize 2050, and the results of DMVMoves will be more fully reflected in the next updates of our long-range plan.

7. APPROVAL OF FY 2026 TLC TECHNICAL ASSISTANCE RECIPIENTS

Victoria Caudullo introduced Mike Weil. He said that this was his first year on the Transportation and Land-Use Connections selection panel. He said that this year TLC had 16 applications in total, and the

committee is recommending five of these projects to the planning board for approval. He said that the projects submitted were diverse, such as expanding bikeshare, trail improvements, supplemental pedestrian and bicycle planning guidebook, and curbless street design standards.

Victoria Caudullo said that since 2007, the TLC program has funded 186 projects for just about \$8 million throughout the region. She said that the FY 2026 panel solicitation took place over a three-month period with a total funding request of \$1,310,000. She said that the selection panel met twice on April 11 and April 22, and those discussions led to a list of five projects that are being recommended for funding.

Victoria Caudullo said that there are five projects selected: (1) The Curbless Street Design Specification, District of Columbia, \$100,000, (2) Montgomery County Capital Bikeshare Improvement Plan, Montgomery County, \$80,000, (3) Northern Prince George's East-West Bikeway (NPGEWB), Prince George's County, \$80,000, (4) Beauregard Trail Feasibility Study, City of Alexandria, \$80,000, (5) Westpark Drive Safety Project, Fairfax County, \$100,000. She said that staff is seeking approval to fund these projects. She said next steps would be to get started on the consultant selection process and then we would begin working on the projects in September.

The board voted unanimously to approve the TLC technical assistance recipients under the FY 2026 TLC Program.

8. SAFETY ACTIVITIES UPDATE AND APPROVAL OF FY 2026 REGIONAL ROADWAY SAFETY PROGRAM PROJECTS

Janie Nham stated that last fall the TPB held its Regional Roadway Safety Summit. She said that several recommendations came out of that discussion, and TPB staff shared a proposed timeline at the beginning of the year for implementing those actions. She said that the work plan included several studies that would be initiated this spring and continue into the FY 2026 work program.

Janie Nham said that one proposed activity was to join the USDOT Allies in Action campaign, and this is now complete. She said that TPB's participation in the campaign was confirmed in January, and the TPB will continue to execute TPB safety initiatives that we committed to as part of its pledge.

Janie Nham said the TPB plans to use consultant assistance to develop a study that inventories and benchmarks the safety activities of member jurisdictions relative to the TPB's 2020 safety resolution. She said that a second study will be a white paper to understand the impact of automated traffic enforcement devices on safety outcomes. She stated that a significant proposal from the summit was to explore mutual agreements for automated traffic enforcement reciprocity between DC, Maryland, and Virginia. She said that the TPB plans to support COG by developing a white paper that will review the legislative landscape for automated traffic enforcement as well as opportunities and constraints for reciprocity. She said that the TPB plans to fund the white paper using grant funds and is awaiting that award decision.

Janie Nham said that the TPB is conducting an update of a 2020 regional safety study with a consultant and is wrapping up the analysis and drafting a report with completion this summer. She said that the Street Smart campaign blazed across the region in April with bus ads and the street team's walking billboards. She said that the project selections for the Regional Roadway Safety Program were completed in April.

Victoria Caudullo provided an overview of the Regional Roadway Safety Program. She said that since the program's inception five years ago, 28 projects totaling \$1.8 or so million have been funded. She said that the TPB received 11 applications totaling \$890,000 during the latest RFP cycle.

Victoria Caudullo shared a table of projects. She said that total program funding this year was \$320,000, and several projects were submitted for TLC, including one project submitted by the District of Columbia.

She said that project was selected for funding through TLC and the regional roadway panel determined the best use of RFP funding between Maryland and Virginia. She said the panel recommended selecting one Maryland and one Virginia project, and then determining their next highest ranked projects from there.

Victoria Caudullo presented the project recommendations. She said the first is the Rollins-Twinbrook Complete Streets feasibility study for the city of Rockville. She said the next project is the Braddock Road Safety Improvements project for the city of Alexandria, and the third project is the Central Annandale pedestrian safety improvements at Tom Davis Drive project for Fairfax County. She stated that the last project is the High School Pedestrian Safety Improvement study for Prince William County.

Victoria Caudullo said that these projects are recommended for board approval in FY 2026. She said that upon approval, staff will coordinate with jurisdictions to finalize their scopes and begin the consultant selection process with project kick-off in the fall.

Vice Chair Frumin said that he is pleased that transportation agencies are taking full advantage of this grant to continue to work on improving roadway safety in our region, which is a top priority for the TPB.

Vice Chair Frumin said that the TPB will be asked to approve or defer action on the recommendations. He called for questions prior to the vote.

David Snyder said that he wanted to reflect briefly on the TPB's highway safety efforts. He said that each year the TPB is called upon to estimate the fatalities and injuries throughout the region, and this is a depressing and frustrating activity which the TPB is required by law to do. He said that several years ago, the TPB decided to use its authority and funding to combat this unacceptable level of carnage on the highways. He said that the TPB does not have the authority to enact or enforce highway safety laws, but it does have the ability to collect data, bring together the best minds in the region, and work with different jurisdictions to improve highway safety throughout the region.

David Snyder stated that the white papers and the other sources of information and data will be very much looked forward to and used throughout the region.

Vice Chair Frumin said that he echoes the gratitude for the reports that are coming on automated traffic enforcement and reciprocity.

Drew Morrison said that he is excited about the project for Rockville and is interested to learn more about Montgomery County's proposal related to A.I. and conflict detection as well as Frederick's projects. He said that regarding the larger safety policy conversation, he wants to flag that Maryland Secretary Wiedefeld has been concerned with where the region is on safety. He said the secretary knows the importance of reciprocity as a regional issue, and there are unique regulatory and legal situations in Maryland that make the ability to dive into that more complicated than the unified jurisdiction of the District, but Maryland does want to be a part of that regional conversation. He said that Secretary Wiedefeld has convened an internal work group to work through some of those challenges. He stated that the work group is part of a larger safety initiative that will kick off following the legislative session.

Monique Ashton said that she echoes the comments and that the City of Rockville has been tracking where the most serious fatalities are. She said that she appreciates the support for this project because of the loss of life, and this will help improve safety.

The board voted unanimously to approve the FY 2026 Regional Roadway Safety Program projects.

9. REGIONAL ACTIVITY CENTERS UPDATE

Timothy Canan stated that the TPB determined and asserted several years ago that good land use planning is a good regional transportation planning strategy to help address and mitigate the growing effects of congestion in the region. He said that the TPB work program calls for coordinating regional land use and transportation planning to result in more favorable development patterns to help optimize

investments and promote mobility and accessibility. He said that the TPB works with COG's planning directors and technical advisory committees on developing the cooperative forecasts of population, households, and employment, and developing regional activity centers.

Timothy Canan said that in the late 1990s the TPB vision called for the use of regional activity centers to help develop an interconnected transportation system that would enhance the quality of life and promote a strong and vibrant economy. He said that activity centers would be walkable, contain a mix of jobs, housing, services and recreation. He said that the COG board and planning directors established the activity centers, and TPB uses activity centers as part of grant program selection criteria, the long-range transportation plan and Transportation Improvement Program call for projects, and to track the region's progress against policy goals and initiatives. He said that the TPB also conducts a performance analysis of its long-range transportation plan that looks at how well activity centers would be performing today compared to the future.

Greg Goodwin said that COG's regional activity centers are locations that will accommodate future growth and support the Region Forward vision goals of prosperity, accessibility, livability, and sustainability. He said that the region has 145 activity centers spread throughout the region. He said that the first activity centers were selected in 1999, and the COG board has approved three updates in 2002, 2007, and 2013. He stated that 58 activity centers were approved in 2002, 59 in 2007, and 141 were adopted in 2013. He said that the current regional activity center selection was based on the Round 10 cooperative forecast adopted by the COG board in June 2023.

Greg Goodwin stated that the COG Planning Directors Technical Advisory Committee approved a new Round 10 activity centers map in March 2025 with 145 centers selected. He said that the COG board approved the new activity centers on May 14, 2025.

Greg Goodwin stated that the selection of centers is based on core and secondary attributes. He said that centers must be identified in either a jurisdiction's comprehensive plan or local land use plan, and it must have a persons density based on the cooperative forecast for the year 2050 to be above the median persons density for that jurisdiction. He said that the secondary attributes encourage mixed-use development and are based on zoning, comprehensive plans, and conversations with local planning departments. He stated that activity centers could also contain a high-capacity transit station by the year 2050. He said an additional attribute is that housing and transportation cost for the typical household in an activity center must be no higher than 45 percent of the medial regional income. He stated that the final secondary criteria is that intersection density in the regional activity centers must have at least 55 intersections per square mile.

Greg Goodwin said that for this round, the total square miles of the regional activity centers is roughly 216 square miles, and that is only 6 percent of the COG region's 3,459 total square miles. He said by the year 2050, the regional activity centers will host 238 high-capacity transit stations, and that is 73 percent of the planned high-capacity transit stations in the region that are planned for 2050. He commented that the centers are forecasted to grow at a faster rate than the region as a whole. He said that in the Round 10 cooperative forecast for the region, employment in the selected regional activity centers is to grow by 35 percent from 2020 to 2050, and that is compared to 24 percent outside of the regional activity centers.

Greg Goodwin said that the population in the regional activity centers is expected to grow by 53 percent compared to 15 percent outside the centers. He said that the activity centers are becoming more compact and are denser than they were back in the 2012-2013 version of the activity center map.

Drew Morrison asked how the TPB can take the resources within its control to reinforce good land use planning through the decisions the TPB makes.

Kanti Srikanth said that, from a funding assistance perspective, the TPB's funding can only be used for planning and not operations, design, or maintenance. He said that the TPB's technical assistance grant programs all use regional activity centers as one of the selection criteria. He said that the TPB also wants

to recognize high-capacity transit station linkages with regional activity centers, and so high-capacity transit station concepts have been added to TPB grant programs. He stated that the real effectiveness comes from local jurisdictions and state actions in both land use and transportation.

Kanti Srikanth stated that when the regional activity centers concept was being developed, it was accepted that concentration (consolidation) connectivity, and circulation were the three C's that underpinned a regional activity center. He said that concentration represented mixed-use and high-density land use that would consolidate jobs, housing, and other activities. He stated that connection is where the transportation investment came from the TPB's perspective in that it was important to connect centers with high-capacity transit. He stated that if there are mixed-use, high-density development areas, the TPB additionally recognized that it becomes critical to provide for walking and biking within the activity centers, so circulation is a priority.

Kanti Srikanth said that every time TPB updates its long-range plan, it examines how much of the projected population and employment growth will be happening inside and outside of activity centers and how the transportation investments proposed in the long range plan and TIP support the connectivity and circulation aspects of regional activity centers. He stated that these are the ways in which the TPB is trying to bring data and analysis from transportation and land use to the decision-makers. He said that the TPB's insight into the investments that go into bike and pedestrian projects is not as robust because those projects do not always rise to the level of being in the TIP or receiving federal funding, and that is one area where the TPB is looking to see if more data could be available for TPB's decision-makers.

Susan Cunningham said that this is a core program that has been important for the region, and she is glad to see it continuing. She asked how, if, or when the TPB might incorporate the change in work and commute patterns into the regional activity centers work. She asked if the changes have disrupted or changed the planning or is the work staying evergreen even with changes.

Kanti Srikanth replied that the regional activity center designations are reexamined and redesignated every time the region reexamines its growth projections on a four to five-year timeframe. He said that when the planning directors developed the cooperative forecast Round 10.0 it was a post-COVID activity, and the forecast examined how the growth trends in our region may vary because of COVID. He said that planning directors have done their best to acknowledge and accommodate the changes in their projections.

Kanti Srikanth said that, in terms of changes in employment or population because of COVID or other regional changes, TPB is looking at what kind of big data is available, but big data is available at a high level, and regional activity centers requires looking at a small geographic area.

Greg Goodwin stated that COG is working on a Round 10.1 cooperative forecast and expects to start the process for a major round within the next year or two. He said that COG will know more about potential reductions in the federal workforce six months to a year from now.

10. REGIONAL BICYCLE AND PEDESTRIAN PLANNING UPDATE

Michael Farrell said that the National Capital Trail Network was last updated in February 2024, and the Bicycle and Pedestrian Plan was last updated in May 2022. He said that the TPB is trying to keep on a four-year update cycle for the plan and a two-year update cycle for the trail network.

Michael Farrell said that the TPB has a standing Bicycle and Pedestrian Subcommittee and also monitors the nonmotorized recommendations in the Transportation Improvement Program and Project InfoTrak. He said that most projects being built in the region do have a bicycle and pedestrian accommodation.

Michael Farrell said that the TPB also looks at emerging modes. He said that early on the jurisdictions did not have a lot of experience with Capital Bikeshare or docked bikeshare, and subcommittee members are anxious to hear what is going on in other jurisdictions, learn, and coordinate when something new

like docked or dockless bikeshare arrives.

Michael Farrell said that the subcommittee monitors the Street Smart program and provides advice on safety aspects, and the subcommittee typically conducts at least two design-type workshops within the year. He said that TPB will hold a micromobility workshop on June 30 and anticipates doing more in fiscal year 2026.

Michael Farrell said that the National Capital Trail Network was adopted in 2020 and is a long-distance continuous network of mostly off-road bicycle and pedestrian facilities. He said the network is designed for people of all ages and abilities to provide healthy, low-stress access to open space, inexpensive, reliable transportation that serves nearly all TPB priority areas and most people and jobs in the region. He said that the network was last updated in 2024 and that 27 miles per year are being built.

Michael Farrell said that the most recent version of the Bicycle and Pedestrian Plan of the National Capital Region was adopted in May 2022 and that the plan is a summation of everything that the TPB jurisdictions are doing. He said that the plan has detail on bicycling and walking trends, safety, Complete Streets practices, and best and recommended practices, as well as evolving facility design. He said the plan is primarily an information product rather than a prioritization product.

Michael Farrell presented a map of the 2045 network and said that the TPB will prepare a version of the map with a 2050 horizon. He said the network map resides on the TPB resources and applications page.

Vice Chair Frumin asked for clarification on the 1,880 planned miles and whether any of the miles have been built.

Michael Farrell said that the answer depends on the product. He stated that the National Capital Trail Network is meant to be a prioritized, low-stress network and is much smaller than what is seen on the map. He provided an example that an unprotected bike lane could be in the bicycle and pedestrian plan but cannot be in the National Capital Trail Network because it is not an eligible facility type. He said that the low-stress network is entirely planned projects whereas the National Capital Trail Network includes 779 miles of plan of which 644 have been built.

11. ADJOURN

Vice Chair Frumin stated that the next meeting would be held June 18. There being no other business, the meeting was adjourned at 2:00 P.M.