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

September 10, 2026

Tim Davis, CAC Chair

The September meeting of the CAC was held virtually on Thursday, September 10. The CAC was briefed on the TPB's technical assistance programs and received updates on the DMV/Moves Regional Transit Integration activities and the TPB State of Public Transportation Report. In addition, the committee received updates on the September TPB board agenda, the upcoming CAC member recruitment period, Maryland DOT's Consolidated Transportation Program fall tour dates, and held our "Act Locally" round-robin.

INTRODUCTION TO TPB'S TECHNICAL ASSISTANCE PROGRAMS

Victoria Caudullo, TPB Grants & Technical Assistance Program Manager, briefed the committee on the TPB's local technical assistance programs, Transportation Land-Use Connections (TLC), Regional Roadway Safety Program (RRSP), Transit Within Reach (TWR), and the federally funded Transportation Alternatives Set-Aside program. The presentation included examples of recently funded projects in TPB member jurisdictions.

Questions and comments included the following:

Safety education is an ongoing issue for motorists, cyclists, and pedestrians. Is education a part of or a required element of local technical assistance program funding?

At least one of the RRSP projects highlighted in the CAC presentation included an education campaign as part of the project goal. A lot of the technical assistance projects are aimed at infrastructure changes or are focused on engineering, but that does not mean that educational campaigns are not a part of the conversation.

Would it be possible to receive a copy of the Montgomery County Pedestrian Hybrid Beacon project report once it is completed?

The Montgomery County project is just beginning and will be wrapping up next June. There is no preliminary information to share at this point.

For the bike network gap analysis project in Alexandria, do we know how many gaps there are and what length of gaps are being targeted?

The Alexandria project has not yet started. The Montgomery County pedestrian hybrid beacon project potentially has interesting implications moving forward for all of the jurisdictions in our region should they be interested in the information. When this project and the Montgomery County project are completed, the reports will be posted on the COG website. In addition, TPB staff may prepare a recap on completed projects at a future CAC meeting, and committee members can always reach out to TPB staff for information. Regarding the Alexandria gap analysis project, TPB can coordinate with the city to make sure that information from the Alexandria Bicycle & Pedestrian Advisory Committee is shared with the project consultant.

Is the Transit Within Reach program for technical assistance only and not for monetary grant assistance?

The TLC, RRSP, and TWR programs are not grant programs. They are called technical assistance programs because the TPB provides consultants who do the work for the jurisdictions. TPB staff manages the consultant contracting, invoicing, and provides behind-the-scenes assistance. This allows the city and county staff to focus on the technical work.

Would it be possible to include safety or travel education for a jurisdiction's constituents as a requirement for program application selection and funding?

That's a suggestion that TPB staff will put thought into and consider if this idea can be woven into the application process. Education is important, and some of the funded projects do have an educational component. The Street Smart safety campaign looks at the region as a whole rather than a specific project.

Has the City of Fairfax Pickett Road project started? There was an incident on that road segment this week that resulted in a fatality. When that project is completed, could the CAC member receive a briefing or appraisal?

The Pickett Road project has not yet started and is expected to begin this fall. The reason why this work is important is because people's lives are at stake. Yes, the TPB will reach out to the city and can also provide an update once the project is completed.

DMVMOVES REGIONAL TRANSIT INTEGRATION ACTIVITIES UPDATE

Pierre Gaunaud, TPB Transportation Planner, continued his update on recent DMVMoves activities, with a focus on fare policy and fare integration, joint procurement, and shared training among the transit operators.

Questions and comments included the following:

Comment: DMVMoves was created to find a sustainable source of funding for Metro and transit in the region. The different working groups are talking about fare integration, bus networks, and joint procurement and training. It is important for the CAC members to remind local officials about the importance of sustainable funding for transit.

Regarding transfer credits, free rides, and low-income policies, what happens for riders that go from free to fare rides? Have there been incidents with this? Is there a protocol, and what happens when a rider thinks a ride is free, but it is not?

This is a concern that agencies have had in the last couple of years. During the COVID-19 pandemic, many agencies went fare free, and it's been an issue to begin charging fares again and for passengers to adjust. Some agencies went fare free because they realized the amount of revenue being collected was not significant to justify maintaining fare box equipment, which is expensive. In those cases, local funding has been able to fill the gap. These agencies have smaller revenue gaps than Metrobus which operates across jurisdictional lines. This has been one of the reasons why there has been a recent push to enforce fares and use fare reminders as a form of passenger education. Yes, it is a challenge. There's a discussion about how can fare policies be clarified and designed so that it is easier to focus on education versus enforcement.

SmarTrip meetings are focused on Tap, Ride, Go or smart cards and smart reader infrastructure.

Comment: A recent news item featured Metrobus and Union discussions regarding announcement of fare policies by bus operators. A link to this article was shared with CAC members.

THE STATE OF PUBLIC TRANSPORTATION REPORT

Pierre Gaunard presented an update on the TPB's annual State of Public Transportation (SOPT) Report which outlines the current operating status of regional and local transit providers in the National Capital Region and offers information about recent transit service initiatives.

The SOPT report shows funding for transit agencies by source. Does the SOPT report talk about the level of transit funding compared to the need for funding and potential untapped sources for transit funding? Is there a way to include this in the report? Could funding data from the TPB's long-range plan (Visualize) be used?

No, the SOPT report does not cover potential funding sources. The report is compiled without consultant assistance, and resources to develop it are limited. With DMVMoves, more funding information has been collected over time, and there is interest in adding more data over time as possible. Compiling and quantifying the data and checking on which projects have been recently completed would require additional project time. The TPB will consider this comment for future reports.

Once the report is released, does the TPB provide or receive feedback to/from the transit agencies or evaluate expectations?

The TPB has not done this. The goal of the report is primarily to share information. There will probably be more attention on the report moving forward because of the result of DMVMoves and regional discussions about transit.

Does the shared stop metric count bus stops that are transfers to other modes, or is it specifically for stops that are transfers between separate bus operators? Is it for stops that are also transfers to other modes?

The shared stops are only shared stops between different bus operators, not a Metrobus stop at a Metrorail station, unless that Metrobus stop is shared with a different bus operator. At some Metrorail stations you might have a bus stall that is shared between a Metrobus route, and say, an OmniRide or MTA commuter bus—those would be counted. A Metrobus stop that is just Metrobus at Metrorail would not be counted.

Is there any reason that cloud-based transit signal prioritization (TSP) is better than non-cloud based TSP?

TPB staff will check notes on this and provide a follow-up response.

Comment: Many riders may not know which operator runs which routes, but they know letters or numbers of routes. It would be useful for bus stop wayfinding to focus on clear listing of route numbers for passengers at bus stops.

“ACT LOCALLY” ROUND ROBIN

CAC members continue to be active with local transportation initiatives. A CAC member attended the City of Fairfax and the County of Fairfax celebration of the extension of the county parkway into the City of Fairfax. The Maryland state legislature has established a task force on modernizing county and local revenue structures and have scheduled a public hearing on September 14. A CAC member will testify to using land value return to fund local government and transportation.

Chair Davis encouraged CAC members to get involved in local bicycle and pedestrian advisory committees, local planning commissions, councils, mayor's office, and county executive offices regarding applications for the TPB technical assistance programs and voicing support for these projects as they have provided return on investment and have benefitted cities and counties in the region.

OTHER ITEMS

TPB staff announced that the TPB is moving toward hosting all committee meeting on the Microsoft Teams platform. The CAC 2027-2028 recruitment period begins October 5. Current members are invited to re-apply and may serve consecutive terms. The application period will be open through November 15.

ATTENDANCE

CAC Members

Tim Davis, Chair
Ra Amin
Dan Hardy
Kevin Jiang
Madeline Kaba
Dorothy Menelas
Asa Orrin-Brown
Daniel Papiernik
Jeff Parnes
Rick Rybeck
Lorena Rios
Gail Sullivan
Connor Young

Staff

Rachel Beyerle
Victoria Caudullo
Lyn Erickson
Cristina Finch
Pierre Gaunard
Amanda Lau