
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

January 21, 2026
In-Person Meeting

MEMBERS AND ALTERNATES PRESENT

Neil Harris – City of Gaithersburg
Matt Frumin – District of Columbia
Geoff Anderson – MDOT
Ashley Huston – City of Manassas
Canek Aguirre – City of Alexandria
Kim McCool – VDOT
Dan Koenig – FTA
Corey Pitts – MCDOT
Ralph Patterson II – Charles County
Walter Alcorn – Fairfax County
Dan Malouff – Arlington County
W. Jacarl Melton – FCDOT
Deshundra Jefferson – Prince William County
Michael Weil – NCPC
Stephen Kenny – Montgomery County
Sharon Kershbaum – DDOT

MEMBERS AND ALTERNATES ONLINE

Allison Davis – WMATA
Christina Henderson – DC
David Edmondson – City of Frederick
David Snyder – City of Falls Church
Denise Mitchell – City of College Park
Eric Olson – Prince George’s County
Glen Warren – MWAA
Holly Simmons – City of College Park
Janine Ashe – FHWA
Jason Groth – Charles County
Jimmy Bierman – Fairfax County
Kari Snyder – MDOT
Kristen Weaver – City of Greenbelt
Marilyn Balcombe – Montgomery County
Mark Mishler – Frederick County
Megan Landis – Prince William County
Mike Turner – Loudoun County
Monique Ashton – City of Rockville
Regina Moore – VDOT
Ryan Hand – DC Office of Planning
Sonia Vasquez Luna – City of Manassas
Susan Cunningham – Arlington County
Tom Peterson – City of Fairfax
Victor Weissberg – Prince George’s County
Mark Phillips – WMATA
Mark Rawlings – DDOT

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Cristina Finch
Lyn Erickson
Amand Lau
Laura Bachle
Ian Newman
Vicki Caudullo
Mark Moran
Rachel Beyerle
Janie Nham
Renee Ritchey
Debora Etheridge
Delanna Thompson
Sara Brown
Cherice Sansbury
Robert d'Abadie
Dan Sheehan
Dusan Vuksan
Charlene Howard
Pierre Gaunaurd
Vicki Caudullo
Andrew Austin
Ceriann Prince
Thomas Harrington
Mike Farrell
Tim Canan
Sergio Ritacco
Jose Lemus
Katherine Ranione
Daniel Papiernik – Chair of CAC
Heather Edelman – DC
Lori Zeller – Foursquare
Drew Ackerman – Foursquare
Daniel Papiernik – CAC Chair
Heidi Mitter – VDOT
Finn Vigeland – Foursquare
Raquel Farah – United Way NCA
Mario Vizcarra – WUSA 9
Rebecca Turro and Brian Hopkins – 7 News
Monica Brito – ICF
Doug Wilkes – WTTG
Rachel Weiner – Washington Post
Bill Orleans – member of the public

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

Chair Harris called the meeting to order. He introduced the two vice chairs Matt Frumin from DC

and Canek Aguirre from City of Alexandria. He introduced one new member Charles County Commissioner Ralph Patterson, and two new alternates City of Gaithersburg Assistant City Manager Tom Lonergan-Seeger and VDOT's Kimberly McCool.

Lyn Erickson called the roll call. She said that the TPB has a quorum. There were no member of the public that signed up to speak and there were no public comments presented online.

2. APPROVAL OF THE DECEMBER 17, 2025 MEETING MINUTES

Chair Harris moved approval of the December 17, 2025 minutes. The motion was seconded by Matt Frumin and unanimously approved.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Dan Malouff is the new Technical Committee Chair for 2026 and shared insights on the committee meeting. He said that in the meeting they covered three items that you TPB will see today during the Board meeting. He said that the first was a DMVMoves briefing, second, outline and preliminary Unified Planning Work Program for FY 2027, and third was receiving a briefing on the 2025 State of the Commute Survey results.

Technical Committee Chair Malouff said that the committee heard several informational items like a briefing on the progress of establishing the TPB's Mobility Analytics program. He said this program will help improve data-gathering around the region, hopefully leading to improved planning. He said that TPB's new Mobility Analytics Subcommittee had its first meeting in December, and they look forward to hearing more from the group over time. He said that they also received a briefing on the Regional Inventory of Roadway Safety Strategies, including a paper on the effectiveness of automated traffic enforcement. He said that the report inventories roadway safety activities around the region, assessed effectiveness, and identified barriers to doing better. He said that he doesn't think it will surprise anyone here to report that automated enforcement does indeed consistently reduce crashes all over the region.

He said that committee was also informed of two planning assistance programs that are now open for submissions, the Transportation Land Use Connections program and the Regional Roadway Safety program. He said these are planning assistance programs to help jurisdictions and agencies plan and implement small-scale capital projects or other planning activities, and applications will be due to TPB for those programs by the end of February.

4. COMMUNITY ADVISORY COMMITTEE REPORT

TPB Community Advisory Committee Chair Daniel Papiernik said it was a pleasure to deliver the CAC's monthly report as well as the CAC's annual report. He said that the CAC met virtually and in-person on January 15, and received an update on the status of the DMVMoves initiative and discussed how CAC members can be advocated for promoting involvement of our elected and appointed officials. He said that as part of their work plan, they received a briefing on the Unified Planning Work Program and held a wide-ranging discussion on the future of transportation, reflecting on trends that may influence our transportation plans and systems over the next several years. He said that committee also celebrated accomplishments and welcomed their new chair, Tim Davis. He said that he continues to serve as vice chair from Virginia and Ra Amin has agreed to continue as vice chair from the District of Columbia.

He said that the annual report focuses on two major tasks in which the CAC was engaged in 2025, the DMVMoves and Visualize 2050. He said that as TPB members might recall, the CAC provided comments on the DMVMoves efforts. He said that these are attached in their annual report, and they are ready to

assist the TPB in implementing the next steps to cement progress in coordinating and funding the effort.

He said that they are also pleased to be engaged in the update of the Visualize 2050 plan, promoting opportunities for the public to be involved in hosting the TIP forum. He said that looking ahead, the CAC will continue to be involved with regional transportation issues, bringing diverse voices, and sounding as a serving board and conduit to the communities that the TPB serves. He said that he invites TPB members to read the CAC report for more details about their discussions.

Chair Harris thanked CAC Chair Papiernik for the report and for serving as chair of the Committee this past year. He said that in appreciation of your service to the region and this Board, he has a plaque to give to him. He said that the plaque says the National Capital Region Transportation Planning Board at the Metropolitan Washington Council of Governments hereby presents this recognition of gratitude for distinguished service to the TPB and the people of the region as TPB Community Advisory Chair 2025. CAC Chair Papiernik thanked the TPB.

Chair Harris said that all the members from last year will continue to serve this year on the Community Advisory Committee. He said that as chair, it is a privilege to nominate a member of the CAC to serve as chair this year. He is pleased to appoint Tim Davis from the City of Frederick as CAC Chair. He said that Tim is a retired transportation professional, and he ably represented the City on the TPB's Technical Committee and event chaired it. He said it isn't only that he is very knowledgeable, he's also a good guy, one who prioritizes collaboration and deals with everyone with a great sense of respect. He said that he believes that those who have not met him will like working with him as he serves as the new CAC chair.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that TPB Steering Committee met on January 9, and that there were no TIP amendments approved at that meeting, although the Committee did set the agenda for the current TPB session. He said that there were several announcements to bring to the Board's attention. He said that on page five of the memo packet, members would find the TPB's 2025 annual report. He said that the TPB used to produce a lengthy, highly technical annual report, but a few years ago shifted to monthly newsletters instead. He said that this year, the communications staff wanted to try something new by summarizing all twelve months of activities into a single annual report. He said that this was the communications team's first attempt and asked members to review it and offer suggestions. He also thanked outgoing Chair Alcorn for his support and for contributing a message to the report. He said that, as the Chair had mentioned, it had been a very busy year, and the team tried to keep the report brief and easy to read by highlighting only the major accomplishments.

Kanti Srikanth said that on page 13, members would find the updated TPB meeting schedule. He said that the only change since December was the identification of the three all-virtual meetings required by TPB bylaws. He said that staff worked with the Chair and Vice Chairs to select those dates, and aside from that, no other changes were made.

Kanti Srikanth said that, as Tech Chair Dan Malouff noted earlier, the TPB had begun accepting applications for two grant programs: the Transportation Land Use Connections Program and the Regional Roadway Safety Program. He said that applications would be accepted through the end of February and that agencies could request technical or consultant assistance—up to \$80,000 for studies and up to \$100,000 for preliminary engineering. He said that agencies could optionally submit an abstract for staff feedback, but the deadline for abstracts was the close of business today.

Kanti Srikanth said that at the December TPB meeting, Mayor Ashton of Rockville asked staff to review a Federal Highway Administration Request for Information (RFI) published on December 11. He said that staff had completed that review, and the information was included on page 17 of the memo. He said that the RFI

sought ideas and input from the public, private sector, and interested agencies on improving travel along the I-495 American Legion Bridge Corridor. He said that FHWA intended to share the collected information with the Maryland Department of Transportation, which has jurisdiction over the corridor. He said that the RFI focused primarily on project delivery, design, and other approaches to addressing congestion and mobility, and that public input was due by February 9.

Kanti Srikanth said that from a TPB staff perspective, the RFI's focus on design and delivery was outside the MPO staff's bandwidth and capabilities. He said that staff therefore did not recommend preparing a TPB response by the February 9 deadline. He said that TPB staff continued to coordinate with the Maryland Department of Transportation on their related efforts and acknowledged Geoff Anderson from MDOT, who was present if additional comments were needed. He said that this concluded his report on the RFI and turned the meeting back to the Chair.

6. CHAIRMAN'S REMARKS

Chair Harris said that he appreciated the opportunity to speak and noted that, as this was his first meeting as chair, his remarks would be slightly longer than usual—though still far shorter than the jokingly referenced 45 minutes. He said that he wanted to begin by celebrating several major accomplishments of the organization and the Board.

Chair Harris said that the region had just completed a two-and-a-half-year effort to fully rewrite the long-range transportation plan for the next 25 years. He said that this work required intensive collaboration among the Board, three state Departments of Transportation, and TPB staff. He said that the process included candid and constructive debate about policy priorities and investment decisions. He said that Tom Peterson of the City of Fairfax highlighted the plan's gains on climate and equity, and that David Snyder addressed the fundamental question of why the Board should adopt the plan. He said that the plan reflects the region's high aspirations, even if not all goals can yet be fully achieved, and he hoped the Board would take pride in what it accomplished.

Chair Harris continued by saying that the Board should also take credit for another major achievement: the region has delivered better air quality over the past three years than federal standards require. He said that TPB would formally submit this data to the EPA, and that the evidence shows significant progress in reducing ozone levels through collaboration with local transportation departments and other partners. He said that this is a major environmental victory and something the region should be proud of.

Chair Harris said that ten years ago, many Board members reviewed the then-current long-range plan and saw projections of roadway congestion worsening by more than 70 percent. He said that the Board refused to accept that future and spent a year developing an aspirational plan to address congestion. He said that one of the most promising strategies identified was a dramatic increase in telework. He said that during the pandemic, telework indeed produced major congestion reductions, but that the pandemic eased, job centers urged workers to return to offices to support local economies, while telework remains more common than before, the new commuter survey shows that widespread telecommuting is less practical than hoped and is not the ultimate solution the region once imagined.

Chair Harris said that he would like the Board to focus over the next year and beyond on dramatically improving regional mobility so people can reliably reach work, school, childcare, shopping, and other destinations in one of the nation's most congested regions. He said that achieving this requires working with TPB staff and local jurisdictions to study the challenges documented in the Visualize 2050 plan, understand the factors driving those challenges, and identify proven strategies based on data and successful examples. He said that he had already met with TPB staff to discuss conducting deep dives into these challenges, examining mobility in all its dimensions—roadway congestion, safety, transit

service, and affordability. He said that he represents Gaithersburg, one of the region's largest municipalities located just outside the reach of Metrorail. He said that while he values transit-oriented development, he would also like to explore "development-oriented transit" to bring high-capacity transit to fast-growing areas like his.

Chair Harris said that the Board would hear the results of the State of the Commute survey later that afternoon and would receive a briefing next month on the upcoming fiscal year work program. He said that efforts to improve long-range plan performance begin immediately after adopting the plan, and he joked that no one should expect a rest after such a busy year.

Chair Harris said that he appreciated everyone listening to his thoughts and looked forward to working together to turn aspirations into reality, balancing improved mobility with environmental stewardship and ensuring benefits for the entire region. He thanked the Board.

7. DMVMOVES: TPB IMPLEMENTATION ROLE

Tom Harrington said last month the TPB received an update on DMVMoves. He said today the TPB is being asked to approve and adopt a resolution endorsing the DMVMoves recommendations, and more specifically, accept TPB's role as lead coordinator.

Tom Harrington briefly reviewed what was being asked of the TPB. He said COG, Metro and partners outlined specific actions to ensure the DMVMoves recommendations are implemented in order to assure accountability in delivering a shared vision for world-class transit. Referring to his presentation, he noted that the items called out are some of the short-term actions where TPB will have a leading role. He said as lead coordinator, there is an expectation that TPB will be involved in working closely with Metro and partners, including facilitation and progress reporting on all parts of the action plan. He said that the resolution was asking the TPB to endorse the DMVMoves plan, accepting the request urged upon it to act as lead coordinator for implementation of the plan, and finally, directing staff to develop a work plan to carry out DMVMoves implementation.

Tom Harrington said that TPB staff expect to be back later this spring with more details on the work plan, noting that this will be an ongoing, continuous item in which there will be annual reports. He said that as progress is made, staff will report back to TPB. He said that COG and Metro Boards have also called on the region to help secure the dedicated funding called for in the DMVMoves recommendations. He said while the focus is on implementation of some of the recommendations, lots of work is being done at the state legislatures to move forward on securing funding.

Tom Harrington said that in parallel, regional endorsements are happening. Staff have been meeting with cities and counties around the region. Referring to his presentation, he said there is one addition to the list of upcoming meetings since the mail-out. He said Prince George's County is scheduled for January 27. He said they are talking about the DMVMoves recommendations, what this means for the region, and how the region can help. Tom Harrington said TPB staff recommend approval by the TPB of DMVMoves resolution R9-2026.

Walter Alcorn said he was excited about this and thinks the TPB can play an important role. He said that there is legislation that has been introduced in the Commonwealth of Virginia for the Virginia portion of transit funding. Walter Alcorn said that the attempts in Virginia to get transit funding include not only what Metro is seeking, but also local bus systems and the Virginia Railway Express. He said the numbers in the Virginia bills are going to be a little different because they include all the transit needs. He said he is hopeful that Virginia will be able to move forward with this during the next few months. Chair Harris asked Mr. Alcorn to clarify what Virginia is doing is additive to what had already been agreed. Walter Alcorn said that it was.

Mr. Harris asked staff if there is a time horizon on TPB's involvement in the effort. Mr. Harrington answered that this is a multiyear effort. He said the items listed in the slide are primarily things to complete this calendar year. He said there are some that are going to take multiple years to start. He said some of the groundwork is happening now, but for example, in the DMVMoves plan, the bus priority recommendations would be implemented over a six- to eight-year time horizon. He said the monitoring would be an ongoing item, with action items in the first year or two.

Kanti Srikanth added that there is a long list of items that the DMVMoves task force has identified, for example, what is going to be the approach for the lower-income transit ridership, right now, there are 13 different transit systems in the region. He said that they all provide for low-income transit ridership, but their thresholds, requirements, and eligibility criteria are different. He said that makes it hard because it doesn't make a seamless experience for the transit riders in the region. He said that TPB is being asked to convene the transit operators to understand the issues, hurdles, and what common criteria may be used regionally.

Kanti Srikanth said that there are a series of such specific outcomes, some of which may be completed this year, and others that may take a little longer. He said that one of the things that the TPB has been asked is about the seven corridors identified as candidate corridors to implement bus rapid transit. He said he thinks there are two in the District of Columbia, two in Virginia, and three in Maryland. He concluded that the design, implementation, and funding is all going to take a while, with the timeframe for implementing all seven being six to eight years.

Kanti Srikanth added that the TPB was asked to undertake a study that can show how the regional experience with transit mobility and transit ridership could be different when all seven transit routes have been implemented. He said the idea is that when people are crossing jurisdictional boundaries riding should be seamless. He said this is a study that will now be done, since the corridors have been identified, within the next couple months. He said there will be a series of reports coming out within the next year.

Chair Harris recognized Denise Mitchell. Denise Mitchell expressed appreciation to staff who came out to the City of College Park last week to talk about DMVMoves. She said they gave an excellent presentation and received a lot of positive comments from residents. She said she looks forward getting this to the finish line.

Allison Davis thanked TPB staff for partnering with WMATA on DMVMoves. She thanked everyone who participated, noting that this wasn't necessarily on anyone's work plan originally. She said to think about the customer perspective because it will help achieve economic, housing, environmental, and mobility goals. She said it is easy for those who work for operators to go back into silos or take the easier path. She thinks there's a lot of benefit when we come together to make things better for the region.

David Edmondson thanked staff saying that as a part of one of the outer jurisdictions, they have no BRT service that leaves the county during the afternoon or weekends currently. He said his county is excited that the region is taking a proactive role and that this body will be doing the work to ensure that the region functions as a singular system.

David Snyder said he supports the overall approach and urged the TPB to coordinate very closely with the Northern Virginia Transportation Commission and the Northern Virginia Transportation Authority since they have the legal responsibilities to do much of the coordination for Northern Virginia.

Kanti Srikanth affirmed that both the Northern Virginia Transportation Commission, the Northern Virginia Transportation Authority, and the Washington Suburban Transit Commission in Maryland, are all

members of the TPB Regional Public Transportation Subcommittee. He said this ensures that all of the stakeholders will be part of these discussions.

Chari Harris said that the City of Gaithersburg did not appear on the briefing list and urged staff to brief his colleagues on the Council. Mr. Srikanth said the TPB staff plan to go to all 24 jurisdictions in the region, noting this slide reflects the jurisdictions that staff has heard from so far.

Chair Harris moved to adopt Resolution R9-2026 and Mr. Canek Aguirre seconded the motion. The motion to adopt Resolution R9-2026 in support of the DMV/Moves regional transit initiative was approved. The motion carried unanimously.

8. REVIEW OF OUTLINE AND PRELIMINARY BUDGET FOR THE FY 2027 UPWP

Lyn Erickson began her presentation by asking TPB members what does TPB do? She says that folks that are in the room can cheat because there is a sign in the front with information about what the TPB does. She said that you tell them the TPB does three main things: first, has a ton of federal requirements to meet, second, TPB serves as a forum for regional coordination, and last, TPB provides data to decision-makers. She continued by saying that TPB's influence is indirect as the TPB has a very niche role.

Lyn Erickson said that as we kick off the new year, she would like to take the opportunity to elaborate on all of the responsibilities that the TPB has and the services TPB staff provide. She said that the Unified Planning Work Program is the TPB's annual staff budget and work scope. She said that this month, we will be talking about the basic MPO requirements. She said that she is going to show TPB members how they can navigate TPB's process and get the most out of your time with us. She said that the main takeaway from today's presentation is that she hopes TPB members will be reminded of the many federal requirements that TPB is responsible for together as a region in a continuing, cooperative, and comprehensive manner and that every effort is made to try to synchronize Board interests with our required products. She said that the Board will be asked to approve TPB's UPWP in March.

Lyn Erickson asked what does the Metropolitan Transportation Planning Process focus on? She said that I suspect you are all familiar with your local planning, programming, and project selection processes, but there are also many other entities that conduct planning and programming activities at the subregional level. She said for example, many of our Virginia friends here at the table meet two other times every month to talk about transportation topics. She also noted that TPB does not directly participate in project development activities. She said that there is a place for that, and it isn't at the TPB. She repeated that the TPB does not examine individual projects. She said that we do look at projects all together, as each project is an important part of the regional puzzle. She said that if any of our local, subregional, or state agencies want to spend federal funding, or if their projects impact air quality, it doesn't matter how each of these projects came to be, they have to be part of TPB's process. She explained that it is the separate regional, federal Metropolitan Transportation Planning Process that is focused on here at the TPB, and we do ask you to just like in our sign says, "Think Regionally and Act Locally" back at home.

Lyn Erickson said that staff is always here to help TPB members and the mission of the TPB has largely been define for us by our federal partners. She said it was all meant to implement the federal Metropolitan Transportation Planning Process under 23 CFR part 450, subpart B, 49 CFR part 613, and 49 CFR part 93. She explained that it involves a significant amount of technical requirements. She continued by saying that the organization serves as a representative group of local stakeholders and carries out the 3C process. She said it is a continuing process that essentially never stops. She explained that it is cooperative, consensus-based, and comprehensive. She added that it is multimodal and multidisciplinary.

Lyn Erickson said they are required to develop both a long-range plan and a short-range Transportation Improvement Program, which they completed last month. She explained that they must demonstrate how projects in both documents are paid for, a requirement known as fiscal constraint. She continued by saying that they must also conduct an air-quality conformity analysis for the projects in both the plan and the TIP. She said they are additionally required to engage in performance-based planning and programming.

Lyn Erickson explained that these federal requirements also specify how the planning products must be developed and what must be addressed within them. She continued by saying that they work in conjunction with state air and transportation agencies to meet federal Clean Air Act standards in accordance with 40 CFR part 93.

Lyn Erickson said that while there are many rules to follow, the real question is what those rules actually mean in practice. She said that the process is intended to shape what goes into the plans and programs. She continued by saying that the process is meant to guide the content of current and future plans and programs. She said this means taking projects developed at local, subregional, or state levels, applying regionally established policies, and providing that information back to the implementing agencies as those projects advance and as decisions are made about future funding. She explained that transportation projects take years to develop, so the data they provide now will most often shape future plans and programs. She continued by saying that their organization includes 43 members out of the 410 MPOs in the United States. She said they are the ninth-largest MPO in population and the sixteenth-largest in planning area.

Lyn Erickson explained that as part of the 3C process, they do three main things: they prepare plans and programs that must be federally approved for federal transportation funding to flow; they provide technical resources for consensus-building and decision-making; and they provide a forum for regional coordination. She continued by saying that although there are many federal checkboxes to complete, there are always opportunities to align Board interests with federal requirements. She said she was reminding everyone of these responsibilities because they are central to preparing the staff workload for next year. She explained that they plan and document this workload through the Unified Planning Work Program, which defines how MPO activities are carried out and what those activities include. She continued by saying that despite the many federal regulations, the federal government really only approves two major MPO products, and the UPWP is one of them. She said it provides the federal authority to draw down guaranteed MPO funding so staff can conduct the process and keep the work funded.

Lyn Erickson said she wanted to point out that the organization is federally certified and is, in fact, meeting or exceeding federal expectations for how the TPB is conducting the Metropolitan Transportation Planning Process. She explained that every year they begin the budget process the same way, by assuming they will receive the same amount of money. She continued by saying that this is a reasonable assumption because there is only one way to spend federal metropolitan transportation funding, and it automatically flows to MPOs like TPB. She said that when it comes to MPO expenditures, the question is what members are getting for their money. She explained that she deliberately uses the phrase “your money” because every member at the table provides a 10% match based on their jurisdiction’s population. She continued by saying that the state DOTs pay another 10% on behalf of all jurisdictions in their states, while the federal government covers the remaining 80%. She said that the staff is officially assigned to serve the members. She explained that their talented staff of about 50 people focuses entirely on the often extremely technical work and is always ready to assist with complex transportation planning topics.

Lyn Erickson continued by saying that each year, members can expect certain core activities. She said this includes the committee and subcommittee structure, which consists of 12 subcommittees and advisory committees used to disseminate information, gather feedback, and ensure that data and products align with member needs and federal requirements. She explained that they provide a forum for regional coordination, bringing staff from 43 member agencies and jurisdictions together for meetings. She continued by saying that they also work internally to better leverage strengths across teams and departments. She said that the best way to navigate the process is to pay attention to committee activities and read the TPB news blog. She explained that they hope members meet regularly with their Technical Committee representatives because two hours a month at TPB meetings is rarely enough time to fully understand everything the TPB offers. She continued by saying that it is staff's intent for every action item to appear on the TPB agenda twice—first as a heads-up and then the following month for approval. She said they recognize that the TPB is a regional representative body, meaning each member represents their entire jurisdiction or agency.

Lyn Erickson said that the TPB funds and implements regional programs by providing consultant services to members in several program areas. She continued by saying that they seek to enhance transportation and land-use coordination through the Transportation Land Use Connections Program, which supports planning for vibrant and accessible communities. She said this technical assistance program has supported 191 projects totaling nearly \$9.2 million. She explained that a strong example of aligning Board interests is the development of the Regional Roadway Safety Program. She continued by saying that the RRSP has funded 32 projects totaling more than \$2.1 million, and that new solicitations for both TLC and RRSP are underway, due at the end of February. She said that the Transit Within Reach Program has also provided consultant support for nine projects totaling nearly \$1 million. She explained that the TPB implements programs on behalf of its members, promoting transportation alternatives through the Commuter Connections program, bicycle and pedestrian programs, and responsibilities for the Transportation Alternatives Set-Aside program grants. She continued by saying that through the Set-Aside program, the TPB has selected 180 projects across D.C., Maryland, and Virginia, totaling nearly \$95 million.

Lyn Erickson said that another federal grant opportunity is the TPB's Enhanced Mobility Grant Program, which improves mobility for seniors and individuals with disabilities by removing barriers and expanding transportation options. She explained that the TPB has distributed \$45.7 million to 135 enhanced mobility projects, several of which were approved last month. She continued by saying that altogether, the TPB has supported more than \$140 million in projects for the region. She said that as a forum for regional coordination, the TPB is strategically positioned to conduct studies and analyses that inform regional transportation decision-making and support various regional initiatives. She explained that these analyses may include examining the performance and utilization of current transportation services to assess the effectiveness of regional investments. She continued by saying that they coordinate with the Metropolitan Washington Air Quality Committee to develop a maintenance plan for ground-level ozone this year. She said they will also continue coordinating with the Climate, Energy, and Environment Policy Committee. She explained that robust safety activities will continue and that the TPB provides opportunities for additional policy discussions. She continued by saying that their emergency preparedness and management operations include planning activities in support of the Metropolitan Area Transportation Operations Coordination (MATOC) program.

Lyn Erickson said that the organization provides a wide range of technical resources. She explained that these include travel monitoring and travel trends analysis, travel demand forecasting, mobile emissions planning, and support for multimodal initiatives. She continued by saying that they are developing the Generation Three Travel Model, the TPB's next-generation activity-based travel demand forecasting model, which will offer significantly expanded analytical capabilities. She said that each year they receive 50 to 60 requests for the Regional Travel Demand Forecasting Model, its inputs, and its

outputs. She explained that they are moving toward data-driven performance outcomes and that they provide travel, traffic, and demographic analysis through datasets and visualizations.

Lyn Erickson continued by saying that in 2025 they began major enhancements to the Travel Monitoring Program and launched the Mobility Analytics Program, a tool featuring a comprehensive set of transportation-related indicators that help illustrate travel patterns in the region. She said that as part of this effort, they established the new Mobility Analytics Subcommittee to advise TPB staff on the program's development. She explained that they also provide a variety of communication tools, including the TPB News publication and an active social media presence, along with infographics and videos that members can use to describe TPB activities. She continued by saying that this includes their new annual report, copies of which were provided at the table, and that online copies can be sent to anyone who wants them. She said that Amanda created a one-minute video summarizing the year's accomplishments, which she described as very impressive. She explained that although she would normally wait until next month to share this information, they thought it would be helpful to offer a preview and encourage members to review the detailed memo posted online. She continued by saying that all of the items she was about to mention are flagged as new activities for next year.

Lyn Erickson said that this year is a major one for performance-based planning and programming. She explained that they have six sets of targets that must be approved and that the Board recently approved the DMV Moves implementation activities for staff to begin working on. She continued by saying that it is also time to begin updates to the Regional Bicycle and Pedestrian Plan and the Regional Freight Plan. She said these mode-specific plans are typically updated between the four-year long-range plan cycles and ultimately inform the next long-range plan. She explained that these modal plans will provide overviews of system extent, demand, usage, key issues, and recommendations for improving performance—whether related to bicycle and pedestrian connections or freight delivery. She continued by saying that they are also updating the TPB's Participation Plan, which governs public engagement, and the Coordinated Human Service Transportation Plan, which guides enhanced mobility work. She said they will continue their resiliency work, including running scenarios with the regional travel model. She explained that every three years they collect and analyze motor vehicle fleet information, known as VIN data, which is used as an input to the region's mobile emissions model. She continued by saying that they are also continuing data collection for the TPB's largest survey effort, the Regional Travel Survey, which began this year and will gather important information about household travel behavior in the post-pandemic era. She said they will also continue developing Enhanced Mobility Analytics data products.

Lyn Erickson said that the next steps involve developing planned revenues and expenditures in detail, and that they will return next month with a draft document for review. She continued by saying that the document itself contains extensive federal background information, but the memo posted online focuses directly on the core of the UPWP. She said it describes the specific staff work activities for member comment and highlights all new activities, noting that members can focus on those sections if they prefer. She said that after Board approval in March, the document is submitted to federal partners and work begins. She concluded by saying that this completes her brief overview and that she is happy to take questions.

Chair Harris asked a quick question asking if the Community Leadership Institute will be holding sessions this year? Lyn Erickson said that they are planning one for this summer. Chair Harris said that for members that aren't familiar with it, he actually participated in the class during his first year on the TPB and he has sent a number of City of Gaithersburg people there since then. He asked Lyn Erickson if it is still three sessions. Lyn Erickson said yes, it is a three day, three evening sort of module of all thing's transportation planning, so it is very interactive and hands-on. Chair Harris said yes, it is very informative and helpful. He said that he knows there is a robust transportation committee in the City of

Gaithersburg, and he likes to send people there so that they're speaking from an educated background. He said he thinks it is a great program.

Matt Frumin asked a question saying that he is curious about the Freight Plan and if that is inclusive of commuter rail or commuter rail is different than that, and how commuter rail fits into this landscape because it strikes him as a potentially interesting and important area.

Kanti Srikanth responded by saying that the Regional Freight Plan does not include either Virginia Railway Express or MARC, which are the commuter rail systems. He said that it focuses, however, on the roadway system transporting our supporting freight movement to and through the region. He continued by saying that it also includes freight moving to and through this region on our railway systems as well. He said that for the commuter rail itself, the Regional Public Transportation Subcommittee will be the focus of where that work will be going on.

Monique Ashton said that just to echo the thanks on all the work by staff and by everyone on this planning board. She said that she saw in the new things that TPB staff are highlighting going forward, pedestrian and bike and you also talk about Mr. Kanti, looking at the regional experience. She added that she was just curious, and she said they are doing this in the City of Rockville, in terms of how do we also look at from the lens of disabilities, particularly mobility disabilities, when you're looking at, how can you ensure a similar experience as you travel across the entire region. She asked if each of those plans will have a dedicated section looking at the accessibility aspect.

Kanti Srikanth replied by saying to make sure I heard that correctly, you were particularly talking about mobility of people with disabilities in terms of their access to the transportation services? Monique Ashton said yes.

Kanti Srikanth thanked her for her question and said that one of the things that we have planned for this upcoming year is updating the regional plan called the Human Service Transportation Coordination Plan. This is a plan totally focused on the mobility needs and challenges of people with disabilities and older adults. He said that that is a plan that will highlight what are the challenges being faced by this community, and what are the proven strategies to address those challenges. He said that they are going to update the plan. He said that the nice thing about this is that there's federal funding dedicated to address and implement some of those strategies outside of all the other federal funding that could be used, like that is 5310, which FTA provides that funding. He said it is called the Enhanced Mobility Program, which the TPB gets that money. He said that this program is one of the instances where the TPB directly is the recipient of the federal funds. He said it doesn't go to the DOTs, it directly comes to the TPB. He said that TPB gets \$5 million per year and every two years, the TPB solicits applications, and it asks the applicants, "Here is a plan. Here are the proven strategies. Which of these strategies would you be implementing, and how much money would you need?" And that's what we do, and I think in the last month or so, the TPB approved our biennial allocation, about \$10.4 million, towards that. He said that is just focused on Enhanced Mobility, but in anything else that we do, whether it is Commuter Connections, or whether it is regular public transportation planning, there are opportunities for us to pay particular attention to the needs of that particular group. He said he hopes that gives you some—and Lyn wants to add something.

Lyn Erickson said that she mentioned that paying attention to what happens in all of our committees and subcommittees, especially the Access for All Advisory Subcommittee, which is a separate advisory committee level, so it doesn't contain any member agencies, it has expanded in the last year. She said that they reformatted it. She said that they have two new chairs, which we'll be announcing in the next meeting that's on February 2. She asked why bring the committee up. She said that they report directly to you all, but they also receive all the presentations that the TPB does, so when we are developing all of our plans that I listed on the screen, they will get presentations on that as well, so their perspective

will be – it may not get a separate chapter, as Ms. Ashton mentioned, but they’re definitely involved in the development of all of our products.

9. 2025 STATE OF THE COMMUTE SURVEY RESULTS

Daniel Sheehan thanked the three DOT speakers who joined staff for the press event to speak on behalf of the states’ investments in improving the transportation infrastructure and transit accessibility for commuters in this region. He said that staff received great questions from the press that staff have already begun looking into and look forward to questions from the board.

Daniel Sheehan said that staff will present findings from the 2025 State of the Commute. He said that this is the region’s largest and longest-running survey for commuter behavior. He said that the State of the Commute survey is conducted every three years and represents the full TPB region, providing a detailed look at commute modes, telework, transit use, motivators, barriers, and commuter attitudes. He said that in 2025, the TPB received over 7,500 completed surveys.

Daniel Sheehan said that an address-based sampling approach was used and the survey was in the field March through June 2025 just as federal workers were returning to in-person work. He said that the survey marks the ninth State of the Commute cycle since 2001, giving nearly 25 years of trend data. He said that in 2019, the region had a strong economy, stable commuting patterns, and comparatively low telework. In 2022, the region was still in recovery with telework widespread, return-to-office plans were uncertain due to the COVID omicron variant, and transit service was limited. He said that by 2025, the region seems to be approaching a much more settled "new normal" with return-to-office policies increasing in-person commuting. He said that travel volumes are now concentrated Tuesday through Thursday, and transit reliability has improved significantly as agencies restore service. Daniel Sheehan said that although commute trips make up less than one-quarter of all weekly travel in the region, they have an outsized impact on peak-period congestion, transit crowding, and day-to-day operational needs. He said that the insights directly inform TPB’s work on transit reliability, congestion management, and TDM strategies that help reduce drive-alone demand. He said that the State of the Commute and the TPB’s Regional Travel Survey can guide our planning, investment decisions, and implementation of the Board’s priorities.

Daniel Sheehan said that telework rose from about one-third of workers in 2019 to nearly two-thirds in 2022, and although it declined in 2025, it has stabilized to 48 percent. He said that this is dramatically higher than the pre-pandemic levels, and it is reshaping the regional travel patterns. He said that the region is seeing continued expansion of hybrid telework arrangements, which, at 35 percent of all types of telework arrangements, is now the most common type of schedule for teleworkers. He said that the current levels of telework in the region account for an estimated elimination of 3.3 million daily work trips, assuming that these trips would otherwise be taken on a transportation network. He said that telework continues to play an important role in reducing congestion, transit crowding, and peak-period demand for roadway capacity.

Daniel Sheehan said that before the pandemic, workers who teleworked some of their work days teleworked just over one day a week. He said that in 2022, that jumped to more than three days a week, and by 2025, it eased back to about 2.3 days a week. He said that frequent teleworkers, those working remotely three or more days a week, fell from 75 percent during the pandemic to 35 percent today, but the number remains well above the 14 percent in 2019.

Daniel Sheehan said that these changes matter because more in-person workdays could increase roadway demand, especially midweek. He said that reinforces the need for congestion management strategies. He said that telework continues to be highest among workers who live or work in the Core (the District, Arlington, and Alexandria). He stated that in 2025, about 56 percent of Core residents and

nearly half of Core workers telework at least part of the week. He said that this has an important implication for transit. He said that it reinforces the need to focus on reliability and convenience, especially midweek, to ensure that when hybrid workers do commute, transit is an easy choice. He said that federal workers have experienced the most dramatic shift in telework of any group in the region. He said that, in 2022, nearly eight in ten federal employees teleworked full-time or in hybrid arrangements, but by 2025, that number had dropped all the way to 23 percent, driven largely by return-to-office policies. He stated that nonprofits, private employers, and state and local agencies all still support telework at much higher levels. He said that this change matters because federal workers make up a substantial portion of the regional workforce, particularly in the Core, and the commute patterns have a major influence on both transit ridership and roadway demand. He said that as more federal employees return to in-person commuting, federal commuter benefits, including transit subsidies, pretext transit programs can play a significant role in shaping travel choice.

Daniel Sheehan said that by strengthening coordination with federal agencies, Commuter Connections network members can help ensure that returning commuters are aware of and enrolled in these programs. He said that nearly 45 percent of workers who could telework reported that as of spring 2025, their employer had announced a return-to-office policy. He said that under those policies, 60 percent are required to be in the office all work days, and another sizeable share must be on site three or four days a week. He said that nearly half of all teleworkers commute to a site for part of the workday and work remotely for the rest and do this at least once a week. He said that his spreads demand out but causes new challenges for transit scheduling and roadway operations.

Daniel Sheehan said that drive-alone trips dropped sharply during the pandemic when telework was at its peak. He said that in 2022, only 41 percent of weekly commute trips were drive-alone, and in 2025, drive-alone commuting levels were 57 percent of the mode split, almost identical to the 58 percent in 2019. He said that the demand for roadway capacity, especially on midweek days, continues to be strong. He said that transit is one of the most notable recovery stories in the 2025 State of the Commute. He stated that transit mode share rose from 8 percent in 2022 back up to 22 percent in 2025, making it once again the region's second-most-common commute mode.

Daniel Sheehan said that carpooling saw a noticeable drop during the pandemic, falling from 5 percent of the commuters in 2019 to 2 percent in 2022, and has grown to about 3 percent in 2025. He said that the number one barrier to ride sharing is that workers do not know someone to carpool or vanpool with, followed by irregular work schedules. He said that biking and walking held relatively steady across the past three surveys at around 3 to 4 percent of weekly commute trips, and these modes consistently had the highest satisfaction levels across the entire report.

Daniel Sheehan said that for commuters using carpooling, vanpooling, or transit, walking is the most common way to reach the meeting point. He said that 27 percent drive alone to a central location, whether that is a park-and-ride lot or a carpool pickup location. He said that 14 percent of non-drive-alone commuters use transit to reach their meeting point, and a very small percentage bike or ride on a scooter. He said that once commuters arrive at their final drop-off location, walking overwhelmingly dominates at 95 percent of the final travel mode these commuters use to reach their workplace. Daniel Sheehan said that these patterns highlight the importance of investing in multimodal transit facilities, park-and-rides, safe pedestrian connections to stations, secure bike parking, and well-designed bus-rail hubs. He said that these facilities make it easier for commuters to choose transit, carpool, vanpool, or other active modes of transportation.

Daniel Sheehan said that telework remains a defining feature in the region's travel patterns, and that telework's persistence means that the region will continue to see peak day demand and commute variability. He said that transit has shown a strong and significant rebound, transit has shown a strong and significant rebound. He said that commuters are responding to what they value most: reduced

stress, productive travel time, and predictable service. He said that the findings point to a targeted opportunity: continue strengthening transit reliability, improve access to stations, and reinforce programs that reduce drive-alone travel.

Lindsay Haake said that she would walk through the section on commute information, attitudes, and awareness, stating that this part of the State of the Commute looks beyond how people travel and focuses on what they experience on those trips, how long their commutes take, how satisfied they are, what benefits they see in non-drive-alone modes, and how income relates to mode choice. She said that one of the most consistent findings in the 2025 State of the Commute is that commute length and travel time have not changed much, even with all the shifts in teleworking and workplace patterns. She said the average one-way commute remains about 17 miles, about the same as 2019, and average travel time holds steady around 40 minutes.

Lindsay Haake said that the SOC highlights that residents in the Core have noticeably shorter commuter times while commuters in the middle and outer rings tend to travel much farther, and that distance, combined with congestion, keeps commute times longer, even as hybrid schedules reduce total commute days. She said that transit riders still experience the longest travel times overall, averaging more than 50 minutes. She said that telework growth, the region's job-housing geography has not shifted significantly, and there is a continued need for congestion management and reliability improvements, especially in middle and outer ring corridors, where commute distances are longest. She said that overall commute satisfaction in the region remains close to where it was before the pandemic, around 50 percent.

Lindsay Haake said that the standout finding is the significant improvement in transit satisfaction, particularly with Metrorail. She said that these improvements align closely with what commuters say they value most: predictability, reduced stress, and the ability to use their travel time productively. She said that at the same time, satisfaction among drive-alone commuters has declined notably, more than any other mode since the pandemic. She said that these shifts largely offset one another, transit improving and driving worsening, which is why overall satisfaction appears flat. She said that the takeaway is clear: sustaining transit reliability and addressing midweek congestion pressures can meaningfully improve the commuter experience across the region.

Lindsay Haake said that one of the most informative parts of the SOC asks commuters what personal benefits they associate with using modes other than driving alone. She said that in 2025, the leading benefit was avoiding stress, and the second-most common benefit is saving money. She said that a strong motivator for transit users is having productive time during the trip, such as reading, working, or relaxing. She said that before the pandemic, cost savings and environmental benefits played a larger role, but today, commuters emphasize comfort, predictability, and stress reduction. She said the for policy considerations, this suggests two opportunities: Commuter Connections marketing and outreach should highlight these comfort and predictability benefits, not just this cost-savings. She said that transit agencies that invest in transit operations, improving frequency, reducing travel time, and strengthening on-time performance is one of the most effective ways to encourage more people to choose transit.

Lindsay Haake said that transit opportunities directly connect workers to our most valuable job centers and supports overall economic competitiveness. She stated that studies show that in many large metros, higher-income residents tend to live closer to transit-rich areas. She said that this can raise housing costs near stations, and over time, make it more difficult for transit-dependent riders to live near the service they rely on. She said that this is an important policy context for the region. She said that the takeaway is that investing in reliable, frequent transit remains essential for economic growth, but we also need equitable land use and affordability strategies near stations to ensure that transit access remains available to everyone who depends on it.

Lindsay Haake said that it is important to highlight what the State of the Commute tells us about commuter awareness. She said that awareness of Commuter Connections, guaranteed ride home, and employer-provided commute benefits remains relatively low. She said that means many commuters simply do not know what options are available to them. She said that this gives us a unique opportunity to re-expose commuters to smart, lower-stress options.

Lindsay Haake said that the three key takeaways from the report are that commute times have climbed back towards pre-pandemic levels, even though commute distances remain similar to 2019, and commuters consistently prefer the least stressful and fastest option. She said that transit satisfaction has improved significantly since 2022 due to better reliability and restored service, and reliability is directly tied to commuter motivations to choose alternative modes. She said that, finally, low awareness limits mode shift potential and reduces adoption of non-drive-alone options.

Daniel Sheehan said that the findings of the report align with several of the TPB's core principles. He said that for accessibility, the State of the Commute shows us that commute distances have remained remarkably stable since 2019. He said for sustainability, telework levels remained well above 2019, which continues to reduce an estimated three million trips a day, likely also reducing emissions associated with those trips. He said that transit reliability has improved, strengthening the region's ability to shift trips away from drive-alone commutes. He said that for prosperity, more reliable transit directly supports employers' needs for consistent and predictable commuter access to major job centers, and that for livability, commute times are edging back towards pre-pandemic levels, signaling the need for efficient and dependable multimodal options.

Daniel Sheehan said the TPB staff has produced several tools built from the State of the Commute. He said that the technical report is available online at [MWCOG.org/commutedata](https://www.mwco.org/commutedata). He said that the interactive dashboard allows visitors to explore trends across different geographies, modes, and commuter characteristics. He said that the TPB is also preparing custom jurisdictional data packages, which deliver deeper crosstab data for local planners. He said that staff will provide summary materials and visuals that can be used in presentations and planning documents.

Lori Zoeller provided a short demonstration of the interactive dashboard.

Chair Harris asked that the slide on awareness shows a continual decline in awareness of these programs, which seems very counterproductive to the whole concept. He asked if there is a plan for doing some promotion to get the awareness back up to better levels?

Daniel Sheehan said that there is a regional marketing campaign that staff is putting together that has great inferences to help understand what messaging resonates with commuters. He said, for example, reducing stress and convenience seem to be something that commuters resonate with now, maybe more so than before the pandemic, when saving money was the top indicator. He said that staff will use that to inform decisions. He said that getting in front of employers more, being able to promote commuter benefits to them and then passing it on to the commuters themselves at the worksite will be another impactful measure increasing awareness and helping them understand what options they have in the region.

David Snyder said that he currently chairs the Metropolitan Washington Air Quality Committee, and while the plan is focused on transportation and the report, the reality is that as transportation is the leading creator of air pollution in our region and greenhouse gases, it's critically important that even though the region has attained compliance with major air quality standards, that the challenge is to maintain that compliance for the next 10 years and not backsliding. He said that transit, carpool, vanpools, walk, bike, and telework will be critical to offset the increase in travel and related emissions

from the growth in the region during this same 10-year period. He said that there has been some very good news about improvements in air quality in our region; however, that will require a constant effort to maintain, and this report and its recommendations can be a fundamental part, but David Snyder said that does not want to de-emphasize in any way the challenge that this region has to maintain the attainment that we have with the air quality standards that we've attained through so much work and effort on behalf of the public and all of our governments in this body, among others. He said that the point he wants to make is that there is a critical connection to air quality, and while we have made progress, if we backslide, we will lose that attainment and be faced with more difficult compliance challenges in the future.

Kanti Srikanth said that staff has a plan to do a deeper dive with this data and bring additional findings from this to the Board. He said that Chair Harris noted that the board adopted a plan last month, but the board also recognized that the performance that the plan delivers or is anticipated to deliver falls short of our aspirations.

Kanti Srikanth said that over the next year or so, staff's efforts will be on that deep dive, looking at data and saying, "If we want our long-range plan to provide better performance outcomes, here are the areas in which we can do something better." He said that from the State of the Commute Survey results, for example, earlier during the press event, there were a couple of questions asked about, "What does this mean?" or "What does the federal return-to-office posture mean?" He said that in 2019, 48 percent of the federal employees were teleworking in 2019 and state and local government was 14 percent. He said that today, more than 40 percent of state and local government employees telework with only 13-23 percent of the federal.

Kanti Srikanth said that this matters because if you look at the transit subsidy, the largest employer transit subsidy is at the federal level, and, using VRE as an example, the trains are loading every day. He said that on the state and local side, there seems to be a setting-in of two days telework. He said that is going to change when there will be demand on the roadways and on the transit system. He said that it is very hard for transit systems to design and operate for three days a week.

Kanti Srikanth said that a second example is the split day He said that data is now indicating more and more people are coming into the office just for a few hours. He said that means their time when they travel is shifting, and the time when the majority of the employees report to work has now shifted. He said that for many years, transportation planners and engineers in the region thought that 6:30 to 7:30 A.M. was the peak time. He said that now you see more people coming in after 8 o'clock with the second-highest peak is after 9 o'clock, but it is within half an hour. He said that for transit system planners and for roadway system planners, they are looking at three-time traffic signals. He said that for transit planners, particularly local buses, providing adequate frequent services in off-peak becomes important.

Kanti Srikanth said that in the report, there is a finding where people are asked who were not riding transit in 2025, "What keeps you from riding transit?" He stated that the responses are, "Oh, it is too slow. It does not get me the service during my time." He said that what changed after 2019 is their work timing has changed, and the transit service design will now have to take that into effect. He said that that is the kind of information that is there, and TPB staff plans to compile and share that information with the board.

10. ADJORN

Chair Harris stated that the next board meeting is virtual and is scheduled for February 18, 2026. There being no other business, the meeting was adjourned at 1:50 P.M.