

## **TPB TECHNICAL COMMITTEE MEETING SUMMARY**

February 7, 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 JANUARY 7, 2025 TECHNICAL COMMITTEE MEETING**

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

## **ITEMS FOR THE BOARD AGENDA**

### **3. PBPP: 2025 TRANSIT ASSET MANAGEMENT TARGETS**

Mr. Pierre Gaunaud introduced the item and reviewed the performance metrics that TPB uses to set transit asset management targets per federal requirements. He then presented the most recently updated draft set of FY25 Regional Transit Asset Management targets. This draft set features updated data for the Maryland Transit Administration's assets, including a lower total for the guideway infrastructure that now only reflects the length of the Frederick Line. Mr. Gaunaud explained how this is due to a lack of data regarding what other track mileage MARC has shared capital responsibility for, and that is also in the National Capital Region (NCR). The total number of service vehicles and facilities is also lower than previously presented due to the same pending need to determine which MTA assets are only in the NCR. TPB staff is still gathering more clarification about MTA asset totals and will update the next set of targets accordingly for final approval by the Transportation Planning Board in February.

There were no follow-up questions.

### **4. BRIEFING ON THE DRAFT FY 2026 UNIFIED PLANNING WORK PROGRAM**

Ms. Lyn Erickson provided a brief summary of what is the Unified Planning Work Program (UPWP), as it acts as a document that explains how the Transportation Planning Board carries out the Metropolitan Planning activities and serves as the TPB staff work scope for FY 2026. Ms. Erickson explained how MPOs do not compete for federal funding as they are allocated a specific amount through the federal authorization bills, in which the TPB has 2 more years before the next authorization. The Virginia, Maryland, and District of Columbia Department of Transportation are the direct recipients of the federal funding, playing a key role in the metropolitan planning process. Ms. Erickson outlined that in the March Technical committee she will share the carry over memo with funding that will be carried over for specific projects.

Ms. Erickson moved right along, sharing about the new activities TPB staff will be taking part in, which includes, approve Visualize 2050 and FY 2026-2029 Transportation Improvement Plan, begin work on safety activities, and update the National Capital Region Bicycle and Pedestrian Plan and the

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Freight Plan, and much more. Ms. Erickson emphasized a notable activity, the Regional Travel Survey, where TPB staff will implement a new data collection method that is more frequent, allowing the team to obtain important information on observed travel characteristics more quickly. She reiterated how staff will implement notable enhancements to its travel monitoring program activities, including consolidating various travel monitoring data collection activities into a single, cohesive travel monitoring program. Ms. Erickson finished the presentation by describing the multimodal board initiatives and sharing next steps of the Unified Planning Work Program. Next month, the Technical Committee will be asked to approve the final UPWP.

Ms. Erickson was happy to take comments or questions. There were no questions for Ms. Erickson. She said if there were any edits to the plan please contact her by February 11, 2025.

## **5. BRIEFING ON THE DRAFT FY 2026 COMMUTER CONNECTIONS WORK PROGRAM**

Mr. Dan Sheehan, TPB staff, described how Commuter Connections is a commuter assistance program for workers traveling throughout the National Capital Region. Each year, the TPB Technical Committee is asked to review the program's annual Commuter Connections Work Program (CCWP) and approve work activities for the upcoming fiscal year. Mr. Sheehan explained how the CCWP was originally drafted by COG/TPB staff with guidance from District of Columbia, Maryland, and Virginia DOT staff. The CCWP was endorsed by the Commuter Connections Subcommittee on January 15, 2025.

He outlined the total proposed budget for FY2026, commencing on July 1, 2025, is \$8,488,471. The budget is funded primarily by the three state DOTs using a previously approved formulaic breakdown based on census data. Notable work activities proposed in FY2026 include a pilot expansion of the Vanpool Incentive Program to the Baltimore region to assist with Key Bridge collapse emergency congestion relief efforts, new marketing to compliment Return to Office trends, establishment of the goDMV Commuter Competition and other commuter incentive programs, and publication of several technical reports from regional surveys, such as the 2025 State of the Commute.

Mr. Sheehan invited the TPB Technical Committee to issue comment or feedback on the CCWP before the upcoming March 7, 2025, meeting in order to be considered for inclusion in the final version of the work program.

## **6. COMMUTER INCENTIVES: MOTIVATING BEHAVIOR CHANGE**

Mr. Dan Sheehan, TPB staff, provided a technical overview of commuter incentive programs and how they can be leveraged to help shift travel behavior from single-occupant vehicle (SOV) commute preferences to more sustainable travel options, such as carpool, vanpool, transit, bike, and walk. This is an especially pertinent topic given the Return to Office initiatives that are beginning to materialize in the National Capital Region. Each SOV removed from the road network as a result of a commuter incentive program helps optimize efficiency of the network, reduce vehicular congestion, and improve air quality. Examples of these programs currently available in the NCR include SmartBenefits (pre-tax and direct benefit), vanpool subsidies through Vanpool Alliance in Northern Virginia, the Commuter Tax Credit in Maryland, and High Occupancy Toll (HOT) lanes.

Mr. Sheehan continued his presentation by explaining how Commuter Connections, a program of the TPB, operates several commuter incentive programs available to commuters throughout the region. [Pool Rewards](#) incentivizes new carpool formation. He said that Commuters can register their carpool

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their new carpool with Commuter Connections and receive up to \$320 over ninety days. The program also provides a \$200 monthly subsidy to newly-formed vanpools who have at least seven participants.

Mr. Sheehan outlined how [CommuterCash](#) is a new incentive program designed by Commuter Connections to nudge commuters towards sustainable travel modes. The program is operated from a custom-built mobile application that gamifies commutes by offering reward points for commuters who use the app to track their trips. Participants accumulate points by tracking sustainable commute trips, which are then redeemed for financial rewards, such as cash, Visa gift cards, SmarTrip fare, or E-ZPass credits.

## **7. TPB INTERCITY TRAVEL STUDY**

Mr. Eric Randall opened his presentation with a recap of the previous briefing in November 2024, since when the results of the traveler survey and a draft of the final report have been completed. The briefing included a reminder of the purpose of the study, previous TPB work on the topic, the study scope, and overview of intercity travel. Mr. Randall shared the detailed results from the traveler intercept survey, as well as a web map of the information collected, walking the committee members through the various features. The briefing concluded with an overview of the recommendations for improving intercity travel.

Mr. David Edmundson, Frederick County, asked two questions. Firstly, was there any consideration of fare unification or for rail more pass options. Secondly, if adding capacity on the intercity rail system was addressed. Mr. Randall responded in the negative to both questions. As almost all intercity bus service is operated by private providers, they are free to set their ticket prices based on market conditions, as does Amtrak. Some information was collected on ticket prices, but as prices changed over the course of the study and continue to change, further work was not justifiable. As to the second question, rail capacity and operating and capital projects were outside the scope of the study. There are considerable materials in the public sphere already by the relevant agencies that provide this information.

## **INFORMATION ITEMS**

### **8. VISUALIZE 2050 AND FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM: UPDATES ON ZERO-BASED BUDGETING EXERCISE**

Mr. Leonardo Pineda provided an update on the ongoing zero-based budgeting activities. His presentation included agency progress on the clarifications requested for non-regionally significant (NRS) priority fields, corrections to regionally significant for air quality (RSAQ) mapping, overarching projects (OAPs), TPB project titles, NRS remaining fields review, and TIP financial inputs. He noted that due date for the completion of all the ZBB activities is May 9, 2025. The individual activities are self-paced and TPB staff will provide agencies with the necessary data to complete each step as they are completed.

There will be PIT trainings provided when the Technical Input Solicitation document is updated to assist with the financial detail inputs.

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## 9. UPDATE ON AIR QUALITY SIP PLANNING ACTIVITIES

Mr. Robert d'Abadie provided an overview of some of the air quality planning activities the region is currently undertaking. The presentation focused on ground level ozone, the only remaining pollutant of concern in the metropolitan Washington region. The overview gave background on how ground level ozone is produced and highlighted that monitoring data confirms the region has obtained the National Ambient Air Quality Standard for this pollutant. Mr. d'Abadie outlined the steps in reclassifying the region as "attainment" of the standard. This includes the EPA granting the region a Clean Data Determination and the TPB/DEP/MWAQC submitting a Redesignation Request and a Maintenance Plan to the EPA for approval.

There were no questions at the end of the presentation.

## 10. OTHER BUSINESS

**TLC/RRSP solicitation January 6:** Ms. Victoria Caudullo shared a friendly reminder that the Transportation Planning Board is currently accepting applications for the Regional Roadway Safety Program and the Transportation Land-Use Program. Application period is open until March 7.

**Update on recent federal actions:** Mr. Kanti Srikanth explained how the Infrastructure Investment and Jobs Act (IIJA) provided more funding than ever before for many transportation programs like the Transportation Alternatives Set-Aside or the Enhanced Mobility grants program. The Act was for a five-year period, TPB still has FY 2025 and FY 2026. He explained how there is some uncertainty in the funding for discretionary programs like TAP as these programs that have an increase in funding are paid for by general funds which must be approved by Congress. Most transportation funds, but not all, are a user fee paid for by the federal gas tax into the Highway Trust Fund (HTF). The IIJA is made up of both the HTF and the general fund (everything else which must be appropriated by Congress annually). Because the Federal general fund budget is operating on a continuing resolution, which goes through March 14, all funding that is coming from that fund is considered to be unclear if it will continue. There is one more year of IIJA and after that the federal government will have to reauthorize the entire IIJA. TPB is paid for by HTF and formula funding so we will be waiting to see what happens with reauthorization of IIJA. He explained how TPB is ready to pivot and make any changes in the planned work activities. Mr. Srikanth said that he is working closely with the state DOTs to make sure TPB stays informed and adapts to any new set of federal regulations or guidance.

Mr. Jeff King discussed the programs that might be affected by the new administration. He explained that the two programs are the Climate Pollution Reduction (CPRG) grant program where COG Department of Environment has a million dollar to do climate planning, and the second is the Charging Fuel Infrastructure (CFI) grant where COG received four million dollars to put in electric vehicle charging. Mr. King explained the lack of uncertainty towards continuing to fund those programs.

### **Staff Update, including Retirement Announcements:**

Mr. Mark Moran congratulated William Bacon for his retirement, describing his work experience in the past 25 years to help his team and make great work products for the Transportation Planning Board.

Ms. Lyn Erickson congratulated John Swanson for his retirement, describing his work experience in the past 25 years, specifically detailing the great programs and projects he managed and the various public outreach activities he worked on throughout his tenure.

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## ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Amy Garbarini – DRPT – V Chloe Delhomme – City of Manassas– V Corey Pitts – MCDOT - V David Edmondson – City of Frederick - V David Schlie – MDOT – V Douglas Smith – City of Gaithersburg – V Emilie Wolfson – City of Alexandria – V Mark Rawlings – DDOT – V Matt Frumin – DC – V Melissa Kim – WMATA Nick Ruiz – VRE– V Nitesh Shah – IFC – V Rebecca Schwartzman – DCOP – V Will Montgomery – VRE – V	Victor Weissberg – Prince George’s County - V Kari Snyder – MDOT – V Christine Hoeffner – VRE – V Regina Moore – VDOT – V Rob Donaldson – Loudoun County – V Mark Phillips – WMATA – V Sree Nampoothiri – NVTA – V Christina Henderson – DC – V Daniel Koenig – FTA – V Dan Malouff – Arlington County – V Maria Sinner – VDOT – V Markus Tarjamo – Charles County – V Evandro Santos – Prince William County – V Mark Mishler – Frederick County – V
OTHERS / MWCOG STAFF PRESENT	
Charlene Howard – V Cristina Finch – V Erin Morrow – V Feng Xie – V Jamie Bufkin – V Jane Posey – V Jeff King – I John Swanson – V Katerine Rainone – V Leo Pineda – V Kanti Srikanth - I Lyn Erickson - I Tim Canan - I Rob d’Abadie – I Mark Moran – I	Janie Nham - I Rachel Beyerle - I Dusan Vuksan – I Victoria Caudullo – V Amanda Lau – I Pierre Gaunaurd – I Bill Bacon – I Sara Brown – I Andrew Austin – I Laura Bachle – I Sergio Ritacco – I Rachel Beyerle – I Eric Randall – I Dan Sheehan – I