
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

November 19, 2025
In-Person Meeting

MEMBERS AND ALTERNATES PRESENT

Kelly Russell – City of Frederick
Neil Harris – City of Gaithersburg
Walter Alcorn – Fairfax County
Christina Henderson – District of Columbia
Geoff Anderson – MDOT
Rebecca Schwartzman – DC Office of Planning
Victor Weissberg – Prince George’s County
Dan Koenig – FTA
Corey Pitts – MDOT
Sonia Vasquez Luna – City of Manassas
Stephen Kenny – Montgomery County
Michael Weil – NCPC

MEMBERS AND ALTERNATES ONLINE

Alanna Mensing – City of Manassas Park
Allison Davis – WMATA
Amy Wesolek – Takoma Park
Victor Angry – Prince William County
Ashley Hutson – City of Manassas
Bill Cuttler – VDOT
Marilyn Balcombe – Montgomery County
Cane Aguirre – City of Alexandria
Dan Malouff – Arlington County
David Snyder – Falls Church
David Reid – Virginia State Delegate
Kris Fair – Maryland State Delegate
Eric Olson – Prince George’s County
Janine Ashe – FHWA
Jason Groth – Charles County
Jimmy Bierman – Fairfax County
Kari Snyder – MDOT
Kristen Weaver – City of Greenbelt
Marc Korman – Maryland State Delegate
Mark Misher – Frederick County
Matt Frumin – District of Columbia
Meagan Landis – Prince William County
Monique Ashton – City of Rockville
Regina Moore – VDOT
Sandra Marks – DDOT
Susan Cunningham – Arlington County
Tom Peterson – City of Fairfax
Mike Turner – Loudoun County

Mark Rawlings – DDOT

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Cristina Finch
Lyn Erickson
Amand Lau
Greg Goodwin
Laura Bachle
Ian Newman
Vicki Caudullo
Mark Moran
Rachel Beyerle
Janie Nham
Dan Sheehan
Dusan Vuksan
Charlene Howard
Andrew Austin
Ceriann Prince
Thomas Harrington
Sergio Ritacco
Bill Pugh – Coalition for Smarter Growth
Daniel Papiernik – Chair of CAC
Bill Orleans

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

Chair Walter Alcorn called the meeting to order.

Lyn Erickson called the roll call. She said that the TPB has a quorum and that one member of the public signed up to provide their comments, Bill Pugh from Coalition for Smarter Growth.

Bill Pugh thanked TPB staff and the board for their work on Visualize 2050, highlighting the accessibility of the documents and the recent vote to exclude the Southside 495 Express Lanes project. He acknowledged progress made in removing outdated projects and improving public input but emphasized that the current plan still falls short of needed greenhouse gas reductions and climate goals. He urged the board to address induced demand, strengthen accountability on climate strategies, and advance land use reforms such as zoning changes and housing near transit.

Lyn Erickson said that between noon Tuesday, October 14 to noon Tuesday, November 18, the TPB received one letter, three comments submitted via the general comment form, and 24 comments submitted via email. She said TPB received a letter from Acting Maryland Secretary of Transportation, Samantha Biddle. She said that Secretary Biddle shared an MDOT response letter to a letter written from Senator C. Anthony Muse from Maryland State Senate District 26, expressing his formal opposition to the Southside Express Lanes project. She stated that Senator Muse said that the project raises serious equity, environmental, and transit planning concerns that would disproportionately impact residents of southern Prince George's County. She stated that Senator Muse calls on TPB, VDOT, and MDOT to preserve the transit right-of-way on the Woodrow Wilson Bridge, conduct a comprehensive transit impact study, and release all memoranda on any cross-jurisdictional agreements related to the project.

Lyn Erickson said that Acting Secretary Biddle included her response and acknowledgement that the project has been removed from the Visualize 2050 plan in its current form, noting that the TPB called on the parties to collaborate on solutions in the corridor. She said that Secretary Biddle also addressed his request for any cross-jurisdictional agreements, noting that the only such agreement is the 2001 Woodrow Wilson Bridge Operational Agreement.

Lyn Erickson said that TPB received three additional comments via the general comment form. She said that all three consisted of comments in opposition to the Southside Express Lanes project. She said that there is residual comments form the action taken last month.

Lyn Erickson stated that the TPB received 24 emails that missed their original deadline to include content urging the TPB Board to reject the current proposed project, which was done. She noted that all these comments can be found on the TPB meeting page. She said that TPB members will hear more about the comments that were received in the public comment period later on this agenda and next month.

2. APPROVAL OF THE OCTOBER 15, 2025 MEETING MINUTES

Chair Alcorn moved approval of the October 15, 2025 minutes. The motion was seconded by Neil Harris and unanimously approved.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Victor Weissberg said that he had nothing more to add other than the minutes and the items that were reviewed for this meeting.

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

TPB Community Advisory Committee Chair Daniel Papiernik said that the CAC meeting was held on November 13. He said that the meeting began with the Transportation Improvement Program Forum and then the committee spent a few minutes debriefing on the forum's structure, content, and the public engagement aspects of the event. He said that the committee received a detailed briefing from the TPB staff on the Visualize 2050 draft plan, the FY 2026-2029 TIP, and the air quality conformity analysis. He said that staff members walked the public chapter by chapter through the materials that were open for public comment and explained how the public can submit feedback.

Daniel Papiernik said that during the discussion some CAC members raised questions about carpooling rates, roadway expansion, and the balance between transit and road investments. He said that staff explained that the 530 new lane miles represent only a 3 percent increase overall, while transit projects will receive over 60 percent of investments through 2050, with major emphasis on maintaining a state of good repair. He said that staff also confirmed that emissions from tires and brake pads are included in the EPA model and that the region is expected to meet air quality standards, concluding with appreciation for the staff's thorough briefing and public engagement efforts.

Laura Bachle said that the TPB Access for All Advisory Committee met on Monday, November 3. She said that the committee members received an update form the WMATA Access Advisory Committee and DMV/Moves, discussed revitalizing the Reach A Ride program, and leadership of the committee. She said that they also got a detailed briefing on the Visualize 2050 plan documents. She said that, regarding the AFA organization and leadership, there will be co-chairs for AFA, one from the member organizations and one from ex-officio members. She said that there wasn't a significant number of members in the November 3 meeting and so is leaving the matter open for any further discussion. She said that the goal

is to have the new leadership structure in place by February 2, when the AFA next meets.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the Steering Committee met on November 7. 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 said that he wished to draw attention to a few items in his report. He stated that on page nine of the packet were the dates and times for all TPB Board, Steering Committee, and Technical Committee meetings for 2026. He noted that, except for January due to the holiday schedule, most meetings would be held on the third Wednesday.

Kanti Srikanth said that on the previous Monday, there was a joint meeting of the COG and WMATA boards, the second such meeting in 18 months. He explained that the DMVMoves Task Force had been convened to develop a vision and plan for world-class transit service with sustainable funding. He stated that the task force completed its work, presented the DMVMoves plan, and both boards adopted the plan, vision, goals, and resolution. He said the resolution calls on all 24 member jurisdictions, the states, and the District of Columbia to act on recommendations, and also requests TPB's assistance. He said that a copy of the DMVMoves resolution was posted to the TPB meeting materials website and that his packet included a staff memo with links to all DMVMoves Task Force documents.

He stated that Sunday was the World Day of Remembrance for Road Traffic Victims, emphasizing the importance of addressing safety issues. He said that the TPB has prioritized this issue, recalling last year's regional summit convened by Chair Christina Henderson and noted that TPB and COG's Street Smart Safety campaign has now joined the DC Families for Safe Streets Coalition, participating in activities on November 16 at the Foggy Bottom Metro Station.

Kanti Srikanth stated that today was also World GIS Day, started in 1999 to celebrate spatial technologies. He stated that TPB has been a leader in using GIS to develop tools and story maps for regional transportation planning. He said that the TPB was releasing a complete summary of GIS applications, available to member agencies and the public, including maps of high-capacity transit stations and opportunities for transit-oriented communities.

Kanti Srikanth stated that the next Board meeting on December 17 would not be held in the COG building due to renovations. He explained that December's meeting would be held at the NVTC offices in Arlington, while future meetings would be hosted at the NACO building across North Capitol Street.

6. CHAIRMAN'S REMARKS

Chair Alcorn said that he first wanted to take a moment to honor a longtime TPB member who would not be returning. He explained that Kelly Russell had served on the TPB for a decade, achieving one of the highest attendance records, and also chaired the TPB during 2020, a particularly challenging year. Chair Alcorn stated that Kelly Russell responded to the needs of the COVID pandemic by helping develop the precedent-setting process for holding all-virtual TPB meetings while still accommodating public comments.

Chair Alcorn explained that during Kelly Russell's tenure, the TPB adopted its equity statement and launched the TPB's smartphone app, IncenTrip, which gamified travel choices and provided financial incentives for travelers. He stated that TPB staff also noted the organization may be unique in having a mascot for its TIP, making Kelly Russell's leadership a hard act to follow. He thanked Kelly Russell for her service and presented her with a plaque recognizing her distinguished contributions from 2014

through 2025.

Chair Alcorn stated that last month the board finalized projects for the region's long-term transportation plan, Visualize 2050. He explained that while much of the discussion focused on a single project, the plan is broader, encompassing highway, transit, and other elements to advance shared regional goals. He said staff would review the plan's contents later in the meeting, with time for questions and comments, and emphasized the importance of regional collaboration among the 23 jurisdictions and WMATA.

Chair Alcorn stated that the COG and WMATA boards held a joint meeting and adopted a resolution committing to world-class transit service. He explained that the TPB has a role in coordinating aspects of this resolution and noted he had asked Kanti Srikanth to report back with options for TPB's constructive involvement. He said this would be discussed further in December. Finally, he stated that the three officers of the Board, including himself as chair and the two vice chairs, would be concluding their terms at the end of the year.

7. TRANSIT WITHIN REACH

Victoria Caudullo said that she will share with the TPB the Transit Within Reach projects that the selection panel is recommending for funding for the latest round of selection. She stated that more than half of the region's job growth, and over 40 percent of new households in the next decade are expected to be within half a mile of high-capacity transit. She said that over the last 20 to 30 years, regional consensus has confirmed the importance of improving bike/pedestrian access to transit. She said that the goal of the Transit Within Reach program is to fund small, high-impact projects that will make it easier to walk and bike to transit.

Victoria Caudullo said that the TPB uses a similar model to run the program as the Transportation Land Use Connections and Regional Roadway Safety Programs. She said the TPB provides technical assistance from consultants and does not offer direct funding to the jurisdictions. She said that Transit Within Reach is slightly different from the other programs in that it funds only preliminary engineering and design up to 30%, and the purpose is more focused in that only projects that improve walk-bike access to transit are eligible for funding. She said that funding is awarded every two years, and this is the third cycle. She said for this cycle, the TPB had \$250,000 available, and the TPB received three applications requesting a total of \$290,000.

Victoria Caudullo said that the first project is the Sunrise Valley Drive Protected Bike Infrastructure Project in Fairfax County. She stated that the project will fund 30% designs for about a mile and a half of on-street protected bike infrastructure on Sunrise Valley Drive between the entrance of the Innovation Center Metro Station and Frying Pan Road.

Victoria Caudullo said that the project will improve pedestrian and bicycle access to the Innovation Center Metro as well as four bus routes. She said that the project will improve walkability and improve bike connections between the Metro and numerous medium- and high-density housing developments, restaurants, shops, hotels, parks, and trails. She said that the final products of the project will include a traffic study to look at the impacts of removing a travel lane, conceptual 30% designs for pavement markings, signage plans, signal modifications, and a cost estimate to implement the project.

Victoria Caudullo said that the second project is the Lockwood Drive Shared-Use Path Project located in Montgomery County. She said that the project will fund 30% design for a shared-use path on Lockwood Drive from Oak Leaf Drive to New Hampshire Avenue and will extend the existing shared-use path on Lockwood Drive by an additional 0.2 miles. She said that this project will help connect bicyclists and pedestrians to two COG-designated high-capacity transit station areas as well as multiple Capital

Bikeshare stations. She said that the final products resulting from this project will include selection of a preferred route, data collection, 30% design, and a cost estimate.

Victoria Caudullo said that the last project is titled the Lewis Avenue Bike/Pedestrian improvements, located in the City of Rockville. She said that this project will fund preliminary design of bike/ped improvements on Lewis Avenue in a neighborhood adjacent to Twinbrook Metro. She said that the project will prepare a road survey and develop preliminary engineering plans for improving the pedestrian and bicycle facilities on about a 1.3-mile corridor. She said that the project's scope will include recommendations for the type of separated bike facility on Lewis Avenue between Rockland and Halpine Road as well as traffic-calming pedestrian improvements and shared bike lane treatments on Lewis Avenue from Edmonston to Rockland Avenue and on Ardennes Avenue from Halpine Road to Holland Road.

Victoria Caudullo said that all three projects appear likely to move forward with final engineering, capital funding, and in the end, construction in the near future. She said that should the TPB approve funding of these projects, the procurement process will begin immediately with projects launched in early 2026.

Chair Alcorn said that this is important and that probably all of the TPB members have the challenge of retrofitting transportation infrastructure to accommodate bike/ped. He said that this is a huge issue, and projects like these help. He said that the TPB does not have a resolution to adopt but just a vote on the recommendation. He asked if there were any questions, and seeing no questions, asked for nays or abstentions.

Chair Alcorn announced that the motion carries to fund the three Transit Within Reach projects.

8. DRAFT VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN, FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), AND AIR QUALITY CONFORMITY ANALYSIS REPORT OF THE PLAN AND TIP

Cristina Finch said that TPB staff have completed the draft Visualize 2050 National Capital Region Transportation Plan, the FY 2026-2029 Transportation Improvement Program, and the Air Quality Conformity Analysis Report for both the plan and the TIP. She said that the three documents were released for public comment and the interagency review period on October 23.

Cristina Finch said that the plan Executive Summary captures the plan's highlights including the anticipated regional growth and performance outcomes and performance outcomes of planned transportation investments as well as the challenges that will persist beyond what can be accomplished with this plan. She said that she will review the plan's seven chapters and said that there are additional resources and interactive maps. [The following is a synopsis of the contents of each chapter. All data points and information shared chapter-by-chapter in Cristina Finch's presentation are available in the Item 8 materials, livestream recording, and meeting transcript.]

Cristina Finch said that the first chapter provides an overview of the region, the TPB's vision, principles, and goals, and acknowledges that the TPB's goals, which are safety, well-maintained infrastructure, travel-time reliability, efficient system operations, affordable and convenient mobility options, environmental protection, resilient region, and livable and prosperous communities all align with the three states and federal transportation goals. She said that the second chapter captures a snapshot of transportation currently, the percentage of all trips by mode, and how each of the multimodal elements lay the foundation for future improvements.

Cristina Finch said that Chapter 3 is the current system performance report, reflecting on how the system is performing in the areas of access, reliability and congestion, safety and security, maintenance, and system management. She said that this chapter, along with Chapter 2, provides the

foundation upon which our region will make improvements in the future. She said that Chapter 4 contains a lot of topics that are influencing or impacted by transportation in the areas of the economy, environment, public health, and emerging technologies. She said that Chapter 5 is the financial plan for future investments, which shows how much money is going to be available to the region over the next 25 years and where that money is expected to come from. She said that after summarizing those revenues, the plan then identifies where that money will be spent for capital expansion, state of good repair, or maintenance and operations activities, either for highways, bicycle and pedestrian modes, or for transit.

Cristina Finch stated that Chapter 6 presents the region's 2050 transportation network by mode and is presented along with the system's forecast performance in key transportation areas, including access, congestion, and the environment. On the plan's website, there are planned resources available to dive deeper into some of the specific improvements that TPB staff were able to map. Not every line item in the financial plan expenditures can be mapped, but the ones that can give enough context in the maps to show where the region is planning to make improvements. She said that for Chapter 6, readers will find one map for bike and pedestrian projects, the next one for transit, and then the one at the top of the screen for all roadway improvements.

Cristina Finch said that Chapter 7, the last chapter of the plan, acknowledges that everything will not be fixed and perfect with the actions and funding identified in this plan. She said that challenges will still exist, and several key challenges are acknowledged, including traveler safety, insufficient transit revenue to sustain, let alone increase, service, anticipated risks to infrastructure from natural hazards, and antiquated infrastructure at Union Station, limiting service and capacity, not just for regional travel, but for interregional travel along the East Coast. She said that despite the continuing challenges, the region has a really strong history of good collaboration.

Cristina Finch introduced the FY 2026-2029 Transportation Improvement Program, stating that it is a listing of planned financial obligations and associated projects and program activities to demonstrate how the Visualize 2050 plan will be implemented in the first four fiscal years between 2026 and 2029. She said that contrary to the funding in the Visualize 2050 plan, which is all regionally anticipated funding, the funding in the TIP has been secured through federal and other sources. She stated that this TIP includes 355 records with planned obligations in the four-year period, totaling over \$17 billion, and there are 209 discrete projects that have over \$8 billion programmed in these four years. She said that there are 32 grouped projects, of which each grouping may contain tens or even a few hundred discrete projects of a similar nature, totaling over \$6 billion, whereas ongoing programs, which is the last one on the row there, have over \$3 billion programmed in this TIP.

Cristina Finch stated that air quality conformity is a federally required analysis that ensures transportation plans like Visualize 2050 do not prevent the region from meeting its air-quality goals under the Clean Air Act. She said that the region has attained the air-quality standard for all of the Clean Air Act's criteria pollutants except for one, ground-level ozone and that conformity requirements, therefore, only apply to this one pollutant.

Cristina Finch said that projects identified as regionally significant for air quality conformity are coded into the region's roadway model network, which simulates their impact, and those projects. She said that details of the regionally significant projects are listed in Appendix B of the conformity report and on the Visualize 2050 interactive project map. She said that both VOC and NOx emissions fall below the motor vehicle emission budgets, and this shows that Visualize 2050 and the TIP both conform to the state implementation plans, so that means that the region passes conformity.

Cristina Finch said that the TPB is almost at the end of the 30-day public comment period, and all of the information that the TPB needs to review is on the Visualize2050.org website. She said that any remaining comments must be submitted by November 21. She said that last week the TPB staff held a

forum on the TIP document where representatives from the three states and WMATA shared how their agencies prioritize and identify projects and secure funding.

Cristina Finch said that the board's agenda packet includes the interim report on the comments that the TPB received during the first half of the comment period. She said that following the end of the comment period, TPB staff will work with a consultant to summarize all of the comments and provide responses, which will be shared with the board in December when the TPB will be asked to take action on the Visualize 2050 plan, the TIP, and the air quality conformity analysis report at the December 17 meeting.

Chair Alcorn reminded TPB members that the public comment period closes in two days and to submit comments by Friday. He said that the region has a lot of work to do, but the plan is helpful in getting to the air quality goals that the TPB has but also understanding where there are investments and also regional issues that need to be addressed.

Kanti Srikanth said that the region is about 3,600 square miles, about six million people, and has about three and a half million jobs, so every household in the region, on a typical day, makes 10 trips. He said that only 20 percent of the trips are related to commuting to work. He said that 80 percent of the trips are for other activities and that is why the TPB staff this time looked at average travel distances. He said that the regional core is the District Columbia, Alexandria, and Arlington, which are very dense communities, very richly endowed with transit and a network of walk and bike. He said that if you look at their transit mode share, that is what it reflects, but if you look at the outer jurisdictions, the majority of the jobs that are in the regional core are being filled by people who don't live in the regional core, so they need to commute from outer distances.

Kanti Srikanth stated that people traveling on commuter rail are spending on average 90 minutes each way, and they are traveling about 50 miles each way to commute to those trips. He stated that is the system the TPB has, and within that system the question is what investments both on transportation and what policy investments could be made on land use to try and address this mobility and accessibility challenge.

Kanti Srikanth said that what impressed practitioners is that over many long-range plans seen in this region, TPB staff has seen that the transit mode share was hardly moving between now and 20 years, 25 years into the future, with all the investments. He said that this time, the transit share is going up by an entire one percent of 15 million trips that are being made every day. He said that if the board looks at the investment in transit, 80 percent of the investment in transit is to maintain the system; it's not to add more service. In this context of a large base and minimal investment to add service a one percent shift is really noteworthy and appreciable. He said that this is also why the DMV Moves work is critical; it is calling for additional investments that can improve the efficiency, service, and attract and drive ridership gain. He said that the growth in this region is expecting to add 1.2 million people—the size of Austin or Dallas, Texas. He said that each household that comes will add 10 trips per day, and this represents an opportunity to grow transit ridership.

Kanti Srikanth said that Visualize 2050 is also saying that with this growth in travel demand, on a per capita basis that each of us in 2050 will be traveling fewer miles a day in 2050 than we are today. He said that means that land use is coming together, people are able to walk or bike and they do not have to go as far to access a job or other societal needs. He said that the region is a large area, it has a legacy of issues, but the investments, particularly in Visualize 2050, are moving the needle, and that is why Chapter 7 becomes important. He said that Chapter 7 acknowledges there are gains being made, but there will still be challenges that the region can address as this region has often risen up to the challenges.

Chair Alcorn thanked Kanti for the context. He said that the fundamental infrastructure in terms of land use patterns that exist today and the transportation network have remained mostly the same 25 or more years later, yet investments do make a difference. He said for those involved in land use, that it is something that many of the jurisdictions talk about and take to heart. He commented that Fairfax County is exploring beyond just making sure new communities are pedestrian and bike friendly, and the county is actively looking at how to make new communities transit ready. He said that he thinks that land use will need to be looked at in a creative way to plan for this future, to move the needle a little more on transit and on bike/pedestrian so that the region's congestion numbers don't get worse than they're already projected to be.

9. PBPP: DRAFT TARGETS FOR TRANSIT AND HIGHWAY SAFETY

Janie Nham said that she would brief the TPB on regional highway safety targets, required as part of the TPB's performance-based planning and programming reporting requirements, and Eric Randall would cover the transit safety targets. She said that, as in past years, she will provide a report on the region's safety performance in 2024 and how it compares to targets adopted for that period and then will discuss the projected targets for the 2022 through 2026 period, and share staff recommendations for the next set of regional safety targets.

Janie Nham said that setting highway safety targets originated with a 2016 FWA final rule that encouraged states and MPOs to apply a data-driven and strategic approach to improving safety on public roads, and that rule requires states and MPOs to adopt annual safety targets in five performance categories and to measure and report on progress towards those targets on a yearly basis. She said that while the final rule refers to the targets as highway safety targets, the targets apply to all public roads, regardless of ownership or functional class. She stated that the five performance measures for which MPOs and states must set targets are: the number of fatalities, the rate of fatalities per 100 million vehicle miles traveled or VMT, the number of serious injuries, the rate of serious injuries per 100 million VMT, and the number of non-motorized fatalities and serious injuries. She said that those must be reported on five-year rolling averages, and that the federal definition for fatalities is used, which is any person who dies as a result of a motor vehicle crash within 30 days of the crash.

Janie Nham presented the region's performance in 2024 against its 2020-2024 roadway safety targets. She said that the big development in 2024 was that the TPB region experienced a 5 percent decrease in the number of fatalities with the first decline since 2018. She stated that these numbers are still elevated compared to pre-pandemic levels, when the average annual fatality count was 293 fatalities. She said that it does appear that the trend is finally beginning to bend in the right direction, and the decrease is also reflected in the fatality rate.

Janie Nham stated that VMT remained unchanged from last year, so the 5 percent decrease in the number of fatalities also resulted in a 5 percent decrease in the fatality rate. She said that inversely, serious injuries increased in 2024 by 5 percent, which is the second consecutive year of increase, and this has been a pattern of fluctuation since 2020. She said that the TPB will continue to monitor this trend. She said that the serious injury rate similarly increased by 5 percent, and another positive outcome with non-motorist fatalities and serious injuries is that it declined by 10 percent between 2023 and 2024. She said that it remains below the pre-pandemic annual average of 559 fatalities and serious injuries.

Janie Nham said that key factors involved in fatalities and serious injury crashes in the region are based on a study the TPB recently completed. She stated that intersections and speeding are the top two factors involved in serious injury crashes, and the TPB will present findings from that study at the start of 2026. She stated, as a recap, that data shows that the region made positive progress on fatalities in

2024. She noted that fatalities remain elevated compared to pre-pandemic levels but are finally trending in the right direction, and the fatality rate continues to decline for the third consecutive year. She stated that serious injury saw a modest increase of 5 percent in 2024 but remained below pre-pandemic levels, and pedestrian and bicyclist fatalities and serious injuries continued to decline for the second straight year.

Janie Nham, referring back to the targets, commented that the final rule requires that performance measures be based on five-year rolling averages rather than annual tallies. She said that because the region is comprised of three different states, TPB staff uses an approach that applies each state's methodology to their respective portions in the region and then combines them into a regional composite target. She stated that historically, the TPB's policy has been that if a calculated target is higher than the previous year's target, the target is capped at the previous year's level so that the TPB does not recommend a higher target than what was adopted last year. She stated that the TPB has capped the number of fatalities at 253 deaths since 2018 and comparing the 2024 outcomes to the target set by the TPB in December 2023 for 2020 through 2024, the region fell short of meeting those targets. She said that these targets and performance outcomes are based on five-year rolling averages, so they reflect our performance over the last five years.

Janie Nham said that looking forward to 2026, projections provided by state partners overall project an increase in number of fatalities, the fatality rate, and serious injury rate but decreases in the number of serious injuries, non-motorist fatalities, and serious injuries. She referred to the targets on the slide that TPB staff are recommending for the TPB's consideration.

Eric Randall said that he would speak to transit safety performance, transit safety targets, and transit safety actual numbers. He said that there is a federal requirement for transit agencies to set targets every year and to develop agency safety plans. He said that transit agencies now have to annually set targets for 14 measures. He stated that once all applicable transit agencies or transit providers in the region set targets, MPOs have up to 180 days to also set regional targets for all transit agencies in the metropolitan planning area. He said that many of the transit measures are similar to roadway safety in terms of fatalities, fatality rate, serious injury, and serious injury rate. He said that there are also items for major events—fires, derailments, and collisions.

Eric Randall said that under collision rate, there is a pedestrian collision rate and a vehicular collision rate. He said that FTA added targets on assaults, assaults on transit workers, and rate of assaults on transit workers. He said that he will also speak to system reliability.

Eric Randall said that TPB staff takes the targets from each of the providers of public transportation in the region and compiles them for an overall regional rate. He said that FTA only has this rule apply to agencies that receive federal funding, which in the region are Metro, DDOT (for another few months), MDOT, and the Potomac and Rappahannock Transportation Commission as well as subrecipients. He said that Northern Virginia transit systems do not take federal section 5307 funding.

Eric Randall said that the 2025 measures table has 14 measures by mode, and no agency sets a target greater than zero for fatalities. He said that the targets show actual performance for 2024 versus the targets that were adopted last year. He stated that many of the transit systems, especially the smaller systems, didn't have a methodical way of collecting and reporting this data. He stated that next year, the TPB hopes to get providers in to talk about, "Okay, what's actually happening with these targets? What does your internal data show? What are some of the factors and causes for injuries, and accidents, and what's happening toward transit workers out there?" in order to come together with some sort of report by next year on what's actually happening out there in the region for transit safety.

Eric Randall said that there were four fatalities associated with Metrorail last year and two in the bus

system. He said that the target is zero, so the target has been exceeded in those cases. He stated that the target was exceeded in 2024 for injuries on Metrorail and all the urban bus systems combined. He commented that the TPB has only a couple years of data that's only now really starting to become reliable in terms of establishing a clearer trend from year to year, so it's a great area of growth for the coming year. He presented the rest of the performance factors back from 2024 including safety events, assaults on transit workers, and collisions.

Eric Randall said that TPB staff will be working over the next couple weeks to finalize these targets and analysis and to verify regional transit agency information and any comment from the board or what might be received via TPB Comment. He said that staff will bring the final targets back to the board on December 17 for approval and to meet required deadlines. He said that the TPB will submit adopted targets to the state DOTs in accordance with written agreements that have been established between the TPB and all the agencies for performance planning reporting.

Chair Alcorn said that it looks like transit might be a little safer, but the region has got a long way to go on some of the safety numbers.

David Snyder said that in the past the TPB has provided background information about the various programs being pursued to try to address the unacceptable numbers that have to be reported each and every year. He said that he would like to see if next year the TPB can push the research deeper into whether there are any places in the country or the region that have put together successful interventions that have really dropped the numbers of serious accidents and fatalities in a significant way as well as the various programs that TPB has evolved over the years. He stated that he appreciates all those programs and would like to know if there is a plan to provide background information about what are the causes underlying these numbers and some examples of what we can do about it. He said that he hopes in the coming year that the TPB can dig deeper into the research that might be available from public and private sources.

Kanti Srikanth said with regards to the specific causes in the region, the TPB has done two full cycles of data research and has the data to tell what the number-one cause is nationally and what the number-one cause is in the National Capital Region. He said that, in terms of what strategies are most effective, the TPB did a detailed study and identified a whole bunch of strategies covering the roadway engineering side, the public educational side, and the enforcement side of safety. He stated that last year, FHWA proposed a new framework for approaching and improving roadway safety. He said that FHWA briefed the board and the technical committee. He said that the TPB has studies that are currently underway and anticipate bringing the results of those studies to the TPB in the next two to three months.

Kanti Srikanth said that safety remains a number one priority in terms of looking for opportunities to do region-specific work to help inform the decision-makers. He said that the state DOTs are very engaged and are focused on trying to bend the curve. He stated that the region is just now beginning to see some signs in the right direction, but there is substantive work to be done. He asked Janie Nham to highlight some of the work that TPB staff will bring to the board in the next couple months.

Janie Nham said that the TPB has a regional roadway safety study, which looks at some of the data patterns in the crash data across the region to identify and try to understand the nature of crashes, the location, and their frequency. She said that part of that analysis looks at involved or contributing factors. She said that another study the TPB is completing is an inventory of all the safety activities across the region amongst TPB jurisdictions to try to understand which amongst those activities are most effective. She said the TPB hopes to share that study in January or February.

Geoff Anderson said that, following up on one of the studies that is being talked about, that he saw

statistics on the role of speeding and wondered if the TPB is also going to look into the role of speed as opposed to speeding—just the normal roadway speeds.

Janie Nham said that the TPB study did not look into that, but the TPB could look into that as a factor in future studies.

Geoff Anderson said that he has heard questions about the pandemic, the lack of congestion, and the effect that had on travel speeds and the correlation with increased congestion and reductions and fatalities or serious injuries. He said that then goes to the question whether it's effective to lower speed limits on individual roads or other things like that as well.

David Snyder said that he is particularly interested in electronic enforcement. He said electronic enforcement will be an issue before the Virginia General Assembly, and so far, the General Assembly has not approved much in terms of electronic enforcement. He asked if the studies would help the TPB understand the value of electronic speed and other types of electronic enforcement, for example, red light running cameras and those kinds of things.

Kanti Srikanth said that another study is underway that is examining automatic traffic enforcement, how effective it is, and what kinds of enforcement techniques have been effective. He said that he is happy to report that the TPB applied for a grant with the DC Office of Highway Safety and was successful in getting a little funding from them. He said that in the region DC leads in terms of automatic traffic enforcement, and Maryland and Virginia are beginning to do that a little bit, but there is currently no reciprocity. He said that the TPB's grant funding will be used to examine what kind of legislative tools or what might be helpful legislatively in Maryland and Virginia to fully have reciprocity of the tickets issued through automatic traffic enforcement because that doesn't exist today.

Chair Alcorn said that there are Virginia General Assembly members who are suspicious that all we want to do is raise more revenue when we ask for more authority for automated traffic enforcement. He said he does not know if there is data or modeling on that topic, but that might be something else that would be helpful.

10. ENHANCED MOBILITY GRANT SELECTION AND APPROVAL PROCESS

Cherice Sansbury said that the initiative of the Enhanced Mobility program is to increase travel options for those underserved populations such as older adults and persons with disabilities in our region. She said that the program is in the grant selection process and approval phase of the solicitation, and she will be providing updates regarding that process.

Cherice Sansbury said that the 2025 grant solicitation began in June 2025 and is now in the final stages. She said that the pre-application conferences were held in July and the application window was open from August 1 to September 30. She said that eligible projects have to benefit populations within the urbanized area shown on the map on the screen and capital projects are responsible for 20 percent of matching funds, while operating projects are responsible for 50 percent of matching funds. She said that the total federal funding available is anticipated to be around \$10 million.

Cherice Sansbury said that they had 31 applications submitted with \$20.7 million requested in federal dollars. She said that TPB has about \$10.8 million in federal dollars available, so it was about \$1.92 for every dollar available that requested, and we have 138 wheelchair-accessible vehicles that were requested as well. She explained that the bar graph shows how our Enhanced Mobility funding has increased each round, whereas in this round, which is called Enhanced Mobility 7. She said that five applications from DC jurisdictions, 17 from Maryland, and 9 from Virginia have been received. She shared a timeline of the events that have recently taken place and will take place in the near and

distant future regarding the selection of projects to be awarded as well as what will take place after said projects are awarded. She said that the selection committee kicked off on October 15 and will send their scores to COG.

Cherice Sansbury said that they are now compiling the scores and will finalize those recommendations on this coming Monday, November 24. She said that the TPB action item and approval will take place on December 17, which is the next TPB meeting. She said that successful applicants are given 30 days to complete FTA-required documents, which will take place once the award letters go out in January 2026, and approval from FTA, when applications are submitted in the spring, will take up to six months, but we have experienced that it can take less than that. She said that subgrant agreement or contracts will be signed and grantee projects are looking to begin in fall 2026 and anticipated initial vehicle deliveries as early as 2027. She said that the next solicitation will be the summer of 2027.

11. ADJORN

Chair Alcorn stated that the next meeting will be held at NVTC in Arlington Virginia, on December 17, 2025. There being no other business, the meeting was adjourned at 1:58 P.M.