

---

**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

February 18, 2026  
Virtual Meeting

MEMBERS AND ALTERNATES ONLINE

Alanna Mensing – City of Manassas Park  
Amy Wesolek – City of Takoma Park  
Victor Angry – Prince William County  
Ashley Hutson – City of Manassas  
Bill Cuttler – VDOT  
Canek Aguirre – City of Alexandria  
Corey Pitts – Montgomery County  
Denise Mitchell – City of College Park  
Dan Koenig – FTA  
Dan Malouff – Arlington County  
David Schilling – Federal Transit Administration  
David Snyder – City of Falls Church  
Deshundra Jefferson – Prince William County  
Eric Olson – Prince George’s County  
Geoffrey Anderson – Maryland Department of Transportation  
Janine Ashe – FHWA  
Jimmy Bierman – Fairfax County  
Kari Snyder – MDOT  
Kristen Weaver – City of Greenbelt  
Laurel Hammig – NPS  
Leo Pineda – VDOT  
Marilyn Balcombe – Montgomery County  
Mark Mishler – Frederick County  
Mati Bzurto – City of Bowie  
Matthew Frumin – District of Columbia  
Megan Landis – Prince William County  
Michael Weil – NCPD  
Monique Ashton – City of Rockville  
Neil Harris – City of Gaithersburg  
Ryan Hand – DC Office of Planning  
Sonia Vasquez Luna – City of Manassas  
Stephen Kenny – Montgomery County  
Susan Cunningham – Arlington County  
Mike Turner – Loudoun County  
Tom Peterson – City of Fairfax  
Victor Weissberg – Prince George’s County  
Mark Phillips – WMATA  
Mark Rawlings – DDOT  
Walter Alcorn – Fairfax County

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Cristina Finch  
Lyn Erickson

---

---

Amand Lau  
Laura Bachle  
Ian Newman  
Mark Moran  
Rachel Beyerle  
Janie Nham  
Renee Ritchey  
Debora Etheridge  
Delanna Thomas  
Sara Brown  
Robert d’Abadie  
Dan Sheehan  
Dusan Vuksan  
Charlene Howard  
Pierre Gaunaurd  
Ceriann Price  
Thomas Harrington  
Mike Farrell  
Dan Sheehan  
Tim Canan  
Meseret Seifu  
Sergio Ritacco  
Jose Lemus  
Katherine Rainone  
Heather Edelman – Christina Henderson’s staff  
Bill Orleans – member of the public

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

Chair Harris opened the meeting welcoming members and sharing virtual meetings procedures and that the meeting is live streamed on YouTube.

Lyn Erickson called the roll call. She said the TPB has a quorum. She said that the TPB received one comment submitted via email from Mr. Mike Robb who writes to submit additional considerations on the Visualize 2050 plan, attaching a summary of studies on the impact of shared-use paths on traffic congestion. She said that he notes these studies conclude that such infrastructure has a negligible or indirectly positive effect overall on traffic congestion. She said that was the only comment and that you can find the comment on the meeting page.

### **2. APPROVAL OF THE JANUARY 21, 2026 MEETING MINUTES**

Chair Harris moved approval of the January 21, 2026 minutes. The motion was seconded by Ashley Hutson and unanimously approved.

### **3. TECHNICAL COMMITTEE REPORT**

TPB Technical Committee Chair Dan Malouff shared a summary of the February 6 meeting of the Technical Committee. He said the Technical Committee received a briefing on recommendations for FY 2027-2028 TAP funding for projects in Virginia with walking and biking, taking an increased importance in our transportation system. He said the need for this infrastructure is greater than ever and so, this program helps fund those projects and the committee is pleased to see it moving forward in Virginia

---

and eagerly awaits the Maryland and DC versions. He said that the committee also heard briefings on the TPB's draft FY 2027 Unified Planning Work Program and Commuter Connections Program. He added that receiving these briefings is important to the technical staff, it helps keep us apprised of what programs are available to us and what work to expect over the next year and he said that he was sure that the board finds that information valuable as well.

Dan Malouff said that the committee heard an informational item on the Northern Virginia Transportation Authority's BRT Action Plan. He said that NVTA provides hundreds of millions of dollars for Northern Virginia jurisdictions every year to build new multimodal transportation infrastructure, and with widespread interest around the region in bus rapid transit, NVTA has produced a blueprint for 28 BRT routes that, if built would dramatically speed up bus service for 140,000 riders per day in Northern Virginia and shift tens of thousands of additional drivers onto transit, easing congestion and reducing emissions for everyone. He said that NVTA's planning will continue in more detail, but importantly, these quarters are eligible for NVTA funding, and we hope many will be funded in future allocations.

He said that the committee heard other updated about TPB staffing, kickoff of the upcoming bike and pedestrian plan and received a reminder that TPB's Transportation Land Use Program and Regional Roadway Safety Program [applications] are due on February 27.

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

Laura Bachle said that the Community Advisory Committee that was held virtually on February 12. She said that they received an update on the status of the DMVMoves initiative, and CAC members continue to be interested in providing support as this initiative gets implemented. She said CAC members can help with scheduling meetings, for DC and that outreach to ANC commissioners is important and CAC members include two ANC members are happy to assist with scheduling a briefing. She said that the CAC continues to discuss work planning with interest in several projects like the bike/ped plan and the regional freight plan. She said that they are very interested in safety programming, TAP, TLC, and Complete Streets programming, including a peer exchange of best practices in Complete Streets.

Laura Bachle said that members also noted that this year is when the CAC holds their biannual meeting with elected and appointed officials to share their transportation priorities. She thanked Dan Sheehan for the thorough presentation on the State of the Commute report and the Commuter Connections Work Program. She said that members had many questions about the findings in the State of the Commute report. She said that CAC looks forward to the deeper dives TPB staff will be taking into the data.

Leo Pineda briefed the board on the Access for All Advisory Committee. He said that the Access for All Advisory Committee met virtually on February 2, 2026. He said that the AFA has opted to have co-chairs, one chair from member organization and one from ex-officio members. He said that Era Pandya with the Montgomery County Public Schools is one of the co-chairs, and that he himself is the second co-chair. He said that during the AFA meeting members received a report from the WMATA Accessibility Advisory Committee, an update on the status of the DMVMoves initiative, and received a presentation on the Enhanced Mobility Grant Program. He said that the committee also received a briefing from the newest members of the AFA. Zitao Weng of the Korean Community Service Center provided the AFA with an overview of their activities, serving Asian communities throughout the DMV. He said that the KCSC is implementing a five-year grant from the CDC called the Racial and Ethnic Approaches to Community Health, or REACH. He said this work includes communities designed to increase physical activity, which includes active transportation in our neighborhoods.

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

Kanti Srikanth said that the TPB Steering Committee met on February 6, and there were four

---

amendments to the TIP that were approved. He said that DDOT's amendment added about \$2 million in FTA funds for three bus priority projects, one on the new Nannie Helen Burroughs Avenue, another one on Minnesota Avenue, and a third one on Martin Luther King Avenue and the details are on pages 5 through 11. He said that Maryland Department of Transportation's amendment added about \$22 million in a variety of federal and state funds, including the Congressional earmark community project funding for five projects, which include a new public electric vehicle charging facility in Montgomery County, a 3D survey and engineering of transportation infrastructure, a new bicycle and pedestrian connectivity project along Maryland 210, and the ongoing US 1 reconstruction project.

Kanti Srikanth said that the Virginia Department of Transportation also added about \$39 million in federal and state funds for three projects. He said that one was the Devlin Road widening, the Evergreen Mill Road widening, and a stormwater management project along I-395. He said that a Virginia Department of Rail and Public Transportation amendment added about \$40 million in FTA and state funds for three projects: the DASH bus fleet replacement project in Alexandria, a new PRTC passenger amenities and infrastructure program, and the VRE Crystal Station Improvements Project.

Kanti Srikanth said that there were four letters of support issued to the TPB member agencies, all of whom are seeking federal bill grant funds. He said that two of these projects are in Prince William County, one in Montgomery County, and one by the Maryland Department of Transportation. He said applications for the TPB's member agencies to receive technical assistance grants under the Transportation Land Use Connections program as well as the Regional Roadway Safety Program are open until the end of February. He said that TPB staff and COG staff are taking turns visiting all of the member jurisdictions to brief them about the *DMVMoves* action plan and going over the recommendations. He said that he is pleased to report that 12 of the member organizations and four other regional partner organizations have all adopted resolutions and are seeing the action plan. He said that there are a few more member visits that TPB will be covering. He said that the running list of all the jurisdictions that we have been briefed and that have adopted resolutions are on page 68 of the memo.

Kanti Srikanth said that the board recalls that at the December meeting, Mayor Ashton of the City of Rockville had asked about a request for information that was published by Federal Highway on December 11, which was essentially soliciting ideas for making improvements along I-495 and the American Legion Bridge Corridor that connects Virginia and Maryland. He said that all the comments, inputs, and suggestions were due by February 9. He said that TPB staff has looked at the 123 comments that were submitted. He said that a few of the TPB members also had submitted comments, and their inputs are included in the memo. He stated that there was a letter from Maryland Department of Transportation, a letter from Fairfax County, and another one from the Metropolitan Washington Airports Authority.

Kanti Srikanth said that COG is hosting three informational forums related to data centers. He said that the first forum on February 25 in Reston, VA, will be focused on energy, the energy usage, and the energy supply, and the challenges therein. He said that the second informational forum about data centers will focus on water, which is scheduled for March 2. He said that TPB staff will notify the members as soon as registration opens and that will be in Washington DC. He said that the third and the last forum will focus on land use, which is still being worked on. He said that it will most likely be in April. He said that as soon as the dates are set, the board will be informed.

Kanti Srikanth said that Meseret Seifu is retiring after 31 years of service to the TPB, COG, and the region. He said that Meseret joined the TPB 31 years ago as an intern and stayed on to become a very critical part of the TPB's Travel Demand Modeling team.

Meseret Seifu thanked the team and thanked Kanti for his kind words. She said that it has been a

---

privilege and an honor to serve this region.

## **6. CHAIRMAN'S REMARKS**

Chair Neil Harris congratulated Meseret Seifu on her retirement. He said that he would like to make sure that there is extra time for the safety discussion later in the meeting and moved on to the next agenda item.

## **7. APPROVAL OF FY 2027 AND FY 2028 TAP FUNDING FOR PROJECTS IN VIRGINIA**

Janie Nham presented the project recommendations for the FY 2027 through 2028 cycle of the Virginia TAP program. She said that the Transportation Alternative Set-Aside Program was set up in 2012 to provide funding to projects considered alternatives to traditional highway construction. She said that the TPB role is defined by federal law, where large MPOs select projects in consultation with the relevant state using a portion of funds sub-allocated through the program by large MPOs. She said that this provides an opportunity for the TPB to fund regional priorities and complement regional planning activities.

Janie Nham said that the funding that Virginia receives from the federal TAP program is divided among three different buckets through which projects can be funded. She said that large MPOs can select projects using their sub-allocated funds, however, the district members of Virginia's Commonwealth Transportation Board (CTB) each are allocated \$4 million for project selection from the statewide pot of funding, and the at-large members of the TPB can also select projects using the remainder of the statewide money. She said that projects that are not selected by the TPB can still be selected by the CTB district member or their broader CTB for funding. She said that the selection panel members reviewed and scored the applications individually and met on January 27 and 29 to reach consensus decisions. She said that selection process elevates the consideration of several regional criteria such as expanding multimodal transportation options for non-drivers, supporting regional activity centers, completing the National Capital Trail Network, increasing access to high-capacity transit, increasing access in low-income areas, promoting safe routes to school, and increasing access for people with disabilities.

Janie Nham said that for this cycle, the TPB received approximately \$27.6 million in funding requests for 16 projects in Northern Virginia, and the TPB's set-aside sub-allocation was \$12.5 million. She said that seven projects were recommended for funding for a total of \$12,479,496. She said that the remaining projects may still be funded through the allocation afforded to the TPB member for the Northern Virginia district, DJ Gribbin, or the broader CTB.

Janie Nham stated that five projects are within or close to regional activity centers, two are in proximity to high-capacity transit, and five projects are near or intersect with a planned or existing segment of the National Capital Trail Network. She shared some of the example projects in the slide, specifically from the City of Alexandria. She said this project would enhance safety for students walking to school by implementing improvements identified through Safe Routes to School Walk Audits and two Alexandria public schools, George Washington Middle School and Charles Barrett Elementary School. She stated that some key improvements include adding curb extensions with high-visibility crosswalks, shortening crossing distances, and improving bus stops near the George Washington Middle School. She said that a curb extension and a raised crosswalk will also be added near the elementary school.

Janie Nham shared another example of a project in the City of Manassas. She said that funding from this grant would be used to fill in existing sidewalk gaps and build a pedestrian crossing across Centerville Road, a busy arterial roadway. She said that this project would design and construct 0.2

---

miles of sidewalk along a segment of Centerville Road as well as two adjacent roads, Carriage Lane and Reb Yank Drive. She said that a key element of the project is providing pedestrian crossing across the arterial roadway. She said that there is a residential community of about 300 residents just southeast of the Corridor, and the proposed sidewalks and crossing would help connect that community to a nearby elementary school on the other side of Centerville Road as well as commercial businesses along the Corridor.

Janie Nham said that the next project is in the City of Manassas Park. She said this project would enhance multimodal connectivity along Manassas Drive by constructing a continuous shared-use path along a 0.21-mile stretch of the roadway. She stated that additional enhancements include new curb ramps for greater accessibility, improvements at a rail crossing, an installation of pedestrian scale signs, and signal upgrades to improve visibility and safety. She said that these improvements will enhance multimodal access, especially to the Manassas Park VRE Station in the city's downtown area.

Janie Nham shared another project in Prince William County. She said that under this project, a safe pedestrian crossing over railroad tracks would be provided in addition to completing a missing segment of sidewalk that connects Prince William County with the town of Haymarket. She outlined that this project would construct a segment of sidewalk along Old Carolina Road and Jefferson Street from Somerset Crossing to Fayette Street, where none currently exist. She said that some additional enhancements include adding a crosswalk immediately south of the railroad tracks and adding a pedestrian automatic gate at the railroad crossing in addition to enhancing pedestrian safety, it will create a connection to extensive non-motorized trail networks.

Janie Nham said that these are just a few of the projects that the selection panel recommends for funding, and a full list is in the memo in the meeting packet. She said that unless there are any questions, staff recommends approval of Resolution R10-2026.

Chair Neil Harris moved to adopt Resolution R10 – 2026 and VDOT Bill Cuttler seconded it. There were no nays or abstentions. The board unanimously voted to adopt Resolution R10-2026 to approve projects for funding under the Federal Transportation Alternatives Set Aside Program for FY 2027 and FY 2028 for Virginia TPB jurisdictions.

## **8. BRIEFING ON THE DRAFT FY 2027 UNIFIED PLANNING WORK PROGRAM**

Chair Neil Harris introduced Item #8, an informational briefing on the draft FY 2027 Unified Planning Work Program. He said Lyn Erickson provided a basic TPB 101 refresher last month and that the draft budget and planned work activities would be presented this month with budget adoption next month.

Chair Harris said that he remembers that much of the work at TPB is prescribed by federal regulations, and that is what most of the funds are used for, but there are ways that the work can be conducted to include the board's priority topics while still complying with federal regulations. He said that elected officials are used to reviewing and approving agency budgets and work activities, so it was decided to brief the TPB on specific work activities.

Lyn Erickson said the TPB meets federal requirements, serves as a forum for regional coordination, and provides data to decision-makers. She said that last month she reviewed the process, how best to navigate it, and described the annual activities that staff conducts. She said this month she is asking the TPB to look at the actual document. She said the UPWP is a document that serves as the TPB's staff work scope for the upcoming fiscal year, specifically the federal funding that is allocated to the metropolitan transportation planning process through the Federal Highway Administration PL, and Federal Transit Administration Section 5303 funds. She reminded the TPB that MPOs do not compete for federal funding and that the MPO is allocated a specific amount through a formula under the federal

---

authorization bill, so the amount is known.

Lyn Erickson said that the current transportation bill ends in September. She said the three most important pages of the UPWP document are tables one, two, and three, located on pages 31, 32, and 33. She said these are the revenue and expenditure summary tables. She said currently staff is still finalizing the revenue. Referring to Table One on the PowerPoint, she said to keep in mind that PL and 5303 funding comes only to MPOs and doesn't expire. She said the revenue totals are combined from three pots. She said it's a combination of old money and new money. Referring to the table, she noted that the first item shown is new federal money identified as new fiscal 2027 funding. She said second, there is old money that was allocated but not spent, called prior unexpended, which is from the 2025 UPWP. She said the third pot is money that is not planned to be spent by the end of the current fiscal year in June, called carryover funding. She said carryover is essentially choice funding because it can roll over immediately or within two years.

Lyn Erickson said there is about \$28 million to work with in fiscal 2027. She said that tables two and three on pages 32 and 33 contain each TPB work activity and what it will cost to complete. She said there are 10 core activities supporting the region as a whole structured to follow federal requirements, starting with task one which is the Metropolitan Transportation Plan. She said table three on page 33 is a more detailed accounting explanation, breaking down the budget into those categories that funding agencies need to track to report spending. She said that in fiscal 2027, the safety program will continue to analyze safety data in order to track trends and also to report annually on how the region is doing in meeting safety targets as part of the performance-based planning and program work.

Lyn Erickson said that last month the TPB received an update on the DMVMoves initiative. She said COG TPB staff are working with the region's transit operators, including Metro, to move forward on implementation of the Regional Integration Action Plan and planning for a network of priority bus corridors. She said now that the Visualize long-range plan has been approved, staff will be conducting detailed studies and plans that will help inform the next update in the next four years. She said in particular staff will be updating the region's bicycle and pedestrian plan and freight plan over the next year.

Lyn Erickson said that staff are also updating the TPB Participation Plan, the Coordinated Human Service Transportation Plan, and running another session of the Community Leadership Institute, including a curriculum update. She said staff will conduct an analysis of flood-related travel impacts. She said this analysis will utilize flood scenarios from last year's inland flooding study and provide inputs to the TPB Travel Demand Model to analyze how travel is affected when segments of the network are impassable due to flooding. She said this analysis will help identify the most vulnerable segments of the transportation network that should be prioritized for resiliency improvements.

Lyn Erickson said TPB staff develops and maintains a Regional Travel Demand Forecasting Model, which is used for scenario studies, assessing the adequacy of the long-range transportation plan, and air-quality studies. She said historically, the TPB travel model has been a trip-based model known as the Gen 2 Travel Model. She said following a strategic plan over the last six years, TPB staff have developed a new activity-based travel model, which is called the Gen 3 Travel Model. She said the strategic plan for travel modeling methods will also be updated.

Lyn Erickson said every three years vehicle registration data is collected, also known as VIN data, from the state departments of motor vehicles. She said the last collection and processing of VIN data was done in 2023, so now staff plan to recollect and reprocess this data to have updated information for the Moves Model.

Lyn Erickson said that one of responsibilities of an MPO is to tell the story of what the region

---

experiences in terms of travel and travel trends and to provide data and insights to decision-makers. She said this is done through data-driven research, using tools like GIS, dashboards, story maps, and other visualizations. She said during fiscal 2027, staff will continue to field the Regional Travel Survey. She said it is the primary source of observed data used to estimate, calibrate, and validate the Regional Travel Demand Model.

Lyn Erickson said staff will also continue to coordinate with regional transit partners to collect transit onboard survey data, important data about the trips being taken on public transportation, which is another important input for the travel model. She said during this past year, staff re-envisioned its travel monitoring program and began developing the Mobility Analytics Program which is a standardized collection of more than 70 data multi-sector indicators found throughout numerous agencies, organizations, and municipalities that can be used to inform a comprehensive snapshot of regional travel. She said that during fiscal 2027, the Mobility Analytics Program will produce more interactive online data reports and visualizations that will help tell the story of travel trends that the region experiences. She said staff will continue to augment TPB's Congestion Management Process Program. She said staff will continue to evaluate and deploy new technologies in its data and research program which will include further use of big data to describe regional travel trends, expanding online tools, which can be accessed through the TPB Resources and Applications Page, or TRAP, and cultivating best practices throughout all of TPB's research and analysis activities.

Lyn Erickson said the UPWP also provides resources for coordinating regional transportation and land-use planning. She said this includes coordinating with COG's Planning Director's Technical Advisory Committee and its Cooperative Forecasting Subcommittee to prepare any needed updates to the region's forecasts of population, households, and employment. She said finally, staff will continue to administer its Technical Assistance Program, which provides funding to assist individual state and local governments as well as transit-operating agencies with projects that advance metropolitan planning, including regional goals, priorities, and aspirations.

Lyn Erickson said the next steps are continuing to refine the estimates and adjust the budget accordingly. She said next month the final document will be available for approval. She said the carryover funding will also be finalized to move into the fiscal 2027 document. She said in March, staff will ask the board to take two actions: amend the current UPWP to pull the money out and move it into carryover and then approve the 2027 UPWP in its entirety. She said after approval the UPWP is submitted to the federal agencies for approval, which she expects to occur before July 1.

## **9. BRIEFING ON THE DRAFT FY 2027 COMMUTER CONNECTIONS WORK PROGRAM**

Chair Neil Harris introduced the briefing on the draft Fiscal Year 2027 Commuter Connections Work Program. He said it's a regional program that involves programs, projects, and services designed to help improve traffic congestion and meet regional air-quality goals in the non-attainment area.

Dan Sheehan said he would share what the program does, how goals are accomplished, how commuters are reached across the Metropolitan Washington region, and some recent data. He said those are key focuses for FY 2027. He said the Commuter Connections Program is the region's longstanding transportation demand management program. He said its mission is straightforward: to encourage commuters to use alternatives to driving alone, whether it be by transit, carpooling, vanpooling, bicycling, walking, or by teleworking.

Dan Sheehan said a few primary ways the program implements demand-reduction strategies is through Ride-Matching and Guaranteed Ride Home Programs. He said for more than 50 years, the Commuter Connections Ride-Matching Program has matched commuters with carpools and vanpools based on

---

shared origins, destinations, and travel windows. He said there are over 16,000 active participants in the program. He said the Guaranteed Ride Home Program provides commuters who regularly use non-drive-alone modes to commute to and from work with a free ride home in the event of emergency, illness, or unscheduled overtime. He said they also facilitate two regional events that help build awareness and enthusiasm for non-SOV travel: Bike to Work Day, which is celebrating a 25th anniversary this year and the Go DMV Commuter Competition, which uses gamification to reward sustainable commute behavior during Earth Month in April. He said all of the commuter-oriented programs are supported by a comprehensive marketing strategy that includes web, social media, radio, outdoor ads, and a direct approach.

Dan Sheehan said that complementing these programs is the Employer Outreach Program, where local TDM specialists work directly with businesses to set up commuter benefits, support hybrid telework arrangements, and guide employers on best practices for implementing commute reduction efforts. He said combined, these strategies help ensure both commuters and employers have the tools they need to reduce drive-alone travel. He said the most recent holistic program evaluation effort, which covers data collected from July 2021 through June 2023, shows strong performance across core metrics. He said each day, Commuter Connections helps reduce an estimated 119,500 vehicle trips, over two million vehicle miles of travel, 0.4 tons of NOx, and 0.3 tons of VOCs. He said this is all accomplished at a rate of about one cent per vehicle mile traveled.

Dan Sheehan said that beyond direct congestion and emissions reductions, the program generates an estimated \$525,000 in daily societal savings, including more than 2,800 hours of reduced travel delay and approximately 93,000 gallons of fuel saved per day, among many other benefits. He said the program experienced remarkable growth this past year. He said the number of carpool matches increased more than 100 percent year over year, reaching 92 percent of pre-pandemic levels, which is especially impactful considering the State of the Commute Report found hybrid telework frequency nearly doubled from 1.2 days a week in 2019 to 2.3 days a week in 2025, meaning the increased match list activity may actually have accounted for a higher proportion of overall commuters in 2025 than it did in 2019.

Dan Sheehan said Guaranteed Ride Home trips increased by 29 percent, and incentive redemptions grew by 69 percent. He said website traffic exceeded 300,000 sessions, more than double the pre-pandemic level that was experienced in 2019. He said the Commuter Rewards app was launched last March, and from March through December 2025, commuters logged over 95,000 trips in the app, nearly tripling the comparable activity from the previous Incentrip app. He said that recent outcomes generated by the app include 863,000 vehicle miles traveled reduced, and 345 tons of carbon dioxide avoided as well as more than \$550,000 in commuter cost savings.

Dan Sheehan said that marketing and outreach strategies will also evolve in FY 2027 to reflect new insights from the 2025 State of the Commute Survey. He said commuter motivations have shifted since the pandemic, for instance, values such as avoiding stressful commutes and using travel time productively have grown while cost savings have decline in terms of commuters' interests in selecting a non-drive-alone commute mode. He said they will align the messaging approach with these shifts in FY 2027. He said they are also looking to refresh the ways marketing campaigns are conducted by studying best practices and experimenting with new methods to evaluate a campaign's effectiveness at encouraging behavior change.

Dan Sheehan said that for the first time in many years, they plan to develop and implement a business-to-business marketing campaign, promoting the expertise of the local TDM coordinators who will help businesses solve transportation challenges at work sites. He said another highly anticipated improvement is the impending launch of the new client relationship management database to improve stakeholder coordination and tracking for the 40 representatives scattered across the region, working

---

with employers to introduce TDM strategies, policies, and programs. He said additional operational priorities in FY 2027 include doubling the capacity of the Pool Rewards Vanpool Program. He said the program has reached maximum capacity at present with 38 active vanpools, which is a program record, and is fully utilizing its current budget allocation. He said given the demonstrated demand that exceeds current available resources, they anticipate doubling the program capacity in FY 2027 to serve waitlisted commuters and facilitate new vanpool formations.

Dan Sheehan said another operational priority is implementing recommendations from the Guaranteed Ride Home Peer Review Study. He said a number of data-collection efforts will also take place throughout the fiscal year, which includes a retention rate study, which seeks to understand how long commuters' behavior change is sustained after switching to non-drive-alone commute options, and the triennial comprehensive program analysis, which will look at data for the last three years to evaluate the program's effectiveness with many other elements. He said the proposed budget for the FY 2027 work program totals just under \$8,400,000, which represents a 1.2 percent decrease from the prior fiscal year. He said this is the second consecutive year requesting a modest decrease in program funding in an effort to continue right sizing the program.

Dan Sheehan said funding allocations across the program's four core areas were developed in coordination with the three state DOTs and remain consistent with longstanding formula-based approaches. He said they are proposing a 37 percent decrease to the program's marketing budget in FY 2027 and reallocating those funds to bolster the program's employer outreach and program operations effort. He said this will allow new experimental marketing efforts at a smaller scale while reinforcing and improving service delivery to the programs, customers, and participants.

Chair Neil Harris asked if anyone had any questions. Geoff Anderson asked about a table on the slide deck concerning 2019 statistics and whether it referred to percentages answered. Dan Sheehan confirmed that it was percentages answered by individuals who indicated selecting a non-drive-alone travel mode in the State of the Commute Survey. Geoff Anderson asked if the totals should sum to more than 100. Dan Sheehan said yes, they can because they can select more than one benefit.

## **10. REGIONAL TRANSPORTATION SAFETY TRENDS AND FINDINGS FROM INVENTORY OF ROADWAY SAFETY STRATEGIES**

Janie Nham said that she will provide an update on the TPB safety program, specifically an update of the 2020 Regional Roadway Safety Study, a safety assessment which looks at what the region has been doing in response to those trends, and a white paper on automated traffic enforcement effectiveness. She said that through its safety resolution, the TPB has urged regional jurisdictions to focus local projects, programs, and policies on four areas: speeding, impaired driving, distracted driving, and unbelted driving. She said that at the 2024 Regional Safety Summit, the Board asked about the region's progress in addressing those areas and also asked staff to analyze the best available research on the effectiveness of automated traffic enforcement.

Janie Nham said that the safety study update focuses on the years 2019 – 2023 and that the long-term trend has been that fatalities have increased while serious injuries have decreased, meaning that crashes have become more severe. She said that 2024 saw a reverse of the trends with fatalities declining and serious injuries increasing slightly. She said that across the region, the fatality rate increased nearly 30% while the serious injury rate was low except for the Urban Core. She stated that the fatality rate is highest in the Inner Suburbs, while the serious injury rate is highest in the inner Urban Core.

Janie Nham said that intersections were the most common contributor, being involved in 40 percent of crashes. She said that behavioral factors such as speeding, not wearing a seatbelt, and impaired driving

---

also contributed to a large percentage of fatalities and serious injuries. She stated that many of these trends worsened during the last study period with speed-related fatalities jumping 67 percent in 2020 while impaired driving-involved fatalities and unbelted fatalities both jumped 50 percent in 2020. She said that the percentage of young drivers involved in fatal crashes jumped by 72 percent. She said that the region continues to fall short of its roadway safety targets.

Janie Nham said that the increase in fatal crashes has been uneven across subregions, and the pattern has accelerated during the pandemic as aggressive and risky driving behaviors worsened. She said that those behaviors have been top contributing factors to fatal and serious injury crashes in the region in addition to infrastructure factors.

Janie Nham reviewed the findings from the Inventory of Local Roadway Strategies. She said that in order to understand whether jurisdictions are in alignment with the TPB safety resolution, the project team collected information by reviewing local safety plans, issuing a questionnaire to jurisdictional staff, and conducting interviews. She said that for each task, the consultant team sought to answer three questions: Does each jurisdiction focus on the four key areas highlighted in the resolution? What strategies does each jurisdiction use to address those topics? and how effective have those strategies been?

Nicole Waldheim said that the inventory results show that most jurisdictions are thinking about safety in some way, shape, or form in the region. She said that speed solutions are the ones being cited and used the most by local governments in the region. She said that impaired and unbelted solutions are being implemented more so by enforcement and highway safety offices and less so by local government planners and engineers. She said that where quite a lot of overlap has been seen between planners and engineers and non-planners and engineers is in addressing distracted driving.

Nicole Waldheim said that 15 of 22 jurisdictions in the region have completed or are developing a safety plan, whether a Safe Streets for All (SS4A) or Vision Zero plan. She said that another finding is that local jurisdictions have limited staff who are focused on safety which can make it challenging to implement a comprehensive safety program. She said that the TPB Regional Roadway Safety Program was cited as a good way to help the smaller local governments lead safety projects. She stated that the local governments realize that coordination with external partners as well as internally is critical to advancing safety.

Nicole Waldheim said that a lot of jurisdictions lack the time capacity to sustain this collaboration. She said that a notable exception is that Arlington County has a standing internal committee meeting and an external stakeholder meeting that meets regularly.

Nicole Waldheim said that local jurisdictions are utilizing a lot of different speed-reduction strategies; however, implementing traffic calming treatments stands out as one of the most common things that local governments are doing to address speed in the region. She said that 20 jurisdictions list traffic calming as being effective. She said that road diets are still a federal highway proven safety countermeasure and have been cited by local governments in the region as effective, and they are being implemented where possible.

Nicole Waldheim said that there can be public or political pushback to road diets, and locals are finding that they have to be strategic in terms of where they're being implemented based on the data. She said that the City of Rockville has been great at showing the results after these to be able to continue to do more. She said that planners and engineers are collaborating with police enforcement when it comes to addressing speed and that crash data is shared regularly.

Nicole Waldheim said that there is discussion about placement of automated enforcement cameras and a lot of local governments are doing fatal crash reviews. She said that the City of Alexandria has good

---

collaboration and success with their local law enforcement. She said that many jurisdictions are using automated enforcement to which the legislation in their state will allow.

Nicole Waldheim said that different speed reduction strategies can be utilized. She noted that local governments are saying that speed limits are being lowered but most agreed as an individual treatment, it is not that effective. She said to rethink about the design of the roadway and using potentially automated enforcement, and then that package is the thing that is effective in terms of reducing speeds.

Nicole Waldheim said that local law enforcement and highway safety offices are leading in the area of impairment and unbelted driving through midnight patrols, strategic targeted enforcement, and engaging with bars and vendors to prevent drunk driving. She said that the majority of local governments do not use or know much about ignition interlock as a strategy and see it as a strategy handled by the courts.

Nicole Waldheim said that seatbelt enforcement and education is being conducted and typically relies on grants that go to law enforcement agencies to do some sort of saturation patrol. She stated that a lot of resources and funds go toward Click It or Ticket campaigns. She said that one challenge is that in Virginia there is no primary seatbelt law, which means that a driver cannot be pulled over for not wearing your seat belt.

Nicole Waldheim said that partnerships do exist among planners, engineers, and non-planners when it comes to distracted driving. She noted that the District Department of Transportation has coordinated on deploying distracted driving trailers with community-focused messaging in locations where they could have the greatest safety impact. She said that a lot of engineering solutions like speed humps, road diets, and bike lanes are also effective at reducing distraction.

Nicole Waldheim said that the consulting firm also developed a white paper on automated enforcement in the region that centered on the questions of how well speed and red-light cameras reduce severe crashes and what are the practices that make programs publicly supported, fair, and reliable. She said that the research was focused on red-light cameras and speed cameras and evaluated the effectiveness of cameras based on regional, national and international research and the program elements that influence long-term credibility of an automated enforcement program. She said that lessons learned from DC, Maryland, and Virginia are included to show the legal and operational frameworks. She said that this provides a shared foundation of understanding for TPB to be able to move forward and support local governments.

Nicole Waldheim said that the National Highway Traffic Safety Administration highlights that cameras work best as part of a larger speed management program, and the Federal Highway Administration categorizes automated enforcement as a proven safety countermeasure. She said that based on evidence, there are reductions in fatalities and serious injuries of 20 to 37 percent. She said that case studies show that Montgomery County reported a nearly 40 percent reduction in KSI crashes on enforced corridors and both Alexandria and Fairfax have seen early improvements in their localized crash risk. She started that the early deployments of DC's cameras did produce a 30 percent reduction in injury crashes. She said that national and international programs are seeing similar types of numbers. She said that automated traffic enforcement programs in the Washington region, including programs in Montgomery County, Alexandria, and Fairfax show clear reductions in average speeds or violations when cameras are installed. She shared findings from New York, Philadelphia, and Bellevue, and international programs showing speeding reductions.

Janie Nham said that the full report is posted online. She said that there has been coordination with the TPB Safety Subcommittee and the Technical Committees and a few of the most promising recommendations from the report have been pulled out such as to encourage greater collaboration between planners and engineers and law enforcement, using the Safety Subcommittee to do so just to

---

bring better safety outcomes. She said another recommendation is to compile local before-and-after studies as a resource to help jurisdictions identify the most effective strategies for their locality. Janie Nham said that agencies are facing staffing shortages and there's a recommendation to use the TPB Safety Subcommittee to connect agencies with similar staffing size with each other to exchange best practices. She said another recommendation is to establish a crash review team as a means to encourage collaboration among enforcement, EMS, and DOT staff.

Janie Nham said that the TPB has heard that greater interdepartmental collaboration resulted in better safety outcomes. She said that speeding, impaired driving, and unbelted driving remain top contributing factors to fatal and serious injury crashes in the region. She stated that the latest data shows that they remain common contributing factors to crashes, and to address this, local jurisdictions have generally focused on infrastructure-based safety strategies such as road diets, curb bump outs, and speed humps, while policy-based strategies have been led by state agencies, such as those related to impaired driving, distracted, and unbelted driving efforts.

Janie Nham said that roadway fatalities and serious injuries are beginning to decline, but the region is still falling short of meeting its targets. She said that safety staff capacity and funding, facilitating cross-departmental collaboration, and adopting before and after evaluations to track effectiveness have been identified as jurisdictional needs. She stated that as a next step the TPB will review recommendations in more detail and gather feedback from subcommittee members to look to which recommendations to advance.

Chair Harris said that he was skeptical of automated enforcement, speed cameras, and things like that until seeing the data the City of Gaithersburg collected. He said that it shows a clear improvement in people's driving behaviors. He said that where there is speed enforcement, people drive slower, and there are fewer accidents. He said that if it's not effective at a particular location, the cameras can be moved elsewhere.

David Snyder said that the reports and the work of staff is much appreciated. He said that there are several other elements of electronic enforcement that ought to be included in the mix. He said that citizens say that the number-one public safety issue in our jurisdictions is highway safety and the extent to which speed limits, stop signs, and red lights are routinely ignored.

David Snyder said that Virginia has been very reluctant on electronic payment, and the more data we collect will be successful at the Virginia state level. He said that in reference to the guardrails that other jurisdictions have put on the data collected, he would like to clear away those objections and learn from best practices so that we can get on with more electronic enforcement. He said that the citizens want it at the local level, but there are objections at the state level in Virginia. He said that best practices would be helpful.

Kanti Srikanth said that TPB staff has made a note of the additional kinds of data that would be useful to help make progress on the legislative side in Virginia. He said that the TPB will look at what information can be gathered in terms of protecting the data that is collected with any automated traffic enforcement plan or strategy that a jurisdiction might choose to implement.

Kanti Srikanth said that staff is working closely with the COG side on automated traffic enforcement reciprocity and asked Janie to provide an update on those efforts.

Janie Nham said that there was a bill in the Maryland General Assembly introduced by MDOT that had a hearing last week. She said that the bill would enable the Maryland Motor Vehicle Administration to enter into agreements with other states for ticket reciprocity. She said that the bill is still making its way through the committees, but COG was there to provide testimony in support. She said that a bill currently

---

being heard in the Virginia General Assembly is a study bill that would allow for funding to be put towards studying the citation data that's been gathered so far.

Chair Harris said that another issue with increasing the amount of automated enforcement is the requirement in Maryland that any citations have to be reviewed by a uniformed police officer before issuing a citation. He said that there's a severe shortage of uniformed police officers, and it's hard enough to get them on the street doing patrols let alone reviewing video. He said that he is not convinced that it is reasonable that it requires a uniformed officer. He said that he does not know if other jurisdictions are facing that issue, but it's a roadblock in the ability to increase the level of automated enforcement.

Nicole Waldheim said that her firm is doing work in Montgomery County, and this was identified as one of their biggest barriers to the effectiveness of their automated enforcement program is not being able to get the citations out the door. She said that is one of the key pieces of the county's action plan update, to try to figure out legislation to address it.

Chair Harris said that he's aware that Montgomery County has a bigger issue with shortage of uniformed officers than Gaithersburg does, so anything that we can get through the legislature would be helpful.

## **11. ADJOURN**

Chair Harris stated that the next meeting is scheduled for Wednesday, March 18, 2026. There being no other business, the meeting was adjourned at 1:35 P.M.