
TPB TECHNICAL COMMITTEE MEETING SUMMARY

July 1, 2026

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

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

2. APPROVAL OF MEETING RECAP FROM THE JUNE 5, 2026, TECHNICAL COMMITTEE MEETING

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

ITEMS FOR THE BOARD AGENDA

3. FY 2027 MARYLAND TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM PROJECT APPROVALS

Ms. Jamie Bufkin briefed the committee on the FY2027 Maryland Transportation Alternatives Set-Aside Program (TAP) process and funding recommendations. Ms. Bufkin provided a brief background on Maryland TAP and the selection panel's process for deciding on what projects to recommend for funding. Ms. Bufkin announced that the Heritage Triangle Trail Phase 1 construction project in Montgomery County was recommended for funding by the selection panel and described the trail project to the committee. Ms. Bufkin then explained the next steps to bring a resolution to the Board to approve the recommendation of funding. No committee member raised questions or comments.

4. PERFORMANCE MEASURES AND TARGETS: ON-ROAD VOC AND NOX EMISSIONS REDUCTIONS FROM CMAQ-FUNDED PROJECTS

Mr. Robert d'Abadie reviewed the past performance and final targets for the Congestion Mitigation and Air Quality Improvement Program – On-Road Mobile Source Emissions metric. This is one of the metrics evaluated as part of the federally mandated performance-based planning and programming effort. During the 2022-2025 reporting period, targets were significantly exceeded due to the addition of high-impact projects, specifically the Commuter Connections and goDCgo travel demand management programs. The development of the targets for the 2026-2029 period was also discussed.

5. DMVMOVES SERVICE GUIDELINES

Mr. Eric Randall, TPB Staff, and Jordan Holt, WMATA, briefed the committee on regional bus service guidelines developed as part of the DMVMoves regional transit initiative. The DMVMoves Plan endorsed last November by the COG and WMATA boards of directors and by the TPB in January called for the TPB to adopt a set of guidelines to provide consistent expectations for transit service across the region. The TPB will be briefed on the guidelines this month and asked to adopt them in September.

As developed with a working group of local agency subject-matter experts, the set of guidelines for regional bus service is based on span of service (hours per day) and frequency of service across

different land use activity tiers, with dense urban locations receiving high-frequency, all-day service and other locations receiving service appropriate to their context. The working group is also working on a set of performance measures, some ready now and some for future application, that can be used to evaluate the performance of public transportation service across the region. In addition, “Use” statements were drafted by the working group to ensure that the guidelines and the performance measure information can be properly interpreted and used within appropriate context. The TPB will be also briefed on the “Use” statements and on the proposed performance measures.

Dan Malouff, the Technical Committee Chair, asked if the public will be able to see how all the bus routes in the region are categorized on a map? Yes, that is envisioned, though this effort is still a work in progress. Maps and other information presentation will be developed in the coming months.

Kanti Srikanth noted that the expectation is that the local transit agencies will also adopt these guidelines, just as Metro did last month.

Corey Pitts, Montgomery County, asked how the region’s bus routes would be assigned and what if a route falls in-between two of the categories. Jordan responded that there are criteria, but at a basic level it’s up the agency and professional judgement. Eric added that this would be an annual process, building on work done last year but refining into the future. This applies to both the guidelines and the performance measures.

Amanda Sink, NVTa, asked for clarification on what was endorsed in DMVMoves and what is happening now. Eric agreed that an initial set of guidelines was included in the DMVMoves Plan, but that work has continued to advance and refine these guidelines, which was a mission asked of the TPB.

Corey Pitts asked how the guidelines will be used; will bus lines be graded as good, fair, or bad? The response was that the ultimate purpose of the guidelines and performance measures is to inform decision-makers; as much as the use statements say. The guidelines and measures will help identify needs.

Dan Koenig, FTA, asked how these measures tie into the federal performance measures or the National Transit Database (NTD). Eric responded that TPB will continue to collect and report on transit safety performance, which will be part of the reporting. But the focus of this effort is on categorizing and reporting on transit service in a regionally consistent fashion, which is a new area of effort. Jordan added that NTD data will be used and leveraged as much as possible, but that this effort will collect and use more detailed data collected from across the region. Dan noted that there may be new federal guidance coming out, for example regarding bus priority treatments on roadways, and recommended that planners keep an eye out for any new developments at the federal level.

6. 2025 STATE OF PUBLIC TRANSPORTATION REPORT

Mr. Pierre Gaunard, TPB Staff, presented an update of the 2025 State of Public Transportation (SOPT) report, which is due to be published in summer 2026. The draft report was created in collaboration with the members of the Regional Public Transportation Subcommittee (RPTS) and summarizes the previous year’s activities and accomplishments of the region’s transit agencies. Other data for the report comes from the National Transit Database (NTD) and open-source materials. For most products, the NTD has approximately a one-year lag from agency reporting to online publication, therefore the data used for the 2025 report is based on FY24 reporting. Mr. Gaunard described how the SOPT as a product and its content helps further various TPB goals. Highlights from the report include continued ridership increases across transit modes, moving the

region closer to pre-COVID 19 pandemic totals. In 2025, transit agencies across the National Capital Region were involved in a variety of milestone activities, including: the DMVMoves regional transit initiative, Metrobus's Better Bus Network Redesign, Prince George's County Transit and Ride On's bus network redesigns, Loudoun County introducing a microtransit service and making its local service fare-free, and adoption of updated long-range plans by MARC and VRE, among other acts and events.

The 2025 edition of the SOPT will feature an increase in the number of reported statistics and performance metrics in each agency's profile, jumping from 3 to 8. These additional data points are meant to provide a more well-rounded view into each agency's operations over a multi-year period. Each table will include a caption offering descriptive context into the numbers. The agency profile section has also been redesigned for the 2025 edition. Other additions to the report include additional regional network-level statistics regarding transit assets such as vehicle fleets and bus stops.

Mr. Gaunaurd noted that a draft of the report will be presented to RPTS for final feedback. He also mentioned that before the 2026 edition is developed, more work will go into facilitating data sharing between TPB and member agencies.

Starla Couso, NVTA, asked if the revenue source distribution table included funding from regional sources. Pierre G. explained that the data informing that table was sourced from the NTD which does not include a "regional" funding source. Therefore, any funding from regional sources may be sorted under a different category, whether federal, state, or local.

Dan Malouff, Arlington County, mentioned he was confused about the labelling of pie charts and text boxes on the FY24 Ridership (breakdown by mode) slide. He noted that it was confusing what qualified as "local bus" versus "Metrobus" or otherwise. It was suggested by several attendees that the text could be revised to clarify the confusion.

ITEMS FOR INFORMATION

7. 2015 NATIONAL AMBIENT AIR QUALITY STANDARDS FOR OZONE: REDESIGNATION REQUEST AND MAINTENANCE PLAN, BRIEFING ON ON-ROAD EMISSIONS INVENTORIES

Mr. Robert d'Abadie provided background on the region's air quality status, discussed the development of the region's Redesignation Request (RR) and Maintenance Plan (MP), and provided an overview of Motor Vehicle Emissions Budgets (MVEBs) and their associated safety margins. A RR is a formal request to the EPA to designate an area as attaining the National Ambient Air Quality Standards (NAAQS), placing the region in "maintenance" status. An MP outlines how the local air district will maintain attainment of a federal air quality standard for 10 years. Part of the MP is the establishment of MVEBs and, with them, their associated safety margins. The safety margins are intended to account for uncertainty and changes in data and models used for air quality conformity and to limit the need to revisit the MVEBs. The safety margins were set at 20% for Volatile Organic Compounds and 40% for Nitrogen Oxides.

Kari Snyder of VDOT asked what effect the reclassification from nonattainment to maintenance of the Ozone NAAQS would have on the region's eligibility for Congestion Mitigation and Air Quality funding. It was stated that CMAQ funds are available to regions that are either nonattainment or maintenance of the NAAQS, and that the region will continue to receive CMAQ funds.

8. PROJECT INFOTRAK USER GUIDE & TIP/STIP WORKFLOW

Ms. Brown presented the new Project InfoTrak (PIT) User Guide and reviewed the TIP/STIP workflow. She provided an overview of the PIT User Guide and highlighted several key features, including the magnifying glass search function, conformity information, the match calculator, and component projects. She also discussed next steps for the guide, including planned database enhancements and the development of future one-page reference materials. In addition, Ms. Brown noted where Technical Committee members can access the guide.

During the second half of the presentation, Ms. Brown reviewed the TIP/STIP workflow that TPB staff has been developing in coordination with DOT members. She discussed key questions used to better understand the workflow, outlined the major differences among the states' processes, reviewed a matrix developed from the information collected, and presented next steps.

Following the presentation, VDOT asked whether the MTP ID shown on the IDs tab is the same as the CE Number in the Project InfoTrak database. Ms. Brown clarified that the MTP ID is the same as the CE Number.

9. NATIONAL CAPITAL REGION BICYCLE AND PEDESTRIAN PLAN UPDATE

Mr. Michael Farrell presented the National Capital Region Bicycle and Pedestrian Plan update. He said that the existing plan dates to May 2022 and provides a detailed regional overview of walking and bicycling conditions, including a database of planned (funded and unfunded) facilities, best-practice guidance on design and maintenance, and a buffer analysis showing how planned projects serve TPB priorities like activity centers and transit access. The 2026 update, done with consultant Toole Design (chosen partly for their role in writing the newest NACTO and AASHTO bike guides), will add an existing-facilities layer the region lacked before, refresh the "National Capital Trail Network" of low-stress connected routes, include updated pedestrian and bicycle crash trends from 2017–2025, and add a new section on micromobility devices such as e-bikes and mopeds. Data collection is largely complete, with a draft plan and network map targeted for mid-August and briefings to the technical committee and full board planned for September. Mr. Farrell invited the member jurisdictions to make comments on and provide updates to the draft bicycle and pedestrian network by the end of the month.

Mr. Carson C. Lucarelli shared a link in the chat as an FYI rather than asking a question, noting that Alexandrians for Safe Streets has a COG-funded dashboard that's useful not just for tracking crashes but also "near misses."

10. ALEXMOVES: BI-ANNUAL RESIDENT TRANSPORTATION SURVEY

Mr. Carson C. Lucarelli, City of Alexandria Transportation Planner, shared the results of AlexMoves: Bi-Annual Resident Transportation Survey. Conducted every two years for a decade now, the survey is mailed to around 4,500 households and typically gets about 617 weighted responses. Key findings included a sharp drop in work-from-home rates as return-to-office policies took hold, a continued decline in solo driving, and a notable rise in walking, biking, and transit use for errands like grocery shopping, which can be attributed partly to new grocery stores opening near transit-accessible activity centers. Barriers to biking and transit use (travel time, route directness, service frequency, lack of amenities) have stayed fairly consistent over the years, though bicycle ownership dropped nearly 20%, possibly due to growth in bikeshare and scooter rentals or smaller living spaces. On school transportation, driving kids to school has nearly doubled since 2016 while walking and bus use declined, though safety concerns as a reason for driving dropped 9%, a positive sign.

Chair Malouff asked about the grocery store mode-of-access data, noting he'd never seen that particular data point before and mentioned that in Arlington they typically pay the TPB for an oversample of the regional travel survey as a different way of getting similar insight. He called it fascinating and interesting to see the approach Alexandria took.

11. OTHER BUSINESS

Ms. Amanda Lau shared that there were two subcommittees that met in the month of June and highlighted what they discussed during the meetings.

Mr. Michael Farrell shared information on the upcoming NACTO/AASHTO Bike Guide Workshop on July 13 and dropped the link in the chat on how to register.

There were no new staff updates.

ATTENDANCE

MEMBERS AND ALTERNATES PRESENT	
Mark Rawlings – DDOT Douglas Smith – City of Gaithersburg Corey Pitts – Montgomery County Victor Weissberg – Prince George’s County Kari Snyder – MDOT Carson Lucarelli – City of Alexandria Dan Malouff – Arlington County Meagan Landis – Prince William County Sara Allred – FCDOT Starla Couso – NVTA Amanda Sink – NVTC	Shannon Bacon – NVTC Janine Ashe – FHWA Daniel Koenig – FTA Thomas Hamed – Loudoun County Jordan Holt – WMATA Melissa Kim – WMATA Regina Moore – VDOT
OTHERS / MWCOG STAFF PRESENT	
Lyn Erickson Kanti Srikanth Amanda Lau Sergio Ritacco Cristina Finch Sara Brown Jamie Bufkin Tim Canan Robert d’Abadie Laura Bachle Eric Randall Rachel Beyerle Feng Xie	Tom Harrington Marc Moser Ian Newman Greg Goodwin Charlene Howard Michael Farrell Dusan Vuksan Ceriann Price Janie Nham Maxwell Reinisch – VRE Intern Bill Orleans – member of the public