

TPB TECHNICAL COMMITTEE MEETING SUMMARY

April 3, 2026

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 MARCH 6, 2026, TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3. BIKE TO WORK DAY PROCLAMATION

Ms. Lindsay Haake, TPB staff, presented an overview of Bike to Work Day 2026 to the TPB Technical Committee. The annual regional event, co-organized by Commuter Connections and the Washington Area Bicyclist Association, is scheduled for Friday, May 15, 2026, and will feature 107 pit stops across 23 COG jurisdictions offering free T-shirts, raffle entries, refreshments, and guided convoys for first-time cyclists. This will be the event's 25th anniversary.

Preliminary findings from the 2025 participant survey indicate strong cyclist engagement, with an average one-way ride distance of 9.1 miles, 25% of participants reporting they started or increased bike commuting after the event, and 99% expressing likelihood to participate again.

The presentation also included a request for TPB action: staff recommends that TPB formally proclaim Friday, May 15th as Bike to Work Day throughout the region, with the goal of promoting regional cohesion, generating media awareness, and encouraging local jurisdiction proclamations, with TPB members invited to attend pit stops in their respective areas.

There were no follow-up questions.

4. DMVMOVES WORK PLAN

Mr. Tom Harrington and Mr. Eric Randall, TPB Staff, briefed the committee on the work plan to advance the DMVMoves Detailed Action Plan for Regional Transit Integration, part of the DMVMoves Plan endorsed last November by the COG and WMATA boards of directors and by the TPB in January. Mr. Harrington opened by reviewing the endorsement of the plan as well as the endorsements received from across the region's localities and agencies. He then focused on the purpose and goals of the regional integration effort, to make things easier and better for public transportation users.

Mr. Randall then provided an overview of the organization and activities of the subject matter working groups and other committees or forums which are working to produce detailed plans, as well as TPB staff work in particular. He spoke to each of the six work areas for regional integration: bus

priority; service guidelines and performance reporting; fare integration; bus stop design, wayfinding and amenities; procurement; and training and certification, reviewing key actions to accomplish and issues or challenges that have been identified. The briefing concluded with a look ahead to future briefings in 2026 on key work products and the anticipated schedule.

The Technical Committee Chair thanked Mr. Randall and Mr. Harrington for their presentation, noting that there was more going on with DMVMoves than of which he had been aware.

WMATA Mark Phillips added his thanks as well and noted WMATA's close involvement and some of their upcoming outreach to localities especially for bus stop flag updates.

There were no further questions from the committee.

5. TRANSPORTATION REAUTHORIZATION: STATUS OF THE FEDERAL PROCESS AND OVERVIEW OF THE "BASICS ACT"

Ms. Lyn Erickson presented on Transportation Reauthorization status and provided an overview of the "BASICS Act." She began by defining what reauthorization is and how it shapes federal transportation funds, outlining that the primary source of funding comes from the Highway Trust Fund (HTF), which is financed primarily through federal fuel taxes on gasoline and diesel. She explained how HTF is divided into two main accounts: (1) Highway account, funding highways, bridges, and roadway infrastructure projects, and (2) Mass Transit Account – supports public transit systems across the country. She outlined the key funding programs for MPOs, which include the (1) PL/5303 funds support MPO planning activities, (2) Surface Transportation Block Grant (STBG) funds support road, bridge, and multimodal projects, (3) Congestion Mitigation and Air Quality Improvement (CMAQ) funds projects aimed at reducing transportation-related emissions, (4) Carbon Reduction Program (CRP) funds projects that reduce greenhouse gas emissions from transportation, (5) Transportation Alternatives (TA) Set-Aside funds projects focused on improving non-motorized transportation options, such as bicycle and pedestrian infrastructure, and (6) Discretionary Grant Programs which MPOs are eligible to apply for or benefit from could be impacted by the surface transportation reauthorization process. She illustrated how reauthorization happens every six years and that it is a critical component of the federal transportation policy cycle, to help maintain our transportation infrastructure.

Ms. Erickson said that right now the reauthorization law MPOs are working under is the Infrastructure Investment and Jobs Act (IIJA) or the Bipartisan Infrastructure Law, provides \$1.2 trillion in funding for transportation, energy and broadband and we are in the final year of it as it expires on September 30, 2026. She said that the house and senate committees are drafting and marking up bills for reauthorization.

Ms. Erickson began to talk about how the BASICS Act fits into reauthorization. She explained that TPB and AMPO expects Congress to release legislation text this Spring and that the BASICS Act is AMPO's and the LOT Coalition's marker bill for the next surface transportation reauthorization. She explained that part or all of the BASICS Act could be included in the surface bill, but this isn't guaranteed, the BASICS Act signals priorities of local and regional governments, and it was introduced in Congress, but it still needs Congress' support. The BASICS Act is a twenty-page draft that ideally would be inserted into reauthorization. The BASICS Act has received support from Association of Metropolitan Planning Organizations (AMPO), National Association of Regional Councils (NARC), National League of Cities (NLC), United States Conference of Mayors (USCM), National Association of Counties (NACO), and National Association of Development Organizations (NADO).

Ms. Erickson outlines that the BASICS Act is written to have greater focus on roads and bridges, less discretionary money/programs, less expensive reach than IJA, focus on safety, streamlining, and project delivery. She explained that the BASICS Act shifts the funding from discretionary programs to formula programs without requiring suballocation to regions. She stated that local governments could lose access to funding that previously flowed to them under the IJA, roughly 25 percent of total federal transportation funding.

WMATA Mark Phillips asked if the BASICS Act talks about transportation funding. Ms. Erickson said that this Act does not. Ms. Erickson said that the PL and 5303 funds supports MPO planning activities, which can help with funding transit initiatives like Regional Roadway Safety Program, Transit within Reach Program, etc. Surface Transportation Block Grant funding is very flexible and can go to transit and multimodal projects.

ITEMS FOR INFORMATION

6. FY 2026 CMP TECHNICAL REPORT

Mr. Ian Newman presented an update on the FY2026 Congestion Management Process (CMP) Technical Report. He began by providing an overview of the CMP and the TPB's CMP Technical Report, including key limitations of prior reports. He then outlined the eight core values identified to enhance the CMP and its associated products, reviewed the timeline of efforts undertaken to advance this vision, and summarized the structure and components of the FY2026 CMP Technical Report.

Mr. Newman then provided an abridged demonstration of the FY2026 CMP Technical Report, an ArcGIS StoryMap designed to function as both a report and an interactive tool to communicate findings, explore data, ensure compliance, and highlight strategies for addressing congestion in the TPB region. Given time constraints and the scope of the Technical Committee, the presentation focused on five of the eighteen chapters, covering key congestion-related metrics, including travel time reliability, congestion intensity, system usage, and causes of congestion. He concluded by summarizing key findings from the analysis and outlining next steps for the CMP and its Technical Report.

There were no follow-up questions.

7. OVERVIEW OF TPB'S POLICY FRAMEWORK, THE ROLE OF PERFORMANCE MEASURES, AND UPCOMING PERFORMANCE MEASURES WORK ACTIVITIES

Ms. Cristina Finch reviewed the development of TPB's Policy Framework over the last few decades since The Vision in 1998 was adopted. A draft brochure of TPB's new Policy Framework was included in the meeting materials. Ms. Finch reviewed the elements of the Framework as most recently reflected in Visualize 2050 and proceeded to focus on the performance measures and targets. She outlined the people involved in federal performance measures tracking and target setting at TPB and state agencies, how the measures and targets support the region's understanding of progress toward adopting TPB goals, and shared the timeline for this year's review of past performance and setting new targets. Chair Malouff shared appreciation for this timeline as there are many performance measures to monitor.

There were no follow-up questions.

8. OTHER BUSINESS

Ms. Amanda Lau shared the subcommittee report with all members outlining that there were 5 subcommittees that met for the month of March.

Ken Joh and Tim Canan shared an update on the Regional Travel Survey launch and the Regional Air Passenger Survey.

Katherine Rainone stated that the Transportation Resilience Improvement Program will be approved during the TPB’s April meeting.

Staff provided updates on American with Disabilities Act (ADA) Compliance and TPB finalizing its Policy Framework to share with TPB members.

ATTENDANCE

| MEMBERS AND ALTERNATES PRESENT | |
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| David Edmondson – City of Frederick Mark Rawlings – DDOT Douglas Smith – City of Gaithersburg Andrew Bossi – Montgomery County Victor Weissberg – Prince George’s County Kari Snyder – MDOT Carson Lucarelli – City of Alexandria Brent Riddle – Fairfax County Evandro Santos – Prince William County Rahul Trivedi – VDOT Regina Moore – VDOT | Christine Hoeffner – VRE Nick Ruiz – VRE Mark Phillips – WMATA Janine Ashe – FHWA Glen Warren – MWAA Amy Garbarini – DRPT Starla Couso – NVTA Shannon Bacon – NVTC Dan Malouff – Arlington County Chloe Delhomme – City of Manassas Kim McCool – VDOT |
| OTHERS / MWCOG STAFF PRESENT | |
| Lyn Erickson Kanti Srikanth Sergio Ritacco Sara Brown Tim Canan Laura Bachle Rachel Beyerle Tom Harrington Marc Moser Daniel Sheehan Greg Goodwin Charlene Howard Dusan Vuksan Katherine Rainone Kaelem Mohabir Wanda Owens JC Park | Mark Moran Ceriann Price Cristina Finch Jamie Bufkin Robert d’Abadie Eric Randall Feng Xie Ken Joh Amanda Lau Fabiha Rahman Anant Choudhary Jeff King Elbert Maravilla – Frederick County Bill Orleans – member of the public |