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## **TPB TECHNICAL COMMITTEE MEETING SUMMARY**

June 6, 2025

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

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

### **2. APPROVAL OF MEETING RECAP FROM THE MAY 2, 2025 TECHNICAL COMMITTEE MEETING**

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

## **ITEMS FOR THE BOARD AGENDA**

### **3. ENHANCED MOBILITY: INCREASING TRAVEL OPTIONS FOR UNDERSERVED POPULATIONS**

Ms. Cherice Sansbury, the Program Manager of the TPB's Enhanced Mobility program, presented on the program's upcoming solicitation initiative looking to continue increasing travel options for underserved populations, such as older adults and persons with disabilities. Federal grant funding is awarded from the Federal Transit Administration (FTA) through COG (as the recipient) to applicable projects COG and the TPB find deserving of these federal dollars. Projects awarded in past rounds have included the acquisition of wheelchair accessible vans and buses, volunteer driver programs, travel training, mobility management, and sidewalk/bus stop construction. Projects are awarded based on their responsiveness to mobility improvement strategies identified in the TPB's Coordinated Human Service Transportation Plan. The program was recently featured in a National Aging and Disability Transportation Center profile showcasing our best practices and innovative approaches to program implementation.

Ms. Sansbury said that the 2025 Grant Solicitation is underway. She said that beginning this week, the process of advertising the solicitation to COG committees and stakeholders has begun. The program has successfully funded wheelchair accessible vehicle acquisition and paratransit operations in the past for Fairfax County, Montgomery County, the City of Hyattsville, and Prince George's County. She said that the application window opens on August 1, 2025, and closes on September 30, and the anticipated funding available is estimated around \$10 million. Pre-Application conferences will be held in July in each jurisdiction of the metropolitan Washington region. Following the conclusion of the application period, all applications will be reviewed by a selection committee, comprised of local representatives and national experts, as well as a member of the TPB as chair. Ms. Sansbury said that the selection criteria established within the Coordinated Plan is what the committee will use when reviewing and scoring each application. Once the selection committee has selected the projects to be awarded, those projects will be submitted to be endorsed by the TPB in late 2025.

There were no follow-up questions for Ms. Sansbury.

### **4. INTEGRATING UPDATED FLOODING DATA INTO RISK ASSESSMENT**

TPB Transportation Resilience Planner Katherine Rainone provided an overview of recently

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completed inland flooding analysis for the TPB region. Mrs. Rainone provided an overview of TPB's transportation resilience work to date, followed by a reminder of how the assets at risk of flooding noted in the Vulnerability Assessment (completed in 2024) were calculated using FEMA floodplain data, which leaves out a portion of assets at risk of flooding because FEMA data does not look into the future nor includes urban flooding. Mrs. Rainone followed with the results of an analysis completed to help fill in the gaps, to improve TPB's understanding of future inland flood risk and increase the region's resilience and long-term planning. TPB acquired Fathom US Flood Maps, which after analyzing the results, show that roughly 25% more roads and highways, 7% more bus stops, 13% more rail stops, and 25% more rail line miles are at risk when compared to FEMA floodplain data alone. Maps were shown to display the differences between the two datasets.

Christine Hoeffner at VRE asked a question in the chat about the definition of Climate Ready and Resilient Ready region, Mrs. Rainone noted she would get back to her on a response. The goals were adopted as part of COG's Metropolitan Washington 2030 Climate and Energy Action Plan. Chair of the TPB Technical Committee, Victor Weissberg of Prince George's County, complimented the tool calling it increasingly important, asked if we are sharing this information or coordinating just outside the COG region, since flooding does not recognize boundaries, how do we see this helping us inform or connect with other regions? Staff replied that the best example is the fact that VDOT is acquiring this same dataset (Fathom US Flood Map), so we will be able to compare our region with the rest of Virginia. We do not have knowledge of the Baltimore region embarking on this particular type of analysis, but they are working on resilience planning at an MPO level. Mrs. Rainone stated she is in regular contact with resilience planners up and down the east coast, so if someone does begin using Fathom data she will likely learn about it and can coordinate with them on shared lessons learned. Some of our member localities are working on local-level analysis (Montgomery, DC), and staff stressed the importance of the subcommittee where folks in our region can come together to talk about the various work they are doing.

TPB Director Kanti Srikanth weighed in as well to stress a few points. Firstly, for the TPB members who do not have their own resilience planning efforts, this analysis will be helpful for them because they now have access to information they would not have had because they were not going to undertake this analysis on a local level. For members who are engaged in this type of work on a more detailed level, this regional analysis can be another datapoint to show consistency. Mr. Srikanth concluded by noting that as MPOs we are constantly focused on the types of investments made by TPB members in the region and what kinds of projects resulting from those decisions are entered into the long-range plan and TIP. With this new information, as members are pursuing funding for all their transportation needs, they are now able to look at the assets within an area of risk, they can prioritize getting those things funded, making sure assets are in state of good repair.

## **INFORMATIONAL ITEMS**

### **5. VISUALIZE 2050 – ZERO-BASED BUDGETING RECOGNITIONS, DATA CLEANING, AND DEEPER DIVE INTO THE DATA**

Mr. Austin began his remarks by thanking the staff from every member agency for their cooperation and hard work in providing project and program inputs over the better part of the last two years. The remainder of his remarks closely followed the presentation posted for this item. He then described some of the final data review, cleaning, and transformation activities that would be done with the plan, TIP, and OverArching Project (OAP) items over the next weeks. Mr. Austin reported that most of the project and program submissions had already been reviewed by TPB subject-matter experts, and he provided a few general, high-level observations on the response rates, and the applicability of some of the questions to some project types. Mr. Austin reported that out of almost 1,200 records in

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the MTP and TIP, approximately 450 were either withdrawn or had been determined to be complete, leaving more than 730 project and program records to make up the MTP and the TIP. Mr. Austin closed his remarks by providing a rough timetable for when agency staff would have a chance to review the amounts in the TIP prior to its being published.

There were no follow-up questions.

## **6. PBPP UPDATE: HIGHWAY ASSET AND TRAVEL RELIABILITY PERFORMANCE**

Mr. Eric Randall provided the committee a briefing on the latest data for the federally required performance measures in the performance-based planning and programming (PBPP) areas of highway assets and highway system, focusing on recent performance compared to the adopted targets for the region for the period 2022-2025. He opened by reviewing the federal requirements for PBPP, emphasizing that the new long-range plan and TIP must discuss how the funded projects will affect performance.

Newly available performance data for 2023 and 2024 was shown for pavement condition and bridge condition on the Interstate and on the non-Interstate National Highway System compared to predicted performance and established targets, though there are no targets established for the new data. He then displayed an updated data visualization GIS webpage for pavement and bridge condition performance for the region, as developed by TPB staff Charlene Howard Jessica Storck and Yu Gao. Users can zoom in on specific jurisdictions or areas of interest and examine the displayed data. Summary sheets of asset condition by jurisdiction are available in a link on the page. References and explanations of the data are also included on the webpage.

Mr. Randall then moved on to review new data for the highway system performance measures, including travel time reliability and truck travel reliability (freight) and finally the CMAQ Program Traffic Congestion measures of Peak Hour Excessive Delay (PHED) and Non-SOV (Mode Share) measure.

Mr. Randall closed the presentation by repeating that the Visualize 2050 long-range transportation plan and 2026-2029 TIP must include a discussion of the PBPP performance vs. targets and the projects included in the TIP. Then in 2026, TPB staff will be busy coordinating with the three State DOTs and with neighboring MPO staff on the development of new quadrennial targets which will need to be approved by the board. In addition, staff will also need to complete two biennial MPO CMAQ Performance Plans which will be submitted by the three State DOTs to FHWA.

There were two questions from the audience. David Edmundson asked if the travel reliability measures account for known congestion or is it measured against free-flow travel. Mr. Randall responded that the measure is for differences from consistent travel times. For example, the American Memorial Legion bridge is consistently congested; the travel reliability measure would rate that travel time as reliable as it has little variability.

Mr. Corey Pitts asked if the American Community Survey data used to calculate the Non-SOV (Mode Share) was available in shorter time periods than the five-year analysis, which would better show the return of traffic from the pandemic. Mr. Randall responded that ACS data is also available on a one-year and three-year basis and that he could retrieve that data for the committee.

Mr. Kanti Srikanth then spoke to emphasize the purpose of PBPP and how it will be fundamental in the federal review of the TPB's process and performance outcomes of the projects included in the long-range plan and TIP as submitted by the funding agencies.

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## **7. TRAVEL MONITORING PROGRAM UPDATE**

Mr. Ian Newman shared an overview of the Travel Monitoring Program's activities at TPB. He shared with the members of the Technical Committee, the program's vision, goal, and milestones, which include hosting the program's contents as an online, interactive tool, presenting to the Technical Committee, and standing up a Travel Monitoring Subcommittee for program oversight. Mr. Newman emphasized that this program will not solely focus on transportation-related metrics but will also include metrics that help inform the comprehensive, regional, multimodal transportation network to best offer a comprehensive snapshot of the region's transportation network. Mr. Newman then discussed the seven categories of where 94 currently identified metrics are organized within, as well as three priority levels for each metric, sharing that approximately half of the currently identified metrics fall within the Minimum Metrics priority level, and that the Congestion Mitigation /Management category houses the greatest number of metrics at 36. This fact was revisited to highlight the complementary nature of the Travel Monitoring Program with the Congestion Management Process, at the end of Mr. Newman's presentation.

The key request of the Technical Committee shared by Mr. Newman was asking the committee for their assistance with providing input on metrics and program product recommendations, as well as to assist staff with initiating this new Travel Monitoring Subcommittee. Specifically, Mr. Newman requested assistance from the Technical Committee with membership distribution for the committee and shared that Staff is considering consolidating the VPDUG and SPOTS groups into the functions of the new Travel Monitoring Subcommittee. Mr. Canan added to Mr. Newman's presentation, at its conclusion, mentioning that staff may be in contact with members of the committee specifically to request guidance on how to best comprise the membership of the new subcommittee.

## **8. UPCOMING COG/TPB SURVEY EFFORTS IN FY 2026**

Dr. Ken Joh presented this item to the TPB Technical Committee. Dr. Joh provided an overview of the survey activities that will be undertaken as part of the FY 2026 work program, including the Regional Travel Survey, Regional Air Passenger Survey, State of the Commute Survey, and the Coordination of Transit On-Board Surveys. Dr. Joh provided a brief overview, methodology, and timeline for each survey. He also highlighted how COG/TPB surveys are incorporating best practices in survey methodology including mixed-methods surveys, creative use of survey incentives, and innovative sampling approaches.

There were no follow-up questions for Dr. Joh.

## **9. UPDATE ON MARYLAND'S ZERO EMISSION VEHICLE INFRASTRUCTURE PLAN**

Ms. Kari Snyder shared an announcement about Maryland's Zero Emission Vehicle Infrastructure Plan (ZEVIP). She said that this is a statewide plan that would support the expected growth of light-, medium-, and heavy-duty ZEVs expected under: Climate Solutions Now Act (CSNA), Advanced Clean Cars II (ACC II), and Advanced Clean Trucks (ACT). She said that the plan will identify suitability for deploying publicly available corridor and community infrastructure through 2035, additional state, federal, and private funding to leverage, and identify roles of state and local agencies to accelerate adoption. The expected release for this plan is September 2025. Ms. Snyder asked stakeholders to scan the QR code to take the survey and share widely until June 13.

There were no questions for Ms. Snyder.

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## 10. OTHER BUSINESS

Mr. Michael Farrell announced that the Dockless Micromobility Workshop will be a virtual event on Monday, June 30, 2025, where jurisdictions will talk about their dockless vehicle share programs.

Mrs. Victoria Caudullo announced the solicitation period for Transit Within Reach from June to August.

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

Mr. Eric Randall provided a brief summary of the DMVMoves initiative and how it will take shape in the upcoming months.

### ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Amy Garbarini – DRPT Brent Riddle – Fairfax County Matt Frumin – DC Chloe Delhomme – City of Manassas Corey Pitts – MCDOT Dan Koenig – FTA David Edmondson – City of Frederick David Rodgers – MDOT Douglas Smith – City of Gaithersburg Regina Moore – VDOT Sam Brooks – DDOT Evandro Santos – Prince William County Starla Couso – NVTA Christine Hoeffner – VRE	Heather Edelman – DC Kari Snyder – MDOT Laurel Hammig – NPS Leo Pineda – VDOT Maria Sinner – VDOT Meagan Landis – Prince William County Melissa Kim – WMATA Naomi Cohen-Shields – DDOT Neil Harris – Chair, City of Gaithersburg Nick Ruiz – VRE Shannon Bacon – NVTC Silas Sullivan – City of Alexandria Victor Weissberg – Prince George’s County
OTHERS / MWCOG STAFF PRESENT	
Amanda Lau – I Lyn Erickson – I Kanti Srikanth – I Andrew Austin – I Sergio Ritacco – I Sara Brown – I Vicki Caudullo – I Tim Canan – I Greg Goodwin – I Dan Sheehan – I Mike Farrell – I Laura Bachle – I Rachel Beyerle – I Eric Randall – V Jeff King – V Tom Harrington – I	Mark Moran – I Janie Nham – V Charlene Howard – V Cristina Finch – V Dusan Vuksan – V Ian Newman – V Jamie Bufkin – V Katherine Rainone – V Sunil Kumar – V Erin Morrow – V Feng Xie – V Ken Joh – I Andrew Meese – V Glenn Lang – V Jinchul Park – V