
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

April 15, 2026
Virtual Meeting

MEMBERS AND ALTERNATES PRESENT

Allison Davis – WMATA
Amy Wesolek – City of Takoma
Victor Angry – Prince William County
Ashley Hutson - City of Manassas
Bill Cuttler – VDOT
Matt Frumin – District of Columbia
Marilyn Balcombe – Montgomery County
Ralph E. Patterson II – Charles County
Corey Pitts – Montgomery County
Denise Mitchell – City of College Park
Dan Malouff – Arlington County
David Schilling – FTA
David Snyder – City of Falls Church
David A. Reid – Virginia House Delegate
Eric C. Olson - Prince George's County
Geoffrey Anderson – MDOT
Glen Warren – MWAA
Heather Edelman – District of Columbia
Janine Ashe – FHWA
Kim McCool – VDOT
Kristen Weaver – City of Greenbelt
Laurel Hammig – NPS
Monique Ashton – City of Rockville
Meagan Landis – Prince William County
Meredith Soniat – DDOT
Michael O'Connor – City of Frederick
Neil Harris – City of Gaithersburg
Rebecca Schwartzman – DCOP
Regina Moore – VDOT
Jennifer B. Boysko – Virginia Senator
Sonia Vásquez Luna - City of Manassas
Stephen Kenny - Montgomery County
Susan Cunningham – Arlington County
Tom Peterson – City of Fairfax
Mike Turner – Fairfax County
Victor Weissberg – Prince George's County
Jessica Fitzwater – Frederick County
Mark Phillips – WMATA
Walter Alcorn – Fairfax County
Zack Kershner – City of Frederick
Mark Rawlings – DDOT
Canek Aguirre - City of Alexandria

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Cristina Finch
Lyn Erickson
Amand Lau
Laura Bachle
Ian Newman
Fabiha Rahman
Mark Moran
Rachel Beyerle
Janie Nham
Debora Etheridge
Delanna Thomas
Douglas Franklin
Robert d'Abadie
Dan Sheehan
Dusan Vuksan
Charlene Howard
Pierre Gaunaurd
Eric Randall
Jamie Bufkin
Ceriann Price
Thomas Harrington
Mike Farrell
Dan Sheehan
Tim Canan
Sergio Ritacco
Jose Lemus
Clark Mercer
Katherine Rainone
Elbert Maravilla – Frederick County DPW
Ben Gilsdorf – NACo
Katie Economou – AMPO
Ryan Cody – AMPO
Shawn Kiernan – MDOT
Tim Davis – CAC Chair
Bill Orleans – member of the public

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

Chair Harris opened the meeting welcoming members and sharing virtual meetings procedures and that the meeting is live streamed on YouTube.

Lyn Erickson called the roll call. She said the TPB has a quorum. She said that the TPB received no public comments this month.

2. APPROVAL OF THE MARCH 18, 2026 MEETING MINUTES

Chair Harris moved approval of the March 18, 2026 minutes. The motion was seconded by Vice Chair Frumin. The March 18, 2026 minutes were unanimously approved.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Dan Malouff shared a summary of the April 3 meeting of the Technical Committee. He said the Technical Committee received a briefing on three items for the board, including (1) Bike to Work Day Proclamation, (2) DMVMoves Work Plan, and (3) Transportation Reauthorization: Status of the Federal Process and Overview of the "BASICS Act." He said that the Technical Committee also received briefings on the FY 2026 Congestion Management Program, making a user-friendly and engaging product, conveying the story of congestion across the TPB region. He said that the last informational briefing was an overview of TPB's Policy Framework, the Role of Performance Measures, and Upcoming Performance Measures Work Activities. He stated that the committee heard shorter staff updates about the TRIP plan, the Air Passenger survey, ADA website compliance issues, and other technical matters.

4. COMMUNITY ADVISORY COMMITTEE

TPB Community Advisory Committee Chair Tim Davis said that the Community Advisory Committee met on April 9, 2026. He said that the committee received a comprehensive update on the status of the DMVMoves work plan and the Transportation Planning Board's regional safety activities. He explained that the Citizens Advisory Committee is pleased to learn that DMVMoves is moving toward implementation, with tangible milestones established for the Regional Bus Priority Network, Regional Service Guidelines, fare policies, bus stop amenities, and joint procurement. He confirmed that the committee continues to support local jurisdictions' endorsements for full funding efforts.

Tim Davis said that the CAC engaged in a lively discussion on the activities local jurisdictions are taking to address roadway safety. He said that TPB staff provided an overview of the efforts to date and a summary of the white paper completed on automated traffic enforcement (ATE). He said that members observed who is involved in the collaboration and questioned whether broadening the effort would be beneficial, noting that insurance companies and self-driving car companies appear to be less engaged despite being potential sources for significant data.

Tim Davis stated that the group also discussed the trade-offs between engineering solutions and driver behavior. He said that effective communication about ATE is a crucial concern and explained that because members are at the center of this debate, communicating the value of ATE is essential. He added that the explanation of where and why ATE is used in different jurisdictions was helpful, and he called attention to the report and the discussion regarding Virginia and its seatbelt law.

Tim Davis stated that the CAC "Act Locally" round-robin included a quick update on a recent presentation by the Freight Subcommittee on the Long Bridge Project and a brief on Maryland's efforts to encourage community involvement in micromobility initiatives, including safety guidance and e-vehicle maintenance. He invited TPB members to read the CAC report for more details about the discussion. He confirmed that this concluded his report and stated that he is happy to answer any questions.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the Steering Committee met on April 3, 2026, and approved an update to Virginia's Critical Urban Freight Network. He said that the committee also approved three amendments to the FY 2026 to FY 2029 Transportation Improvement Program. He said that regarding the Critical Urban Freight Network, federal regulations allow each state to define a certain mileage of its roadway network as a critical freight network. He stated that Virginia had previously established such a network, which the TPB had approved. He explained that the Virginia Department of Transportation recently sought to make two changes to this network: removing a few miles of designation from roadways that are no longer within the TPB urban area following the 2020 census and removing a standalone

segment that was not part of any other contiguous roadway. He noted that details regarding these changes can be found on pages five through six of the report.

Kanti Srikanth said that Vice Chair Frumin asked a couple of questions during the Steering Committee regarding the impact of these changes and that VDOT has provided responses. He explained that when asked if the reduction in mileage within the TPB area was being reallocated to another part of the state, the answer was no; the mileage is limited to urban areas only, and while other urban areas exist in the Commonwealth, this specific mileage is not being utilized elsewhere. He stated that Virginia's total allotted mileage for critical urban freight corridors is currently underutilized, leaving room for future additions should other facilities merit the designation. He confirmed that these designation changes do not alter the funding formula for urban freight projects but instead adjust eligibility for specific design and funding considerations.

Kanti Srikanth said that the first TIP amendment, requested by the District Department of Transportation, added approximately \$78 million to two programs: the Highway Safety Program and the Surface Transportation Block Grant. He clarified that these funds are allocated to the overall funding pool rather than to individual projects. He stated that the second TIP amendment, requested by the Maryland Department of Transportation, Frederick County, and Charles County, allocates \$750,000 each for preliminary engineering on two bridges in Charles County, as well as an additional \$750,000 for a third bridge in the same location. He added that \$2.6 million is designated for pedestrian and safety improvements along St. Barnabas Road in Maryland, while \$4.4 million is allocated to the Small Urban Transit system and \$22 million to the Bridge Inspection, Rehab, and Replacement Program. He said that the amendment also replaces approximately \$1.1 million in Department of Defense funds with NHPP funding for intersection improvements on Maryland 355. He said that the final request from VDOT added approximately \$14.4 million in regional STP NVTN state funding for the preliminary engineering phase of the Route 7 Widening Project in Loudoun County.

Kanti Srikanth stated that the committee received three significant letters. He said that the U.S. DOT, Federal Highway, and FTA, approved the TPB's budget and work activities for FY 2027, allowing operations to commence on July 1. He explained that the other two letters, one from the U.S. DOT, Federal Highway, and FTA, and one from the U.S. EPA, approved the TPB's Metropolitan Transportation Plan, Visualize 2050, along with the FY2026- FY2029 TIP and the Air-Quality Conformity Analysis. He stated that while these approvals are vital, the speed at which they were received, given the two years of effort invested in Visualize 2050, speaks to the high opinion federal agencies hold regarding the quality of the TPB's metropolitan transportation plan.

Kanti Srikanth explained that staff are currently in the field conducting two surveys. He said the first is an airport survey of passengers at BWI, DCA, and Dulles, used for Continuous Airport Systems Planning and the Travel Demand Model. He said that the second is the Regional Travel Survey, a household survey that tracks daily travel patterns to inform the Travel Demand Model, cooperative forecasting, and air-quality work. He noted that because travel patterns are shifting, the survey frequency has increased from once every ten years to once every five years, marking the first mid-decade implementation.

Kanti Srikanth concluded his report by noting that the Virginia Department of Rail and Public Transportation is accepting public comments on its six-year improvement program. He stated that virtual and in-person meetings are scheduled for May 27 and May 19, respectively.

Bill Cuttler said that May 19, the Commonwealth Transportation Board, along with local members, the commissioner, and the secretary, will be at Hotel AKA in Northern Part of Old Town-Alexandria for the spring six-year plan meetings. He stated that these meetings will coincide with the Commonwealth Transportation Board Travel Day, also held on May 19 and 20th at the same location. He noted that the board has not visited the area in two and a half years and emphasized the importance of ensuring that

members, particularly those in Virginia, are aware of the event. He concluded by thanking the chair for the opportunity to highlight these meetings.

6. CHAIRMAN'S REMARKS

Chair Harris said that the TPB Technical Committee had recently presented a report on the Congestion Management Process. He said that he would like the TPB to provide a report at a future meeting regarding the current status of highway congestion and the strategies being implemented to alleviate it. He stated that this is the issue he hears about most frequently from his constituents when he discusses his involvement in transportation.

Kanti Srikanth said that staff is looking at the agenda items for the May meeting and anticipates providing the board a detailed overview of the TPB's Congestion Management Process and the various components of it.

7. BIKE TO WORK DAY PROCLAMATION

Zachary Baldwin said he is from the Southwest Business Improvement District in DC, and he is the chair of the Regional Bike to Work Day Committee for 2026. He said the Bike to Work Day Committee is organized by TPB's Commuter Connections Program in partnership with Washington Area Bicyclists Association (WABA). He said the committee has more than 250 members. He said next month, May, is National Bike Month, and that Bike to Work Day will be May 15, which is a Friday and is the culmination of the end of Bike to Work Week.

Zachary Baldwin said that through this event we celebrate bicycling as healthy, environmentally beneficial, and practical for the thousands of commuters throughout the Capital Region. He said Bike to Work Day works in concert with the mission of Commuter Connections, which is to promote and facilitate sustainable methods of commuting instead of driving alone. He said with bikes welcomed on transit and the ubiquity of bike-sharing, both public and private, bicycling works well to support the first-mile, last-mile aspect of multimodal commuting. He said that this year will be the 25th anniversary of Bike to Work Day. He said that pit stops are hosted by local jurisdictions as well as a variety of like-minded nonprofit organizations, companies, and volunteers. He said cyclists can ride solo, they can ride with friends or join a bike convoy. He said that the convoys are led by experienced bike commuters, helpful for either new bike commuters or people who are curious about bike commuting by providing comfort in numbers.

Zachary Baldwin said that at your Bike to Work Day pit stop, guests might include elected officials who support bicycling as well as law enforcement officers on bikes, and the stops may offer complimentary tune-ups or demonstrations on how to place your bike on the front-mounted rack of a bus. He said that Commuter Connections takes the lead on the regional event promotion for Bike to Work Day, generating colorful marketing materials, including official T-shirts.

Zachary Baldwin said that Commuter Connections conducts a sponsorship drive to supplement the cost of the T-shirts, develops a video, a radio spot, and social media content to promote the event. He said that this year there's a new Bike to Work Day website which lists all 107 pit stops by both state and jurisdiction which has details about each, including mapping and what activities to expect.

Zachary Baldwin said that the Board is being asked to proclaim May 15 as Bike to Work Day throughout the National Capital Region. He said that this proclamation supports regional cohesion around a focused event date, generates media awareness, and inspires TPB member jurisdictions to hold similar proclamations. He said that TPB members are also encouraged to register for Bike to Work Day and attend the local pit stop of their choice.

Chair Harris said that Gaithersburg is holding two pit stops, one in the morning and the other in Old Town in the afternoon. He said they always get a great turnout, refreshments, and all sorts of giveaways. He said he appreciates Zachary Baldwin, his team's work and Commuter Connections for working on this important project. He said that with the unanimous consent of the Board, he proclaims May 15, 2026, to be the National Capital Region's Bike to Work Day and requests all his colleagues to consider having their jurisdictions adopt a similar proclamation, and importantly, to go bike to the nearest pit stop and meet your constituents biking to work.

8. TRIP PRIORITIZED PROJECT LIST ANNUAL UPDATE

Katherine Rainone said she would be giving a slightly abridged version of the same presentation she gave last month, reviewing what the Transportation Resilience Improvement Plan's Prioritized Project List is. She said that while the region's transportation system was built originally to withstand a broad range of weather conditions, specific resilience projects are needed to increase system resilience to the increasing frequency and severity of extreme weather and natural hazards that the region experiences. She said that a key intended outcome of the Transportation Resilience Improvement Plan, (TRIP), that was adopted by the Board in 2024, was the identification of priority regional resilience projects. She said that the TPB collaboratively engaged member agencies in this effort and conducted a project solicitation process for project submissions to include in the TRIP. She said that as required by PROTECT, which is the Federal Highway grant program that created the concept of a resilience improvement plan, regional agencies prioritize projects to submit using vulnerability assessment results, online mapping tools, and other local resources to determine the most impactful projects for them to submit. She said that local jurisdictions and member agencies submitted a project information form with their project details including location, specific transportation asset, and which resources were used to identify the project as a priority resilience investment.

Katherine Rainone said that while the PROTECT program is currently on pause, if it does come back, and a project is funded through the discretionary grant program, the project would receive a reduced local match requirement if the project is included in the TRIP's Prioritized Project List, and any priority projects that receive funding from the federal grant will go through the same process that all the rest of the projects go through, by being added to our TIP. She referred to two charts in her presentation showing the distribution of types of natural hazards that are addressed in the project list and the distribution of the types of assets that are proposed to be improved in each project. She said the list is included in the meeting materials.

Katherine Rainone reviewed the yearly TRIP update timeline which indicates previous updates. She said in the summer of 2024, the TRIP and the Prioritized Project List in its initial form were approved by the TPB Board, followed by approval from the Federal Highway Division representative. She said that after the PROTECT Notice of Funding Opportunity (NOFO) was announced in November of 2024, the TPB began the process of collecting projects for the first annual update of the Prioritized Project List, capturing as many projects as possible to ensure eligibility for the discretionary grant program that had the deadline of February 24, 2025.

Katherine Rainone said that a few weeks before that deadline, Federal Highway announced a review of the PROTECT NOFO, and it was removed from grants.gov. She said that the program is currently under review. She said that at the end of 2025, projects were collected for inclusion in the 2026 update with a few new additions and a few updates.

Katherine Rainone said the two projects that were previously on this list that are updated are WMATA projects. She said that the first one on this list is just an updated title to the project, and the second is updated to note that a project that was previously included in the list has already been funded; work is

underway and currently on track for completion. She said that there are two new projects that have been added to the list represent two new localities that hadn't submitted projects to the TRIP before. She said that the first is the Cherrywood Lane Complete and Green Street Retrofit submitted by the City of Greenbelt, which is proposed to address both the impacts of flooding and extreme heat, and the second is the Columbia Pike Stormwater Improvements Project, submitted by the Arlington County Department of Environmental Services, which is a project intended to increase stormwater capacity to reduce the impacts of severe flooding.

Katherine Rainone requested adoption of Resolution R14-2026 to approve the TRIP with the addition of two projects and updates to two projects.

Chair Harris made a motion to adopt Resolution R14-2026. Canek Aguirre seconded the motion. The board voted to unanimously adopt Resolution R14-2026 to approve the TRIP.

9. DMVMOVES WORK PLAN

Tom Harrington introduced the DMVMoves initiative update. He said that the TPB endorsed the DMVMoves plan in January and took on the role as coordinator of the DMVMoves implementation. He said that over the past few months, TPB staff, working through COG, have been doing presentations on DMVMoves, and many of the jurisdictions have endorsed the plan. He stated that in parallel, there's been the effort of securing funding. He stated that the Maryland bills were not successful, and in Virginia, the budget process is moving towards an April 23 special meeting. He said that while efforts to secure funding are underway, TPB staff and Metro colleagues are working on the Plan for Regional Transit Integration which is broken into six areas covering aspects of the transit experience and transit operations. He said that in the DMVMoves Transit Integration Plan, the vision is a system in which you can move across our region, and the customer will find the information they need on when the bus service arrives, they'll have clear and consistent ways to pay for transit across the region, and when you arrive at a bus stop, what you'll find there will be consistent across the region in terms of signage and the bus stop facilities.

Eric Randall referred to an organization chart in his presentation and stated that there are transit staff from across the region meeting to discuss bus stops and customer information, the bus priority network, service guidelines and performance metrics, and joint procurement. He said that local government and transit staff are working on these four working groups, and Metro is leading efforts and fare integration, and working with the Regional SmarTrip Group. He said the work of the groups is flowing up to the lead transit manager at each agency or jurisdiction, and that's the coordination group. He said that we plan to convene a meeting of the executive group of the county and city transportation executives and transit agency executives. He said that the information will be brought back to the elected boards and councils as well as the Metro Board of Directors, the Council of Governments Board of Directors, and the Transportation Planning Board.

Eric Randall said that TPB staff are working on the implementation of this regional integration action plan, and the key step for the first year is identifying the key tasks and schedule. He said that the biggest question mark out of DMVMoves, to his mind, was the Regional Bus Priority Network. He said that DMVMoves came up with seven corridors, essentially three in Maryland, two in DC, and two in Virginia. He said that DMVMoves considered a funding proposal to implement this network, and the proposal was not accepted by the task force, but the idea was advanced. He said that staff are working to identify how this Regional Bus Priority Network Plan can be implemented. He said that consultants will do a study on the benefits and impacts, what can be done in six to eight years, and then what if we had an aspirational system. He said that the results will be brought back to the TPB Board.

Eric Randall said that the next item is regional service guidelines and performance measures. He said that we are looking at the different guidelines and trying to come up with a set that's consistent and common across the region. He said that staff is talking to all the local transit agencies as well as the local

and state governments, which, in some cases, adopt or set those guidelines. He said that the goal is to develop a database, collect that information, and start reporting on this.

Eric Randall said that the TPB 2024 State of Public Transportation Report is available, and staff is working on the 2025 report. He said that the TPB is going to move into more comparative performance such as how many passengers is each system for every bus trip, every bus hour, every bus mile and operating expenses. He said that the TPB wants to provide the right context so that people see what the buses are doing and why bus service is out there. He said that not every bus service is run strictly for efficiency, and sometimes it's set up for various political or public policy reasons.

Eric Randall said that the Regional SmartTrip Group, which Metro is leading, is looking at a universal transfer credit—a very specific action that came out of DMVMoves. He said that the region does not have that right now across different modes such as commuter bus or commuter rail and Metro rail, but we do have it for buses.

Eric Randall said that other actions include making buses free for 18 and under, which is an aspirational stretch goal, which would simplify all the administration for student passes, and having students carry or buy transit passes. He said that a regional pass product so that it works across all modes and soon expanding to commuter rail, and commuter bus services, low-income fare discount programs is part of standardizing across the region. He said that first the group has to get approval and study revenue impacts. He said that bus stop amenities and how to make bus stop information simpler is another area. He said that the region wants a universal set of bus stop guidelines, so everybody has a consistent experience and that a bus stop no matter where you are in the region, should have some basic information—the route that stops there, a number, a web address, a real-time system to get information on when the next bus will come, possibly a ride guide with the printed schedule, all those things.

Eric Randall said that Metro has been working on a regional bus stop database, which hopefully all the agencies in the region will be able to use. He said that digital IDs at bus stops are another area. He said that if everybody is using a harmonized digital ID system, then anybody can go into a computer and look what the next bus is coming to stop one, two, three, four, as opposed to, "When does A come to one, two, three, four, and when does B come to five, six, seven, eight?" even though they're the same geographical location.

Eric Randall stated that COG has been doing joint procurement on behalf of its members for many years. He said that moving more into the transit scheme, we are trying to pull this together more for the region. He said that Virginia and Maryland have both led efforts to synchronize transit procurement within their states, but there are some aspects that are particular to a region. He said that sometimes it is about buying services, so if we want to contract a tow operator that can pick up anybody's broken-down bus at the Pentagon, and five agencies serve the Pentagon, we don't want to necessarily be on the same contract as Bristol or Hampton Roads. He said that maybe it makes more sense to contract with the people in our region, and if three or four bus operators in the region are buying the same bus, one stock of spare parts or one technician can help achieve operational savings and economies of scale.

Eric Randall said that a next step would be looking at contractual requirements. He stated that a lot of jurisdictions have their own procurement processes or requirements they might have but a question is whether there is a way we can fold those into a regional procurement.

Eric Randall said that Metro is going to lead the shared training working group that will kick off in summer 2026, and Metro is also looking at consistent reporting opportunities.

Eric Randall said that the regional service guidelines working group is meeting every other week. He said that TPB staff should have a report back to the board in June or July. He said that TPB staff is looking to share an initial draft of the bus priority network plan by October. He said that TPB staff will create an annual program report on what's been happening this first year of the DMVMoves by the October-November period and certainly by the end of the year.

Chair Harris asked if, now that many of the bus networks have stopped collecting fares, has it made it more difficult to track how much ridership there is on these networks.

Eric Randall said that, professionally, no. He said that a lot of systems have moved to what are called automated passenger counters (APCs) which are either physical or infrared sensors that can track people getting on and off buses. He said that bus operators are usually instructed to push a function key on their fare system or the fare systems that is still there to track the number of people boarding. He said that DASH has been free now for five years, so some counts may be missed, but statistically, the error is pretty low when you add all the information together for a region.

10. TRANSPORTATION REAUTHORIZATION STATUS OF THE FEDERAL PROCESS AND OVERVIEW OF THE “BASICS ACT”

Katie Economou introduced Ryan Cody and Ben Gilsdorf, announcing that they would walk through the BASICS Act, what it is, what it means for TPB members and their communities, especially heading into the next federal surface transportation bill.

Ryan Cody stated that to understand federal transportation funding, it is important to understand what the Highway Trust Fund is. He said that the Highway Trust Fund is the main source by which federal transportation funding flows, specifically through its two main accounts—the Highway Account, which funds highway projects, bridges, and general roadway infrastructure projects, and the Mass Transit Account, which supports public transit systems across the country. He said that the Highway Trust Fund is primarily funded through federal gas and diesel taxes, but these rates have not changed since the 1990s. He said that this has resulted in this widening gap between the amount of revenue that the Highway Trust Fund brings in and the amount of expenses that it has to address. He stated that Congress had to supplement the Highway Trust Fund in order to ensure that it is not insolvent.

Ryan Cody said that some of the key federal programs that MPOs rely on include metropolitan planning or PL funds that support MPO planning activities as well as federal transportation studies, MPO staff, and long-range transportation planning efforts. He stated the MPOs receive sub-allocation funding as well through the Surface Transportation Block Grant program, the Congestion Mitigation and Air-Quality Improvement Program (CMAQ), the Carbon Reduction Program (CRP), and the Transportation Alternatives Program. He said that MPOs are also able to receive funding through discretionary grant programs like BUILD, the Safe Streets for All program, and SMART grants.

Ryan Cody said that reauthorization is the process where federal transportation funding levels for these programs or other federal transportation programs are set and where the policies can be impacted. He said that the process happens every five to six years, with the most recent iteration of the bill being the Infrastructure, Investment, and Jobs Act, or IIJA, which was passed in 2021. He said that the bill is set to expire on September 30 of this year, meaning that Congress is already well on their way to working on the next version of the bill. He said that the Congressional committees that work on this this include the House Transportation and Infrastructure committee, and on the Senate side, it's between three different committees, the Environment and Public Work Committee (EPW), transit provisions under the Senate Banking's jurisdiction, and the Senate Commerce Committee.

Ryan Cody said for MPOs, since they've been first established in the 1960s, have seen their role and responsibilities in communities grow. He said that in the 1990s, there was a greater focus on multimodalism, in 2012, performance metrics were introduced, and with IIJA there was an historic increase in federal transportation funding as well as an expansion of MPO eligibility for different competitive grant programs.

Katie Economou said that IIJA expanded funding opportunities for locals. She said that under the FAST Act, there was about \$5.5 billion in competitive funding, and under the IIJA that jumped to roughly \$28 billion. She said that communities still ran into challenges with competitive grant programs for things such as high local match requirements, usually set at 20 percent. She said that AMPO heard that the

time and cost to apply and aligning with the requirements could cost local governments and regions upwards to \$30,000 to \$60,000 in some cases.

Katie Economou said that while opportunities for local funding improved under the IJA, it hasn't always been easy to use because of barriers to access, especially for smaller and rural communities. She said that this is a question going into the next bill—how to make funding more accessible, predictable, and usable for communities on the local level. She said that we could see a markup of the next surface bill late this month or potentially early in May.

Katie Economou said that the BASICS Act fits into this reauthorization process as a marker bill, and a marker bill is designed to shape the conversation surrounding reauthorization early and make sure that local priorities are a part of the next law. She said that the BASICS Act was introduced on a bipartisan basis on the House Transportation and Infrastructure Committee by Representative Kristen McDonald Rivet and Representative Rob Bresnahan. She said that the Act needs support, especially from local leaders, so your voice here in this reauthorization process really matters.

Ben Gilsdorf said that BASICS Act or Bridges and Safety Infrastructure for Community Success Act is a bill that was put together to ensure that local governments have more access to federal formula transportation dollars in partnership with their regional planning organizations. He said that the coalition wanted to write a bill that was responsive to what we were hearing out of Capitol Hill about where they wanted the bill to go while also being true to the priorities of making sure that local input, local control, and planning were central to how that was achieved. He said that that groups that have endorsed BASICS include AMPO, the National Association of Regional Councils, the League of Cities, the Conference of Mayors, NACo, the National Association of Development Organizations, the National Association of County Engineers, and the American Public Works Association. He said that there is also a statement of support from a state association of counties or state municipal league from all 50 states.

Ben Gilsdorf stated that Chairman Graves said that they really wanted to go back to basics in this bill. He said that IJA was expansive, and there were programs for a lot of different eligibilities, but there was a lot of administrative overhead, and it was difficult for folks to navigate, especially some more capacity-strained organizations. He said that Chairman Graves focus was to shrink the scope of the bill with fewer discretionary grant programs and a focus on roads, bridges, highways, and the core infrastructure through the formula rather than doing things through all these grant programs that require applications from applicants and then a lot of deliberation at the DOT level.

Ben Gilsdorf said that the problem faced is that moving towards more of a formula model doesn't necessarily, at face value, work for locals. He said that local governments own a significant share of infrastructure in the U.S. with 75 percent of all road miles owned by local governments. He said that if we just want to talk about what's in the "federal interest," what the federal government should be prioritizing during this bill—we can debate whether or not that's an effective way to look at it, but that's something heard from partners on Capitol Hill. He said that local governments, cities, and counties own 43 percent of the federal aid highway system, but the funding that locals receive through the formula to maintain and upgrade those road miles is about 16 percent. He said that there is chronic underinvestment locally on roads and bridges.

Ben Gilsdorf said that if IJA grants go away, and we continue with the current breakdown of programs and sub-allocation percentages, we go from 25 to 16—nine percentage points, but that's almost a 50 percent drop in access to whole dollar amounts in the next bill. He said that if Congress is going to go in this direction with formula, then we need to make reforms to formula to get that 16 percent number a little higher. He said that the BASICS Act would grow access to STBG so that states and localities benefit, more money is put into the most flexible pot, and that we can ensure that the formula program that really has worked best for us is grown. He said that in the BASICS Act, we take the approach of doing regional sub-allocation and expanding it to other programs that have a key local nexus such as the Highway Safety Improvement Program. He said that many roadway fatalities, and accidents, and crashes happen off the

highway interstate system, and we wanted to make sure that we had a formula backstop on the safety side.

Ben Gilsdorf said that HSIP would be structured more like the Surface Transportation Block Grant Program (STBG) to allow organizations like COG to be able to tap into those dollars and work with local governments to solicit and fund safety projects at the local level. He said that the same would be true for bridge dollars. He said that under IIJA bridge funding largely went to states with only a small off-system set-aside requirement, but there are quite a few states where states own off-system bridges, and there are many examples where local governments own on-system bridges that aren't eligible for that set-aside. He said that instead of doing that 15% set-aside, which had very little project selection language in there to ensure that local governments could meaningfully compete for those dollars, this would be that STBG-style sub-allocation of bridge dollars, not a 15 percent clip, but 25 percent. He said that looking at bridge ownership numbers, counties own 38 percent of bridges nationwide, but counties own an outright majority of poor-condition bridges.

Ben Gilsdorf said that county-owned and locally owned bridges are more than twice as likely to be in poor condition on the national bridge inventory than state-owned bridges. He said that is something that needs to be addressed, and we can't take a holistic approach to fixing bridges if we're only doing it based on this arbitrary sort of on/off system approach. He said that it's important to have MPOs and other planning organizations in rural areas be strong partners in this. He said that further empowering MPOs and giving them resources they need to succeed was the key that unlocks, for the county side, all of the great new access to funding that the BASICS Act would provide.

Katie Economou said that the goal of the BASICS Act is to strengthen the entire system across all levels by directing more funding into programs that better address those real-world needs while ensuring that both interstate and local systems are well supported. She said that under the BASICS Act, both states and local formula funding increases by about \$5 billion respectively. She said that overall funding levels would be around \$80 billion for the Highway Trust Fund with inflation adjustments roughly around two percent, and a shift from competitive or discretionary programs to formula funding. She said that it's expected that many of those discretionary programs would be consolidated into formula. She said that the BASICS Act accounts for this by assuming that those programs previously accessible to local and regional partners would be channeled through formula programs that includes allocation to local areas. She said that at a high level, the key is making sure that when the shift from competitive to formula programs happens local access is not lost and that funding will continue to reach communities in a reliable way. She said that states and locals would both see a guaranteed formula increase around \$5 billion each under BASICS.

Katie Economou said that the bill increases local planning funds and eliminates the local match for planning funds. She said that the bill gives the option to receive local planning funds directly to help streamline the funding process. She said that for the COG region, under the BASICS Act, more funding could go to support current technical assistance programs like the Regional Roadway Safety Program, the Transportation Land Use Connections Program, and the Transit Within Reach Program. She said that the bill directs more funds to the Highway Safety Improvement Program for both states and locals, including a dedicated 25 percent sub-allocation, local share of safety funding for communities, and it's distributed based on population, much like how the STBG Program functions. She said that the funding would help bridge the gap for Safe Streets and Roads for All so that projects already planned can move forward with more certainty on the local level. She said that the bill requires that local safety needs be considered before funding can be moved anywhere else by states.

Ben Gilsdorf said that the goal is to keep the good momentum that started under IIJA with its bridge formula program, but just make the process work a little better for localities. He said that the Act has the same minimum amount for states so that folks aren't moving backwards, but it's that 25 percent STBG-style sub-allocation as opposed to a set-aside model that makes the difference.

Katie Economou stated that local elected officials are some of the most effective voices on Capitol Hill. She said that a toolkit that includes templates, talking points, and sample letters is available. She said that tips include meeting with congressional offices, speaking about how the BASICS Act would make improvements specifically within your communities, and sharing real examples of projects or impacts in your community. She said always coordinate with partners to present a unified message because when MPOs, cities, counties, regional councils, and rural communities speak with one voice, it's impactful on the Hill. She said that what resonates most are local stories of what's working, what's needed, and also what's at stake.

Bill Cuttler said that he appreciates the presentation and pointed out that one slide had local governments having 43 percent of the Federal Aid Highway System and 75 percent of U.S. road miles. He said that is not the case in Virginia. He said that the Commonwealth of Virginia and VDOT are responsible for majority of the roads and bridges in Virginia, with the exception of the cities and Arlington and Henrico counties. He said that Virginia is the third-largest state-maintained roadway system in the country behind Texas and North Carolina, and VDOT will continue to work with the local governments and the MPO to help secure funding needed for the region and the commonwealth.

David Snyder asked if the presenters are satisfied with the outcome so far, and if so, we're fortunate to have an excellent congressional delegation here. He asked if there are messages that COG ought to do as a joint effort. He said that he attempted to comment on the prior presentation about improvements to the bus system and noted that people are driving to a significant extent, even though that is the least satisfactory mode of transportation in the survey. He said that he hopes the work on the bus system will make it more attractive for more people, and a classic example is the Metro system's acceptance of credit cards now to check in, which is a wonderful addition. He asked what more should we be doing in support of the overall effort to get transportation funding across all modes, and what is the situation with transit funding.

Kanti Srikanth said that for the benefit of the TPB members, the COG Board has a legislative priorities document that the Board adopts, and transportation is part of that document. He stated that the COG Board reviewed the BASICS bill, and they have issued a letter of support for the BASICS bill that has been shared with the congressional delegation.

Katie Economou said that she recommends letters from MPO policy boards, which are very impactful on the Hill. She said that specific communities are also doing their own letters, which can be helpful along with beating the drum within congressional delegations, letting them know why the BASICS Act is important to specific communities and the positive outcomes that can come from that. She stated that the BASICS Act is relatively quiet on transit funding aside from the planning funds, which would also cover Section 5303 under the Federal Transit Administration title. She said that there is a specific reason for why the BASICS Act doesn't cover transit completely, and that is because many of those programs are already sub-allocated to regions and to local communities versus on the transit side, in many cases, the designated recipients of transit funds are transit agencies, and there's not always as much of a local role there. She said that the LOT Coalition is supportive of full-funded transit.

Ben Gilsdorf encouraged, on the local government side, talking about how this approach of putting more dollars into local control is something that will yield good results, even if what one community wants in one part of the country might not be what someone else wants in a different part. He said that saying, "We have to increase local control in the next bill," is a strong message.

Geoff Anderson asked about the total funding that the BASICS Act assumes compared to IIJA.

Katie Economou said that the funding assumptions are \$80 billion for the Highway Trust Fund and that includes a two percent inflation adjustment, which would land around \$2 billion. She said that it also includes the assumption that competitive programs would likely be rolled into formula and that those with local and regional access would be dumped into programs that are accessible by states and locals, so STBG, HSIP, and that includes the SS4A and Bridge Formula Program.

Geoff Anderson asked what the total BASICS bill comes in at compared to IIJA.

Ben Gilsdorf said that he thinks it's important to recognize that BASICS doesn't have a top line. He said that the math was done assuming a certain top line, and we're just trying to use the context clues we've gotten from committee to say, "Seems like people want HTF plus inflation and to consolidate grant opportunities from IIJA," so that was sort of the math that Katie Economou was alluding to in her comments.

Katie Economou said that since it is a marker bill, it's unknown what the top line of the total reauthorization bill is going to be. She said that if there were any changes that would allow anyone in any camp to lose funding, especially states, then changes would be made to the formula because we want to make sure that all levels of government rise under this bill.

11. ADJOURN

Chair Harris stated that the next meeting is scheduled for Wednesday, May 20, 2026. There being no other business, the meeting was adjourned at 1:45 P.M.