
TPB TECHNICAL COMMITTEE MEETING SUMMARY

September 5, 2025

1. WELCOME, VIRTUAL PARTICIPATION PROCEDURES, AND MEMBER ROLL CALL PROTOCOL

Staff described the procedures and protocols for the virtual meeting and conducted a roll call. Meeting participants are documented in the attached attendance list.

2. APPROVAL OF MEETING RECAP FROM THE JULY 2, 2025 TECHNICAL COMMITTEE MEETING

There were no questions or comments regarding the July Technical Committee meeting. The summary was accepted as final.

ITEMS FOR THE BOARD AGENDA

3. CARBON REDUCTION PROGRAM PROJECT APPROVALS FOR THE DISTRICT OF COLUMBIA AND MARYLAND

The committee was briefed on projects being recommended for federal funding under the Carbon Reduction Program (CRP). Both Maryland and DC conducted project solicitations during spring 2025 and were ready to present their recommended projects to the TPB for approval this month. Due to the September TPB meeting being cancelled, the TPB Steering Committee was asked to approve these projects for federal funding.

Ms. Erin Morrow provided the committee with an overview of the CRP, which provides formula funding to states to invest in “projects designed to reduce transportation emissions, defined as carbon dioxide emissions from on-road transportation sources. Sixty-five percent of each state’s apportionment is to be obligated to areas based on the proportion of the state’s population residing in that area. States are required to coordinate with applicable MPOs when selecting projects for funding and the projects must be identified in the Statewide Transportation Improvement Program (STIP)/Transportation Improvement Program (TIP) and be consistent with the Long-Range Statewide Transportation Plan and the Metropolitan Transportation Plan.

Ms. Gost provided the committee with an overview of the CRP funding available for Maryland’s three suballocation areas in the TPB Planning Area as well as MDOT’s project selection process, which was developed in coordination with TPB staff. TPB staff also participated on the selection panel. The selection panel recommended awarding \$2,021,700 in federal CRP funding for four applications, two in the Maryland portion of the Washington, D.C. urban area, and two in the Frederick area. There were no applications for the Waldorf area.

Projects recommended for CRP funding in Maryland:

- Research Boulevard Shared Use Path Feasibility and Design (City of Rockville) - \$ 240,000
- Zero Emission Mount Rainier Vehicles (City of Mount. Rainier) - \$1,255,000 (partial award)
- North Market Street Protected Bicycle Lane – 100% Design (City of Frederick)– \$288,000
- Waterford Park Intelligent Lighting Pilot (City of Frederick)- \$238,700

Ms. Soniat gave the committee an overview of the CRP funding available for DC, as well as DDOT’s project selection process, which developed in coordination with TPB staff. TPB staff did not participate

on the selection panel, but did review and provide feedback DDOT's scoring criteria and rubric, as well as the recommendations from the selection panel.

Projects recommended for CRP funding in DC:

- Capital Bikeshare Capacity Expansion Project - \$4,220,205
- DDOT Construction EV Equipment (Bucket Truck, Loader, and Telehandler) - \$1,541,636
- Technical Assistance for Delivery Microhubs - \$527,404

Mr. Srikanth noted that DDOT and MDOT worked closely with TPB staff, keeping in mind the spirit of MPO coordination, and that the TPB's priorities were considered in project selection. He noted that after these projects are approved, there will still be a considerable amount of funding available for our region from the five-year CRP program. At TPB meetings, we often hear that there continues to be a sense that the TPB's projects and programs reflected in the long-range plan are not contributing more significantly toward reducing greenhouse gases and moving toward the TPB's aspirational goals. We don't know if this stream of funding will continue with the reauthorization that is expected to happen this year, but the current funding from the Bipartisan Infrastructure Law is expected to continue to be available. Both TPB and COG have produced a number of reports outlining different strategies to reduce greenhouse gases from the transportation sector and TPB staff are happy to talk with local jurisdiction staff to brainstorm projects and provide support for local jurisdictions as they consider applying for future project solicitations. Reducing greenhouse gas emissions substantially through strategies that affect travel mode choice and travel behavior is very difficult. For the most significant reductions in greenhouse gases, one should aim for projects or programs that change the fuel that is used in vehicles. That said, it is critical that we do everything possible to encourage change in people's mode choice or travel behavior.

4. TRANSPORTATION IMPROVEMENT PROGRAM PREVIEW

Mr. Andrew Austin spoke the presentation and reviewed the several-year long development of the FY 2026-2029 TIP and its relation to the MTP. He reported on aspects of the new, streamlined TIP document, how the project and program tables would be organized, and what materials would be included as appendices. He gave a brief preview of the modified TIP report layout and described the next steps for the TIP, including the final amendment and administrative modification periods for the current TIP of record. He stated that draft reports would be distributed to each agency by September 12 and that these would be accompanied by the Amendment and Administrative Modification Procedures text for review by the agencies.

Ms. Lyn Erickson took the opportunity to welcome Marc Moser, the TPB's newest staff person and to introduce him to the Technical Committee. She noted that Marc would be working on the TIP alongside Sara Brown and Andrew Austin.

5. VISUALIZE 2050 FINANCIAL ANALYSIS UPDATE

Mr. Eric Randall briefed the committee on the results for the financial analysis in support of the Visualize 2050 transportation plan. Federal planning regulations require the metropolitan transportation plan to have a financial plan that demonstrates how the projects and programs in the plan can be implemented and the sources of funding reasonably expected to be made available to carry them out.

Mr. Randall reviewed the work plan that was used to conduct the financial analysis and then presented the results, which come from a reconciliation of “top down” high level projections for revenues and expenditures and a “bottom up” review of the project and program inputs submitted by funding agencies, due at the end of the year. Graphs of the revenues for the region by source and of the sources for each sub-region were presented, following by a graph of the expenditures by mode and type. He closed by stating that the financial analysis demonstrates that the forecast revenues are reasonably expected to be available to implement Visualize 2050.

Mark Phillips, WMATA, spoke to the DMVMoves regional transit initiative and the additional funding the region is being asked to provide for public transportation. He noted that while the financial analysis has enough funding to keep the region’s overall transit system operating, more funds are urgently needed for modernization and if the system is to grow to meet increasing population and travel demand.

6. 2025 REGIONAL ROADWAY SAFETY STUDY UPDATE

Ms. Janie Nham briefed the Committee on the findings and recommendations from the draft Regional Roadway Safety Study, which examined regional crash data from 2019 through 2023. The study was last updated in 2020.

Following an overview of the study background and purpose, Ms. Nham described the regional context for the crash data, including population and economic trends for 2019-2023, which influence roadway crashes as these crashes drive travel demand. During the pandemic, lower traffic congestion also created conditions for aggressive driving behaviors. She then described the regional safety outcomes based on this context from 2019-2023. Total crashes across the region decreased during this time period, but the reduction did not translate to a reduction in roadway fatalities. In 2021, the number of fatalities sharply increased, with fatal crashes accounting for on average 0.46% of all regional crashes between 2020 and 2023, up from 0.31% prior to the pandemic (2016-2019). The study also looked at the fatality and serious injury rates across the various subregions, with the inner suburbs having the highest fatality rate based on population and vehicle miles traveled and urban core having the highest serious injury rate. The study also found that infrastructure (intersections) and behavioral factors (i.e., speeding and not wearing a seat belt, etc.) were involved in most fatalities and serious injuries in the region. Ms. Nham then reviewed the results of a jurisdictional questionnaire, which collected information about jurisdictional barriers to implementing safety improvements among other information. Lastly, she discussed the study recommendations and suggestions for further research.

Chair Weissberg noted the difference in the fatality rate between the urban core and the inner suburbs and asked if the study examined the underlying reasons for the difference. He asked if the difference could be attributed to the speed differential between the subregions. Ms. Nham replied that the study did not analyze the causes for the difference, but noted that Chair Weissberg’s theory was consistent with current research.

7. COMPREHENSIVE CLIMATE ACTION PLAN

COG, with ICF support, is developing a Metropolitan Statistical Area (MSA) Comprehensive Climate Action Plan (CCAP) under the U.S. Environmental Protection Agency's (EPA) Climate Pollution Reduction Grant (CPRG) Program. The DRAFT CCAP will be available and open to public comment in October 2025. ICF staff presented an overview of the key elements of the plan, including greenhouse

gas (GHG) inventory and projections, GHG actions, GHG measures analysis, co-pollutant benefits analysis, and workforce development analysis. Transportation aspects of the plan include:

Transportation GHG emissions, and projections, which include on-road, off-road, commuter rail, and aviation GHG emissions.

Transportation measures in the plan include: (1) provide and promote new and expanded opportunities to reduce VMT through public transportation, non-motorized travel, micromobility, shared travel options, and development; (2) accelerate the deployment of low- and zero-emission transportation, fuels, and vehicles; and (3) accelerate the deployment of off-road/non-road electric equipment.

Transportation measures in the plan reduce GHG emissions, CO, and NOx.

The workforce development analysis showed no major gaps at the occupation level for the transportation sector or overall (supply is within 1-2% of demand for most occupations). However, existing training opportunities in the region are unlikely to fulfill the anticipated future demand for EV maintenance, which is expected to expand more quickly moving forward. Electricians that are trained to support EV charging infrastructure may also be a barrier going forward.

8. EPA'S PROPOSED REPEAL OF THE ENDANGERMENT FINDING

Mr. Jeff King, COG Director of Climate and Energy Programs, and Mr. Robert Christopher presented on EPA's proposed rollback of the Endangerment Finding. The Endangerment Finding, issued in 2009, allows the EPA to regulate greenhouse gases (GHGs) under the Clean Air Act. On July 29, EPA Administrator Lee Zeldin proposed repealing the finding, arguing that the EPA's authority should be narrower and focused only on domestic impacts, with major economic decisions left for Congress. Supporters of the repeal believe it would save around \$54 billion annually in compliance costs, lower fuel and electricity prices, and boost competitiveness. However, opponents warn that these savings would be outweighed by long-term costs such as extreme weather, higher health risks, greater healthcare expenses, and productivity losses. Repeal would also create regulatory uncertainty for states and industries.

For states and regions, the consequences are significant. Federal standards provide a consistent framework for lowering emissions from vehicles and power plants. Without these standards, states and local governments would face a fragmented approach, making it harder and more expensive to meet climate goals. In our region, repeal would threaten targets of a 50 percent reduction by 2030 and an 80 percent reduction by 2050. The Endangerment Finding remains legally sound, scientifically supported, and essential to public health and climate progress. Repeal would weaken federal leadership, increase uncertainty, and place greater burdens on states and local governments.

9. CELEBRATE TPB'S 60TH ANNIVERSARY: CONNECTING COMMUNITIES AND SHAPING THE REGION'S MOBILITY

Ms. Amanda Lau shared a video of Chair James Walkinshaw congratulating the TPB for its 60 Anniversary. In the video, TPB Chair Walkinshaw outlined the work TPB has achieved through collaboration, coordination, and data-driven analysis throughout the years, as well as outlined the importance of the Visualize 2050 plan, the long-range transportation plan.

10. OTHER BUSINESS

Mr. Tim Canan shared how the TPB staff conducts travel surveys as part of the work program. He said that this year there are three survey efforts that have begun. Air Passenger Survey has started, and staff will be fielding it starting late October and early November. The Regional Travel Survey has also begun and the last survey is the Transit Onboard Survey where they are working with the transit operators in the region to consider asking a consistent set of transit onboard questions about the characteristics of the trips that individual passengers are taking on the various transit vehicles in this region.

Ms. Lyn Erickson discussed the TPB reauthorization Principles submission, saying that there was a portal opening and she submitted on behalf of TPB the reauthorization principles.

Ms. Lyn Erickson shared the updates to the COG office renovations. She outlined how the process of renovations would look like and how board meetings might be held on the first floor or at the NARC offices across the street. Construction will start on November 1, 2025.

Ms. Amanda Lau provided a synopsis of the Technical Committee Subcommittee Meetings that were held for the month of July.

There were no staff updates.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Allison Gost – MDOT Brent Riddle – Fairfax County Matt Frumin – District of Columbia Carol Bondurant – VDOT Chloe Delhomme – City of Manassas Corey Pitts – Montgomery County Dan Koenig – FTA Douglas Smith – City of Gaithersburg Evandro Santos – Prince William County/ DOT Heather Edelman – District of Columbia Regina Moore – VDOT Rob Donaldson – Loudoun County Silas Sullivan – City of Alexandria	Janine Ashe – FHWA Kari Snyder – MDOT Leo Pineda – VDOT Mark Mishler – Frederick County Mark Rawlings – District of Columbia Meagan Landis – Prince William County Meredith Soniat – DDOT Neil Harris – City of Gaithersburg Nick Ruiz – VRE Rahul Trivedi – VDOT Victor Weissberg – Prince George’s County Christine Hoeffner – VRE Mark Phillips – WMATA
OTHERS / MWCOC STAFF PRESENT	
Amanda Lau – I Lyn Erickson – I Kanti Srikanth – I Andrew Austin – I Sergio Ritacco – I Sara Brown – I Vicki Caudullo – I Tim Canan – I Laura Bachle – I Rachel Beyerle – I Maia Davis – V Tom Harrington – I	Mark Moran – I Janie Nham – V Charlene Howard – V Cristina Finch – V Dusan Vuksan – V Jamie Bufkin – V Pierre Gaunard – I Robert d’Abadie – I Jeff King – V Robert Christopher – V Sunil Kumar – V Eric Randall – I