
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

May 20, 2026
In-Person Meeting

MEMBERS AND ALTERNATES IN-PERSON

Dan Malouff – Arlington County
Neil Harris – City of Gaithersburg
Michelle Shropshire – VDOT
Deshundra Jefferson – Prince William County
Stephen Kenny – Montgomery County Council
Jennifer Boysko – Virginia Senator
James Bierman – Fairfax County
Michael Weil – NCPC
Susan Cunningham – Arlington County
Thomas Peterson – City of Fairfax

MEMBERS AND ALTERNATES ONLINE

Allison Davis – WMATA
Amy Wesolek – City of Takoma Park
Arman Safakhah – City of Laurel
Ashley Hutson – City of Manassas
Matt Frumin – District of Columbia
Canek Aguirre – City of Alexandria
Charles Allen – District of Columbia
Christina Henderson – District of Columbia
Corey Pitts – Montgomery County
David Snyder – City of Falls Church
Denise Mitchell – City of College Park
Eric Olson – Prince George’s County
Garrett McGuire – Virginia Delegate
Geoffrey Anderson – MDOT
Heather Edelman – District of Columbia
Kari Snyder – MDOT
Kristen Weaver – City of Greenbelt
Marc A. Korman – Maryland House of Delegates
Marilyn Balcombe – Montgomery County
Mati Bzurto – City of Bowie
Meagan Landis – Prince William County
Meredith Soniat – DDOT
Monique Ashton – City of Rockville
Oluseyi Olugbenle – Prince George’s County Executive
Ryan Hand – DCOP
Sonia Vasquez Luna – City of Manassas
Victor Weissberg – Prince George’s County Executive
Walter Alcorn – Fairfax County
Zack Kershner – City of Frederick
Mark Rawlings – DDOT

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Cristina Finch
Lyn Erickson
Amand Lau
Laura Bachle
Ian Newman
Fabiha Rahman
Mark Moran
Rachel Beyerle
Janie Nham
Debora Etheridge
Delanna Thomas
Douglas Franklin
Robert d'Abadie
Dan Sheehan
Dusan Vuksan
Charlene Howard
Pierre Gaunaurd
Eric Randall
Jamie Bufkin
Ceriann Price
Thomas Harrington
Mike Farrell
Dan Sheehan
Tim Canan
Renee Ritchey
Jessica Storck
Sergio Ritacco
Jose Lemus
Katherine Rainone
Sakina Khan
Elbert Maravilla – Frederick County DPW
Deborah Carpetner – Frederick County
Leo Pineda - VDOT
Tim Davis – CAC Chair
Alana Braiser – City of Takoma Park
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 no public comments this month.

2. APPROVAL OF THE APRIL 15, 2026 MEETING MINUTES

Chair Harris moved approval of the April 15, 2026 minutes. The motion was seconded by James Bierman. Mati Bazarro, City of Bowie, abstained. The April 15, 2026 minutes were approved.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Dan Malouff shared a summary of the May 1 meeting of the Technical Committee. He said the Technical Committee received a briefing on four items for the board, including (1) Approval of the FY 2027 TLC Technical Assistance Recipients, (2) Approval of FY 2027 Regional Roadway Safety Program, (3) Performance Measures and Targets: Peak Hours of Excessive Delay Per Capita and Non-SOV Mode Share, and (4) TPB Travel Analysis Tools. He said that there were two items presented for information and discussion: the Transportation Mutual Aid Operations Plan and the region's air quality standards for ozone, including development of a redesignation request and maintenance plan for the region. He said that the region is now routinely meeting attainment goals for ozone and will be working on the maintenance plan.

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

Tim Davis, TPB Community Advisory Committee Chair, said that the Community Advisory Committee met on May 14, 2026. He said that the agenda included the Act Locally round robin, and the CAC received an update on the changes to the TPB congestion management process, and discussed committee plans for the rest of the year. He said that CAC members are actively involved in various transportation issues, both locally and nationally. He explained that he provided the committee with a summary of his participation in Bike to Work Day. He said that he spoke to 26 people and handed out maps that were provided by the TPB staff.

Tim Davis said that the CAC had an informative discussion about TPB's changes to the congestion management process, and that the CAC was excited about the new interactive online story map that will explain the cause of congestion, and how to manage it and get it in a clear and understandable way. He said that CAC is looking forward to the CMP StoryMap launching in the next month. He said that the committee looked ahead to discuss the work plan for the rest of the year.

Leo Pineda, TPB Access for All Advisory Committee Chair, presented a report on the AFA's May 4, 2026 meeting. He said that the AFA received a report from the WMATA Accessibility Advisory Committee, an update on the status of DMVMoves initiatives, and the TPB bicycle and pedestrian plan. He said that they also discussed the Reach-a-Ride program and learned more about one of their programs, Data Mobility Partners. He said that the status of the Reach-a-Ride program is a topic that many committee members have commented on. He said that Dan Sheehan, TPB Transportation Operations Program Director, recapped the feedback that has been received to date on the possible future use of this FTA-funded program. He said that the program served as a clearinghouse for finding transportation for older adults and people with disabilities and it is basically a referral call center. He said that staff are pursuing options for retooling this program, as feedback indicates that there is a preference for retooling this program. He said that the committee also heard from Terry Lamb with Data Mobility Partners, formerly the Dulles Area Transportation Association. He said that Terry Lamb provided information on their four main programs, including Employer Solutions, Veterans Connect and Neighbors Connect, Transit, and Venture Out. He said that Terry Lamb provided statistics on the impact the programs have had on their service areas, which all lead to helping Northern Virginians access transportation and stay connected to services, opportunities, and the community.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the Steering Committee met on May 1, 2026. He said that the committee reviewed and approved a revision of the TPB's budget and work program for the upcoming fiscal year. He explained that the revision reflected the updated FTA funding amounts from the Virginia Department of Rail and Public Transportation and from the District Department of Transportation. He said that the change to the budget was a net increase in funding by about \$308,000 and that additional funds would support two new activities. He said that one of the activities is to make sure that the documents TPB posts for the public on its website are fully ADA compliant. He said that there has been notification that some aspects of documents that are posted online need to have some functionality for it to be fully ADA compliant. He said that the funding will help the TPB do an inventory to help us address compliance.

Kanti Srikanth said that the second activity will allow the TPB to update its Travel Demand Forecasting model with post-COVID data. He said that the Steering Committee approved revisions to the functional classification of some roadways in Maryland, specifically in Charles, Frederick, Montgomery, and Prince George's counties, and in the cities of Gaithersburg and Greenbelt. He said that the Maryland State Highway Administration had been working collaboratively with these jurisdictions for the past year, and they completed the task, and the TPB approval is required for Maryland to submit it to the Federal Highway Administration for their approval.

Kanti Srikanth said that three amendments to the FY 2026-FY 2029 TIP were approved. He noted the first TIP amendment was in Maryland, which added about \$30 million for the construction phase of the I-95, 495, and Maryland 4 Bridge Replacement Project. He said that the second TIP amendment was in Northern Virginia, an amendment that adds about \$2 million in state funding for installing CCTV cameras along I-95 as part of the Congestion Improvement Program. He stated that the third and last amendment was in Northern Virginia at Fairfax County's request, to add about \$19 million in CMAQ and regional STP funds along with the state matching funds for the US-1 BRT project. He said that the amendment also changed the years in which about \$18 million in carbon reduction program funds that would be used for this project, moving the years from 2024 to 2027.

Kanti Srikanth said that the last action was a recommendation by staff to allow the TPB to apply for federal Safe Streets for All grant funds for a technology deployment demonstration project. He stated that this proposed project will be in partnership with a private sector consortium, called Partners for AV Education (PAVE), led by the firm WSP. He said that the District Department of Transportation is TPB's partner in this. He said that the technology that is proposed to be deployed for demonstration is one that is aimed at increasing the safety of our bicyclists on our roadways. He said that the PAVE consortium will be the technical lead, the District Department of Transportation will provide a corridor for deployment and demonstration and data gathering and reporting. He said that the grant application is due next Tuesday, May 26 and was approved by the Steering Committee. He said that they are finalizing the package and are working on getting letters of collaboration from our two partners from the District and WSP. He said there is hope that this application would be successful and TPB, DDOT and partners would be able to truly test and demonstrate the technology and to the extent that it is ready for deployment.

Kanti Srikanth pointed out that on page 65 there was a copy of a letter of support from the TPB for a joint City of Manassas Park and Prince William County application for a Safe Streets for All grant. He explained that the purpose of this grant was to advance the implementation of the county's comprehensive traffic safety action plan and the city's adopted Vision Zero action plan.

Kanti Srikanth said that the Visualize 2050 plan is garnering attention of professionals from across the country. He explained that the approach the board took to completely redo the entire long-range plan—which had been in place for over 35 years—was presented at VDOT's Land Use Forum on May 14, 2026. He added that staff would present the process at the National Association of Regional Councils Annual Conference in Oklahoma June 7-10 as well as at the Association of Metropolitan Planning Organizations Annual Conference in California in September.

Kanti Srikanth said that on April 24, TPB staff presented an overview of the Regional Transportation Resilience Program at the American Planning Association's Regional Futures Forum. He further stated that on May 14, staff presented a third project regarding the Inland Flooding Study at the National Adaptation Forum in Pennsylvania.

Kanti Srikanth shared that TPB's Next Generation Travel Demand Forecasting Model—referred to as the "Generation 3" model—had been officially released following a period of pilot beta testing. He explained that the TPB and its staff developed this technology after six years of strategic plan implementation. He described it as an advanced, activity-based model that is now available at no cost to member agencies, professional organizations, consultants, and the general public.

Kanti Srikanth said that the TPB would now offer two types of models: the historical Trip-Based model, which remains available, and the new Activity-Based model. He explained that because transportation agencies in the region use the TPB model either as-is or as a base for corridor studies, project studies, or scenario analysis, he was pleased to offer a second, more advanced option.

Kanti Srikanth reported that the TPB's Bike to Work Day event had been a success. He explained that while they met their goal of 12,750 participants, they were still working to return to pre-COVID participation levels, which were around 18,000. He also reminded members about an email regarding the final forum in a series on data centers. He explained that the TPB staff had partnered with COG to hold these forums, which focused on the land use and economic impacts of data centers. He noted that the final event would take place on May 28th in City of Alexandria.

Kanti Srikanth stated that the COG Climate and Energy Leadership Awards applications were currently being accepted across four categories: government agencies, non-governmental organizations, for-profit businesses, and educational institutions. He encouraged all members to consider applying before the deadline on June 30. He concluded his report by sharing a brief video designed for social media to promote the Regional Travel Survey. He explained that this survey is essential, as it informs the TPB's travel demand modeling, cooperative forecasting, and mobility monitoring. He noted that while the TPB used to conduct this massive \$2 million undertaking every 10 years, they had made the informed decision to increase the frequency to every five years. He stated that this was the first round of the new cycle and that they were eager to get the word out.

Chair Harris asked if TPB needs to do a motion regarding the grant application.

Kanti Srikanth said no because the Steering Committee approved the resolution.

Chair Harris said that the project with DDOT is really interesting technology that he is looking forward to seeing if it can get tested and save lives.

6. CHAIRMAN'S REMARKS

Chair Harris said that this TPB meeting members will hear about the issue of roadway congestion. He noted that even though he no longer commuted to Virginia, he observed that the traffic situation often remained difficult. He stated that he frequently heard these concerns from his constituents when discussing transportation, explaining that they wanted to know what actions were being taken to improve accessibility. He added that the board would be receiving a comprehensive overview of the TPB's work on congestion relief that day, and he suggested that everyone was waiting with anticipation for that presentation.

7. APPROVAL OF THE FY 2027 TLC TECHNICAL ASSISTANCE RECIPIENTS

Chair Harris introduced Michael Weil from the National Capital Planning Commission to present the recipients of the TLC technical assistance grants.

Michael Weil said the TLC has funded more than 190 projects throughout the region since 2007 to promote vibrant communities, active transportation, and safer streets. He said this year there was a diverse group of projects in support of these objectives, including the county-wide parking demand study in Prince William County and the City of Rockville's proposal to install benches at every bus stop within their city jurisdiction.

Michael Weil said these smaller, modestly budgeted, short-term projects, are very important to grow additional transit, pedestrian, and bicycle infrastructure within the region. He said over the past almost 20 years, the COG staff has created this program, supported the application process, and recently ramped up efforts to share information about past projects, including webinars and a new database where you can download reports from all the TLC projects.

Janie Nham introduced herself and Jamie Bufkin. She said they will present the six project recommendations for the FY 2027 cycle of the TLC program.

Janie Nham said the Transportation Land-Use Connections program has funded nearly 200 projects for over \$9 million. She said this year's projects were each funded for a maximum of \$100,000. She said a total of 10 applications were received, seven from Virginia and three from Maryland, for a total of \$880,000 in funding requests. She said the total funding for this year was \$480,000 distributed among six projects. She said the selections reflect geographic diversity, a mix of planning and engineering projects, and they all support transportation for low-income areas, including four out of the six in Transit Access Focus Areas (TAFAs).

Jamie Bufkin said Charles County is requesting technical assistance to develop a toolkit of strategies and concepts to serve as a guidebook for retrofitting identified neighborhoods into low-speed pedestrian-friendly streets. She said the project will identify opportunities and challenges for each of these seven neighborhoods in implementing recommended traffic-calming solutions, develop conceptual designs, and create a scalable toolkit that other jurisdictions can then use for improving bicycle and pedestrian amenities in conventional low-density communities.

Jamie Bufkin said that Montgomery County funds are being requested to develop an engineered design from concept through preliminary engineering for pedestrian and safety accessibility improvements along Domer Avenue, from Flower Avenue to east of Garland Avenue. She said these improvements will focus on intersection traffic-calming safety measures, addressing sidewalk gaps, and improving ADA accessibility.

Jamie Bufkin said Rockville is requesting funding for a study about supplying added seating at every bus stop within their city's limits. She said currently, 156 of the 451 bus stops have a bench. She said the study will evaluate the challenges related to providing seating for all stops, such as any right-of-way availability challenges, slope challenges, accessibility requirements, and maintenance concerns that might come up later down the road.

Jamie Bufkin said the City of Alexandria is requesting funding to evaluate their bicycle network, identify gaps between facilities and identify existing facilities that just don't align with the existing guidance for intersection treatments. She said this study builds upon the 2021 Alexandria Mobility Plan (AMP) strategy to build out a connected bicycle network of both on- and off-street facilities.

Jamie Bufkin said in Arlington County, there is a request to fund a multimodal transportation alternatives analysis along the 12-intersection segment of North Carlin Springs Road, from Arlington Boulevard to North Wakefield Street. She said this study will evaluate existing conditions based on observational data, county-collected traffic data, and county-collected community input. She said a roadway diet analysis will be conducted to develop multiple conceptual alternatives of a reimagined corridor that reconfigures the existing four-lane automobile-oriented street into one that's better suited for the transit riders, bikes, and pedestrians, especially trail users.

Jamie Bufkin said Prince William County is requesting funding to conduct a parking demand study to establish a locally calibrated foundation for modernizing the residential parking policy with emphasis on fast-growing neighborhoods and activity centers. She said the consultant will conduct a literature review of peer suburban jurisdictions that have implemented parking strategies, evaluate utilization patterns, geographic variations, identify opportunities for reform, and assess impacts on travel behavior and system performance.

Jamie Nham said these are the six recommended projects requested for approval.

The board unanimously approved the FY 2027 TLC technical assistance recipients.

8. APPROVAL OF THE FY 2027 REGIONAL ROADWAY SAFETY PROGRAM PROJECTS

Jamie Nham presented the FY 2027 Regional Roadway Safety Program (RSP) projects. She said this is the seventh set of projects awarded under this program. She said the program has funded 32 projects, totaling \$2 million. She said these projects have spanned a variety of topics and disciplines beyond planning and engineering, such as complete streets, local road safety plans, and safe routes to school projects.

Jamie Nham said there were a total of 11 applications, four from Maryland and seven from Virginia, for a total funding request of \$900,000. Jamie Nham said the panelists strove to allocate funds equitably between Maryland and Virginia, as well as to have geographic diversity within each state while also addressing regional priorities. She said the total program funding this year was \$500,000.

Jamie Bufkin said the City of Alexandria is requesting assistance to assess the conditions for safety improvements along Mount Vernon Avenue, between Glendale Avenue and Leadbeater Street. She said the study will give the city a list of prioritized safety recommendations, conceptual designs for safety countermeasures, evaluations of potential slow zones, and community engagement support.

Jamie Bufkin said the City of Fairfax is applying for technical assistance to conduct a roadway safety audit on the Pickett Road corridor in response to over 200 crashes occurring on the 1.6-mile corridor in the

past five years. She said the city will gain a prioritized list of short- and long-term strategies to address critical safety issues, which will be used to pursue infrastructure improvements, educational campaigns, and any other possible countermeasures.

Jamie Bufkin said Prince William County is responding to a long history of documented traffic safety concerns in the neighborhood of Maplewood-Yorkshire Acres. She said excessive speeding, cut-through traffic, and aggressive driver behavior is prompting the county to request assistance to conduct a traffic study to evaluate traffic operations, speeding patterns, cut-through volumes, multimodal conditions, and internal street network access. She said potential infrastructure and policy strategies will be recommended, along with a phased implementation framework that will help the county pursue various funding opportunities.

Jamie Bufkin said that Montgomery County wants to look at how pedestrian hybrid beacons (PHBs) are being used, based on a sample of 18 beacons located in Arlington County, Montgomery County, and the city of Alexandria. She said the study will determine driver yield rates, pedestrian activation rates, and how device placement and phasing may affect use and compliance. She said the study will also conduct a literature review on the latest guidance on PHBs and a compilation of the assessed jurisdictions PHB standards, design guidance, and the decision-making that led to the installations at those observation sites.

Jamie Bufkin said that the City of Takoma Park is requesting assistance to conduct a traffic analysis in the community between New Hampshire Avenue and University Boulevard. She said the city will gain an understanding of traffic volume, speed patterns, pedestrian safety concerns, enforcement effectiveness, and infrastructure needs from the study. She said key problem areas will be identified, cut-through traffic patterns will be evaluated, and short-term and long-term recommendations will be developed for implementation to improve traffic safety and mobility.

Jamie Bufkin said Takoma Park is also requesting funds to re-evaluate two traffic circles in the New Hampshire Gardens neighborhood. She said this project builds upon a recent study that identified safety concerns with these traffic circles. She said rather than removing these circles and reverting to a four-way stop, the city wants to explore other effective and innovative alternatives.

Janie Nham said these are the projects that TPB staff and the selection panel recommend for funding in the FY 2027 cycle of the Regional Roadway Safety Program.

David Snyder thanked staff for continuing this important safety program and commended staff for keeping it going. He said that in every case, the projects talked about lessons which are usable across the region. He asked if there was a way by which lessons learned from these studies are collated and then provided throughout the region. He said he was interested in making sure that the learning from each of these projects is shared effectively.

Kanti Srikanth said that the TPB has not produced one yet but will pull that information together.

David Snyder said we continue to see traffic fatalities and serious injuries across the region, and we are committed to doing what we can about that. He said these programs can produce a lot of very effective information that's usable.

Monique Ashton thanked staff and said she was excited to see the kinds of projects that are coming forward. She said one of the projects in Rockville resulted in removal of the location from the high-injury network, so they really do make a difference.

The board unanimously approved the FY 2027 Regional Roadway Safety Program projects.

9. TPB CONGESTION AND TRAVEL ANALYSIS TOOLS

Tim Canan said that TPB staff would provide an overview of the tools and the methodologies used to understand travel and congestion in the region. He said that for more than 60 years, the TPB has cultivated a variety of methods and tools to help us better understand travel and congestion in the region.

Tim Canan said that the TPB has a legacy of conducting rigorous travel surveys that yield statistically significant findings on regional travel and congestion. He said that if board members know of constituents in their communities who have received Regional Travel Survey postcards and have questions, the TPB encourages participation in the survey. He said that other surveys include the State of the Commute survey, the Washington-Baltimore Regional Air Passenger Survey, transit ridership surveys, and travel monitoring studies which as all primary data-collection tools used to collect data in the field to help better understand travel and congestion.

Tim Canan said that the primary data-collection survey is the Regional Travel Survey, which has been conducted since 1968 and is used to estimate, calibrate, and validate the TPB's Regional Travel Demand Model. He said that the State of the Commute Survey is the primary triennial survey that measures commute travel in the region, allowing COG to better understand the who's, the what's, the how's, the when's, and the why of commute travel in the region. He said that it's a deeper dive into work-based travel. He said that commute trips, even though the percentage of total trips taken in the region that are commute trips are not the biggest percentage, contribute to peak-period congestion, which is the primary cause of recurring congestion in the region.

Tim Canan said that the Metropolitan Area Transportation Operations Coordination (MATOC) is a key regional resource that provides timely situational awareness of regional transportation operations and incidents that disrupt those operations. He said that incidents are a symptom of non-recurring congestion, which is difficult to plan for and predict, so the best the region can do is understand non-recurring congestion for situational awareness.

Tim Canan said that Big Data is an area where technologies have allowed planners to obtain timely information from devices like mobile phones, connected vehicles, travel monitoring sensors, and other location-based sources. He said that big data is used to better understand where travel is occurring as well as the shifts in travel behavior. He said that these are enormous data sets and looking at a single record or a small subset from the data set doesn't tell you that much until you dive deeply into the millions of records of these types of data that allows planners and analysts to examine trends and gain more timely insights.

Tim Canan said that he wanted to let the TPB know that staff have enhanced data visualization tools that have been evolving over time. He said that the TPB Resources and Applications (TRAP) page is a resource to better consolidate all visualization tools that inform regional transportation, decision-making congestion awareness, and awareness of other types of data in a single portal. He shared the homepage for the TRAP and explained that vehicle miles of travel trends between 2005 and 2024 are presented at the TPB modeled region level as well as the TPB planning area.

Tim Canan shared visualizations developed with Power BI that connect to WMATA's ridership data portal and are interactive, looking at ridership trends over time. He said that another dashboard developed looks at highway asset performance measures that provided insight into bridge conditions throughout the entire region. He said that another dashboard looks at reliability metrics and travel time index in the transportation system, and there is a dashboard that looks at origins and destinations in the region using

big data. He said that this is a sandbox project that is hosted internally at COG, but the TPB is excited to finalize this and make it available to everyone on the TRAP page. He shared a separate visualization of the top 25 bottlenecks in the region.

Tim Canan said that the TPB forecasts that the region will continue to grow, and there will be disruptors that happen along the way. He said that the better data that can be collected to help tell that story and the tools that the TPB can develop hopefully will help TPB members and assist members with answering questions.

Chair Harris asked if it's possible to capture any of the visualizations on the TRAP page and make those available through the city's or other local websites.

Tim Canan said yes. He said that a feature of the TRAP page is that it can feature products that are developed by partner jurisdictions and host them on the TRAP page or point to those resources and the other way around. He said that the TPB is happy to have any tools developed by staff point to member websites and make them available. He said that although they show all jurisdictions, it's possible to drill down within one jurisdiction. He said that from a regional perspective, it's great if everybody is looking at a consistent set of data across all jurisdictions.

Geoff Anderson said that he's curious whether TPB staff have looked at any accessibility measures.

Tim Canan said that the TPB has done an accessibility analysis in the past, and that is an important consideration within the context of metropolitan transportation planning. He said that this briefing was angled more towards congestion, but the TPB has done accessibility analysis. He said that with tools like the big data, the TPB hopes to be able to do more accessibility analysis and not look just so much through the lens of travel time but also to jobs. He said that the more data on other features and attributes that the TPB can get, such as accessibility to grocery stores or community services, similar things, and needed transportation services, the TPB can do geospatial analysis with these tools and statistics.

Geoff Anderson asked about travel time reliability and stated that he was curious about using free flow as the benchmark. He said that he tends to think of reliability as an ability to predict how long your trip will be, and he doesn't think that people in rush hour think that they're predicting that their trip is going to be free flow. He commented that even if it's always congested and taking 40 minutes, that is reliable even if it's not free flow. He said that he thinks that it's the variation in time that causes a problem.

Tim Canan said that he thinks that is right, and that with the same tool, you're able to select from travel time reliability, which was the comparison to free flow, as well as plan time reliability (PTI). He said that the TPB has both available within the same tool to allow the user to see what those sensitivities are between the two differences there.

Tom Peterson said that he appreciates all the information that has been assembled and the ability to manage it so that it's useful and readable, not just for governmental agencies, but for the public also to try to become more involved and understanding what's going on and how to participate. He asked how often the commuter survey is conducted.

Tim Canan said that the commuter survey is conducted once every three years. He stated that the Regional Travel Survey is conducted once every five years.

Tom Peterson asked about strategy and how do we understand this going forward so that we know where to be focused. He said that we have a regression for long-term things that says 'Don't worry about the

bumps', but then there are some things that are bump sensitive. He stated that he is from the City of Fairfax, which sits in Fairfax County. He said that he is not sure that the data is granular enough to tease out the city of Fairfax on all these things. He stated that he looked at the results of the commuter survey for biking, and it looked like it's about a percent and a half of commuting that takes place by biking for Fairfax County because he could not find the city within the county. He said that if he understands correctly, that is basically the same number it was three years ago and three years before.

Tom Peterson said that the reason he's raising this is that there is an interesting question of looking backwards at these surveys and asking how much the needle has moved, and it doesn't look like it's moved much on bikes. He said this raises a question of how important bikes are strategically in the big picture moving forward, and how do we do a better job of moving the needle. He said that we have a record on how much the needle's been moving, and looking forward, we know that things are changing, and that will dictate some of what we need to do in terms of strategy, but where we haven't moved the needle, we may need to do things just a little bit differently.

Kanti Srikanth said that what the TPB has shown at today's meeting represents decades of work. He said that some of the tools, the TPB has started within the past five to six years with new data collected or presented through data visualization, making it very convenient for public and policymakers alike to use and see the data at the big level. He said that if you are going to make investments on repaving the roadways or bridge rehabilitation, you would want to know where the bridges are located, what are the bridge ratings, how many miles of pavement, and the pavement ratings. He said that taking that second and third step into the data is where you were going, and bike activity is one example.

Kanti Srikanth said that the State of the Commute survey is a way to look at what is happening longitudinally as a mode of travel at the regional level and to tell trends. He commented that to further dive into one jurisdiction and cross-mapping that with what infrastructure investments have been within the jurisdiction is a good way to take regional data, pick any one topic—whether it is transit ridership, and within transit ridership, whether it's commuter rail or urban rail, like Metro, or bus—looking at each of them longitudinally and cross-walking them with investments made, the TPB has not gone there yet with the data. He provided an example using the National Capital Trail Network.

Tom Peterson commented that the data is there to be mined to enable that to take place.

Kanti Srikanth replied, 'yes and no'. He said that using the State of the Commute survey as an example, the survey was designed to be statistically significant at the large jurisdiction level because of costs and time concerns. He stated that within the City of Fairfax, that data set may not provide enough data. He stated that the TPB has been researching big data, which is excellent, but for a lot of real-time data, the sample size is not so good. He said that this is where the TPB has to think if it wants real-time data, particularly longitudinal data in smaller geographic areas, and [if so], that is where we will have to focus on our own data gathering effort.

Tom Peterson said that this is very helpful, and as a for instance, the City of Fairfax is involved in a program trying to improve bike safety within neighborhoods as opposed to arterials. He said that Fairfax has the Neighborways program. He said that it's an interesting question of priorities, whether to focus on the within-neighborhood system or into corridors, or a combination. He said that's the kind of thing with which data could be helpful.

10. FY 2026 CMP TECHNICAL REPORT

Ian Newman said that he would present the TPB's statistical year 2026 Congestion Management Process (CMP). He said that the CMP is a mandatory process for addressing congestion management that MPOs with an urbanized area greater than 200,000 residents must complete. He said the CMP is a home for visualizations and analyses of both federally required as well as non-federally required congestion metrics as well as home to a discussion of policy-level strategies and targeted actions that address congestion management in the region, and it contains other CMP and travel monitoring products housed within the technical report itself.

Ian Newman presented information about the CMP technical report in previous cycles. He stated that the report is updated every two years, and in the past the report was difficult to read and was consistently in a 250-plus-page PDF. He said that the report was lacking in telling the greater story of congestion in the TPB region and the implications of congestion in the region. He said that the TPB developed a new vision for the report that is centered around eight core values. He said that the TPB staff wanted the CMP to be accessible to a large range of audiences and to be story driven.

Ian Newman said that the CMP is a living tool with data being updated consistently, and the public will be able to download the data. He said that the TPB built an ArcGIS StoryMap and new methodologies and terminology. He said that TPB staff has 12 interactive data visualizations, and the focus is on 11 federally required and non-federally required congestion-oriented metrics.

Ian Newman demonstrated several interactive tools in the CMP and stated that 20 to 25 percent of congestion in the TPB region can be contributed to recurring congestion. He said that across metrics, the region is seeing stable behavior pre-COVID and then a sharp drop with that metric. He said that metrics have been rebounding to near pre-pandemic levels on almost every metric. He said that many of the same bottlenecks continue to be found in the top 10 by vehicle hours of delay year over year, though some have been able to get out of that top 10 list, and new ones have appeared.

Ian Newman said that next steps are to continuously build on the complementary suite of other CMP products, and to submit the technical report to FHWA and FTA next month.

11. PERFORMANCE MEASURES AND TARGETS: PEAK HOURS OF EXCESSIVE DELAY PER CAPITA AND NON-SOV MODE SHARE

Ian Newman said that he was going to talk about two PBPP metrics that are within the CMAQ family: peak hours of excessive delay per capita and percent of non-single occupant vehicle mode share. He said that he would talk about how the two PBPP metrics relate to the TPB goals, provide a timeline for target setting by the performance area within the PBP program, provide an overview of the requirements of PHED per capita and the percentage of non-SOV mode share, discuss a bit about the past performance of these measures and how that helped with developing the methodology of future draft targets, and then discuss past-versus-future draft targets and next steps.

Ian Newman said that the two PBPP metrics of peak hours of excessive delay per capita and percentage of non-SOV mode share most closely align with the TPB region providing affordable and convenient mobility options. He said that PHED per capita is the sum of the annual hours of excessive delay. He said that it is not just delay; it's delay that is meeting a specified threshold that's measured during a combined peak travel period window. He said that is 6:00 A.M. to 10 A.M. and 3:00 P.M. to 7:00 P.M. He said that per capita, the TPB is looking at the entire urban area population on the National Highway System in the Washington DC metro statistical area urban area.

Ian Newman said that data is coming from the National Performance Management Research Data Set (NPMRDS), and for the percentage of non-SOV mode share, this is the percent of commuting to work trips taken by transportation modes, including teleworking, which are not single-occupant vehicles, and is from the US Census Bureau's ACS five-year estimates, looking at urban area as their geography. He referred to his slide showing PHED per capita, observed data, past performance period and 2027 and 2029 goals. He said that there was a sharp COVID-era drop in congestion. He said that there's been a year-over-year "recovery" in congestion levels. He said that through 2025, this metric has outperformed its targets, and congestion is expected to persist. He said that although congestion is expected to persist, congestion growth is likely to moderate as the system is going to approach a predicted, updated equilibrium.

Ian Newman stated that the previous target-setting methodology utilized pre-pandemic observed data from 2016 to 2019. He said that the urban area boundary did change from 2010 to 2020. He said that the new methodology incorporates a linear regression applied to observed data along with a modeled adjustment factor and COVID-era adjustments. He said that for future targets, the TPB is seeing a rise from 23.2 to 26.3 in terms of PHED per capita, and that's from 2026 to 2029. He said this reflects the moderated trajectory that accounts for similar pre-pandemic rate of change and evolving travel patterns through that four-year target of 2029.

He said that for non-SOV mode share, the observed estimated non-single-occupant mode share increased 8.6 percentage points in five years from 2020 through 2024. He said that we are outperforming the predicted targets in every year and considerably from 2021 through 2024. He said that the sustained increase points towards a likely structural shift in commuting patterns, but this is a five-year estimate from the census, so a particular year that might be skewed is smoothed because it is five years' worth of data. He stated that the relatively flat past-predicted target trend from the past performance period with 37 to 38 percent non-SOV mode share reflects an assumption that this metric would revert to pre-COVID conditions. He said that based on the observed data, it was inferred that an updated methodology would be necessary to set new targets.

Ian Newman said that pre-COVID growth from 2015 to 2019 was about 0.1 percentage points per year, and post-COVID growth of 2022 to 2024 has been significantly stronger at about 1.9 percentage points per year. He stated that there has been meaningful behavioral shift post-COVID as 2022 through 2024 acceleration has moved from 44.3 to 48.1 percent, and future targets reflect moderated realistic growth.

Ian Newman said that the next step is in June when TPB staff will be coming back to the board with these targets to hopefully be approved.

Chair Harris remarked that there's a significant shift away from single-occupancy vehicles, and yet congestion is continuing to increase. He asked whether we would expect that to moderate with decreased use of single-occupancy vehicles.

Ian Newman stated not necessarily and when it comes to the non-SOV mode share metric, the TPB looks at commute patterns only and looks at five-year estimates' worth of data. He said that this has been increasing; nevertheless, that doesn't mean that the number of trips that are being taken for non-commuting purposes in single-occupant vehicles are not decreasing.

Kanti Srikanth said that this five-year period is the COVID period and recovery period. He said that transit had gone down significantly as had most travel because teleworking was at its peak. He said that now with the federal return to office and with similar approaches with the other sectors, we are beginning to see more of that [congestion].

Lyn Erickson said that there was a question in the chat that said, "Is teleworking included in the metrics?"

Ian Newman said that yes, it was.

Chair Harris asked if teleworking would be considered a non-SOV commuting method.

Ian Newman said, yes, that includes teleworking.

12. VDOT REQUEST TO AMEND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Sara Brown provided notice of a major amendment to the FY 2026 - 2029 Transportation Improvement Program (TIP) to update projected funding information for Northern Virginia. She said this item will be brought back to the Board next month for approval. She said that while the TPB recently approved the TPB's entire TIP, the Virginia Department of Transportation has requested this amendment to revise a substantial portion of its section of the TIP to align with its draft FY 2027-2030 Statewide Transportation Improvement Program (STIP). She said the Virginia STIP years are not the same as the TPB's TIP, and the TPB's TIP will not be officially approved in Virginia until the Virginia STIP is approved. She said there is only one year of overlap, the year 2026, between these two documents.

Sara Brown said Virginia is adding all the information for the years 2027 to 2029 into the TPB's TIP. She said due to the number of changes and the magnitude of funding involved; this amendment is being brought to the full TPB Board rather than the Steering Committee. She said this allows for additional time and opportunity for the Board oversight, including a 30-day public comment period, which will close on June 13. She said VDOT is proposing updates to 140 existing TIP records along with the addition of five new projects to the TIP.

Sara Brown said all projects are included in the Air-Quality Conformity Analysis for Visualize 2050 and FY 2026-2029 TIP and all projects are coming from either the VDOT STIP, the NVTA regional plans, or other local transportation plans where they have been prioritized. She said Virginia's portion of the TIP currently totals approximately \$2.6 billion. She said following the approval of this amendment, the total is expected to increase to approximately \$7 billion, representing a net increase of \$4.4. billion over the next four years of the TIP.

Michelle Shropshire from VDOT said that Sara Brown gave a very good overview of the process. She said this is a relatively routine process that we go through every couple years to align the two plans. She said we are updating this to include some of the projects due to the overlap. She said there's a good outline that was provided in the packet.

13. ADJOURN

Chair Harris stated that the next meeting is scheduled for Wednesday, June 17, 2026. There being no other business, the meeting was adjourned at 2:03 P.M.