
**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

June 18, 2025
Virtual Meeting

MEMBERS AND ALTERNATES PRESENT

Allison Davis – WMATA
Amy Wesolek – City of Takoma Park
Marilyn Balcombe – Montgomery County
Canek Aguirre – City of Alexandria
Corey Pitts – Montgomery County Department of Transportation
Dan Koenig – Federal Transportation Administration
Dan Malouff – Arlington County
David Snyder – City of Falls Church
David Schilling – Federal Transportation Administration
Drew Morrison – Maryland Department of Transportation
Eric Olson – Prince George’s County
James Walkinshaw – TPB Chair, Fairfax County
Janine Ashe – Federal Highway Administration
Jason Growth – Charles County
Jennifer B. Boysko – Virginia Senator
Kari Snyder – Maryland Department of Transportation
Kelly Russell – City of Frederick
Kristen Weaver – City of Greenbelt
Lamin Williams – Federal Highway Administration
Laurel Hamming – National Park Service
Marc Korman – Maryland State Delegate
Maria Sinner – Virginia Department of Transportation
Matt Frumin – District of Columbia
Denise Mitchell – City of College Park
Meagan Landis – Prince William County
Meredith Soniat – District Department of Transportation
Monique Ashton – City of Rockville
Neil Harris – City of Gaithersburg
Rebecca Schwartzman – DC Office of Planning
Regina Moore – Virginia Department of Transportation
Richard Duran – Federal Highway Administration
Ryan Washington – Metropolitan Washington Airports Authority
Sonia Vasquez Luna – City of Manassas
Stephen Kenny – Montgomery County
Susan Cunningham – Arlington County
Tom Peterson – City of Fairfax
Victor Weissberg – Prince George’s County
Mark Phillips – WMATA
Walter Alcorn – Fairfax County

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Tim Canan
Laura Bachle
Sergio Ritacco
Katherine Rainone
Cherice Sansbury
Rachel Beyerle
Andrew Austin
Pierre Gaunard
Cristina Finch
Amanda Lau
Janie Nham
Cristina Finch
Eric Randall
Ian Newman
Tom Harrington
Jane Posey
Mark Moran
Dusan Vuksan
Daniel Sheehan
Jessica Storck
Robert D'Abadie
Renee Ritchey
Sara Brown
Tom Harrington
Jamie Bufkin
Ken Joh
Mike Farrell
Vicki Caudullo
Delanna Thomas
Greg Goodwin
Daniel Papiernik – Community Advisory Committee Chair
Bill Orleans – public
Heather Edelman – Cristina Henderson's Chief of Staff

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

Vice Chair Neil Harris called the meeting to order. He provided instructions for the hybrid meeting.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the minutes. She confirmed there was a quorum.

Lyn Erickson shared a summary of the comments received. She said that between noon on Tuesday, May 20, and noon on Tuesday, June 17, the TPB received one letter, and 37 comments submitted via email. She said that Bill Pugh from the Coalition for Smarter Growth wrote to request that the TPB incorporate resilience needs and DMVMoves investment in the Visualize 2050 financial analysis. Mr. Pugh states that providing vulnerability analysis in DMVMoves briefing showed two needs. First, keeping residents safe from climate change and, second, maintaining and enhancing critical transit system. She said that Mr.

Pugh requests that the TPB incorporate an illustrative version of the costs addressing regional climate change vulnerabilities and the DMVMoves funding scenarios relative to regional revenues and expenditures to supplement the official financial analysis in its long-range plan, Visualize 2050.

Lyn Erickson said that the TPB received 37 emails from email campaign. There were 6 emails urging the TPB board to reject the currently proposed I-495 Express Lane project and 31 emails asking the TPB to include the proposed project. The rejection letters claim that there are equity impacts, adding more emissions in overburdened communities that already suffer disproportionately. They state that tolling is unfair because wealthier drivers can pay to avoid delays while working class commuters cannot, creating a two-tiered system. She stated that the letters question VDOT's commitment to carpool and buses, noting that the carpool requirement has already changed, raising questions about the priority being reducing congestion or increasing revenue. The letters state that there will be impacts to Route 4, 5, and 210, that are already congested and underfunded. She stated that in the letters, they raise concern that VDOT's community outreach has been biased towards Virginia residents and has not engaged the communities most affected in Maryland. They discuss a survey VDOT conducted on calling into question the legitimacy of the findings, and they call on the region to invest in public transportation, biking, and walking, and not on toll lanes that benefit a few at the expense of many.

Lyn Erickson summarized the 31 emails urging support of the I-495 Express Lanes project. She said that there were three variations of the content: one was "Please Improve the Capital Beltway," the second one was titled "Southside Beltway Improvements Help Transit and the Environment," and the last one says, "Traffic on the Beltway is Awful; Please Fix it." She said that forms were similar in content with riders sharing their support for the plan to add two express lanes, in addition to the same number of free lanes that we have now, adding transit bicycling, and pedestrian upgrades. The riders state that Virginia and Maryland have no money to make other transportation improvements in this corridor, and that without this project nothing will happen for the next 25 years except worsening congestion. She said that the writers state that many transit systems are facing financial situations, causing them to cut service and lose riders. She continued by stating that the letters said that the project would make buses faster and more reliable the commenters support the investment in the new transit services so people will have other options besides driving, stating that more bus options across the Woodrow Wilson Bridge will help reduce traffic and air pollution. She concluded by stating that all these comments can be found on the TPB meeting page.

2. APPROVAL OF THE MAY 21, 2025 MEETING MINUTES

Vice Chair Harris moved approval of the minutes. The motion was seconded by Matt Frumin. The motion was adopted.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Victor Weissberg said that the Technical Committee met on June 6. He said that two items were reviewed for inclusion on the TPB's May agenda. These items were: 1) Enhanced Mobility: Increasing Travel Options for Underserved Populations, and 2) Integrating Updated Flooding Data into Risk Assessment. He said that there were five informational items: 1) Visualize 2050 – Zero-Based Budgeting Recognitions, Data Cleaning, and Deeper Dive into the Data, 2) PBPP Updates: Highway Asset and Travel Reliability Performance, 3) Travel Monitoring Program Update, 4) Upcoming COG/TPB Survey Efforts in FY 2026, and 5) Update on Maryland's Zero Emission Vehicle Infrastructure Plan.

There were no follow-up questions.

4. COMMUNITY ADVISORY COMMITTEE REPORT

TPB Community Advisory Committee Chair Daniel Papiernik said that the CAC met on June 12. He said the group was briefed on a few topics including: 1) DMVMoves Update; 2) Public Involvement and Community Outreach; 3) CAC Mid-Course Review; and 4) Enhanced Mobility.

There were no follow-up questions.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that the TPB Steering Committee met on June 6 and approved three amendments to the Transportation Improvement Program (TIP). He said that the committee took the following actions:

- DDOT amendment added about a total of \$26 million to the program, with \$1.25 million for its bus and bus facilities formula program; 21 million for the rehabilitation of the northbound I-395 bridge over the Potomac River; and then about \$4 million for the Anacostia Avenue Northeast Bridge rehabilitation work.
- Maryland Department of Transportation added about \$20 million for its area-wide bridge rehabilitation and replacement program.
- VDOT with its amendment added about \$39 million for the widening of a segment of Devlin Road in Prince William County, using some private sector concessionary funds.

Kanti Srikanth moved on to the letters sent and received. He said that USDOT approved TPB's FY 2026 budget and work program. He thanked the Federal Highway Administration and the Federal Transit partners. He said that this was very timely since the new fiscal year begins on July 1. He said that there are letters of support from the TPB for two member agencies. Charles County is applying for a federal bus and bus facilities grant, and the District of Columbia is applying for regional infrastructure accelerator grants.

Kanti Srikanth said that staff is currently accepting applications for the TPB's Transit Within Reach Technical Assistance Grant Program. He said that this is a program that provides grants once every two years, approximately \$250,000, and these technical assistance grants are to the TPB member agencies that are working to improve walk and bike access to the transit stations. He said that staff will continue accepting applications through August 8.

Kanti Srikanth said that members will notice that most of the TIP amendments approved this month by the TPB have added funds for bridges and pavements. He said that staff just this month finalized the data that provides the condition of the pavements in the region and the condition of the bridges. He said that this data has now been updated into a GIS tool that is found on the TPB's transportation resource and applications page.

Kanti Srikanth said that there are two additional announcements that are not in the memo. He said that the board will be briefed later today about the status of the region's work on developing a vision for a world class transit system in the region and also coming up with new funding to support such a world class transit system. He said that the COG Board of Directors will be holding their annual leadership retreat next month, and the DMVMoves work and plans for next steps will be part of that discussion.

Kanti Srikanth said that the TPB will have to reschedule its September 17 virtual meeting. He said that it will be changed to in-person, primarily because now the September meeting will have a significant action item, and that is the TPB making its decision on VDOT's request to include the I-495 Southside Express Lanes project in Visualize 2050. He said that given the significance of that action, staff recently learned that on that day, September 17, the D.C. elected officials have an all-day council session that they will not be able to miss, and therefore will not be able to participate in the TPB meeting. He said that TPB members and alternates will be receiving a survey on a couple of dates in the following week. He said that staff hopes to finalize the date and send you an informational email during the early part of next month.

6. CHAIR'S REMARKS

Vice Chair Neil Harris said that he doesn't have remarks. He said that he was happy to hear that the TPB budget was approved.

7. INTEGRATING UPDATED FLOODING DATA INTO RISK ASSESSMENTS

Katherine Rainone provided an overview of TPB resilience work completed to date, a review of prior flooding analysis, an updated analysis to fill in gaps, and key takeaways. She stated that COG and TPB began integrating resilience into long-range transportation planning in 2020. She said in 2021, the TPB developed a resiliency study and integrated resilience into Visualize 2045. She stated that the TPB began to build on the initial study with a webinar series to engage member agencies on building capacity and advancing resilience efforts.

Katherine Rainone said that in 2023 and 2024, the TPB held a regional resiliency forum, developed a risk-based vulnerability assessment, and an associated interactive mapping tool as well as the Transportation Resilience Improvement Plan and the associated priority resilience project list. She said that the TPB has also formed a regional transportation resilience subcommittee. She said that the resilience working group identified an interest in better understanding potential flood risk in the region and that became one of the focuses of the current fiscal year.

Katherine Rainone said that the vulnerability assessment uses FEMA flood plain data. She said that FEMA's flood plain maps only show where flooding has historically occurred in the past near rivers, streams, and creeks. She stated that the vulnerability assessment shows that roughly 14 percent of roads and highway miles, 4 percent of bus stops, 7 percent of rail stops, and 39 percent of rail line miles in the TPB region are at risk to coastal and riverine flooding. She said that initial analysis was not telling the whole story because stakeholders were telling the TPB that they knew of flooding events that were not showing up as a risk.

Katherine Rainone said that riverine flooding or fluvial flooding happens when the water level in a river or stream rises and overflows onto neighboring land, usually due to excess rain or snow melt. She said that sea level rise occurs in coastal areas, and high tides can prevent effective stormwater drainage, leading to flooding. She said that urban flooding or pluvial flooding is caused by heavy rainfall that overwhelms stormwater management systems that is independent of overflowing bodies of water. She said that urban flooding is not captured in the previously completed risk-based vulnerability assessment. She provided an example of a 2022 event on Rhode Island Avenue.

Katherine Rainone shared a visualization using data from RITIS which is a database that pulls in data from multiple agencies to provide an enhanced overall view of the transportation network. She said that every dot on the map shared represents a reported road flooding from 2008 to 2024, and there were roughly 5,600 total events. She said that the visualization shows that less than 15 percent of reported flood events that happened between 2008 and 2024 have occurred within a delineated flood plain.

Katherine Rainone said that the goal of the new analysis is to improve TPB's understanding of future inland flood risk and increase the region's resilience and long-term planning. She stated that the TPB selected Fathom U.S. flood maps and acquired data for the region. She stated that two products have been developed from the analysis: an addendum report and an interactive mapping tool updated with the new results. She said that the key takeaway from the analysis is that there are more transportation assets at risk to temporary flooding. She said that the Fathom data is supplemental to the FEMA flood plain flood analysis with both datasets offering unique perspectives of flood risk. She said that both should be considered in planning and decision-making.

Katherine Rainone said that Fathom-informed analysis shows roughly 25 percent more roads and highways, 7 percent more bus stops, 13 percent more rail stops, and 25 percent more rail lines at risk to flooding when compared to FEMA flood plain data alone. She said that the Fathom-informed analysis identified 38 percent of roads and highways at risk, 11 percent of bus stops, 21 percent of rail stops. And 64 percent of rail line miles at risk.

Katherine Rainone said that the Fathom flood plain data can help empower regional planners to evaluate resilience investments and transportation projects across multiple future scenarios and planning horizons for better decision-making. She stated that the results can help strengthen the region's overall preparedness and ability to adapt to future inland flooding challenges.

Katherine Rainone said that the results of the analysis can be used for awareness that more assets than just those in the FEMA-designated flood plains may be at risk to flooding, now and in the future. She stated that the tool can be used as a resource for policy decisions and project prioritization and also for documentation for member pursuing federal or state funding.

Katherine Rainone said that several member localities are working on similar analyses at a smaller local or watershed scale. She said that DC is finalizing an integrated flood model, and Montgomery County is working on something similar for a few watersheds.

David Snyder commended TPB staff for the flood analysis work, stating that it indicates a challenge for mitigation and climate-related issues that the region has to address. He said that every serious rainfall brings about flooded areas that are not only inconvenient but threaten life and safety. He said that he hopes that this work will be integrated in individual planning efforts and in region-wide planning efforts going forward.

Kristin Weaver stated that the City of Greenbelt has been looking at doing stormwater analysis in areas known to have flooding that may not be covered by some of the FEMA flood maps. She asked if there are plans for communicating with jurisdictions that have areas known for flooding or would it be best that members pass on information to city staff and have them reach out to TPB staff.

Kristin Weaver said that she thinks that some of the analysis could be useful for non-transportation assets that are still within flood risk areas. She asked whether there is a regional conference where staff members are working on these issues could come together and learn how to use the tool.

Katherine said that she thinks the second comment is a good idea. She stated that the TPB acquired this dataset, and the TPB has it until the end of December. She said that she is planning on working with COG to discuss whether there is analysis that COG wants to do. She said that a challenge is that the dataset comes from a private sector company that has strict rules about how the data is allowed to be used. She stated that the TPB is allowed to share the results of the analysis. She stated that she is going to work with Jeff King, Katie Dyer, and Steve Bieber of COG staff to see if there are any land use, property level information for which the analysis can be used.

Katherine Rainone said that the analysis just wrapped, and she expects to present this information to other TPB and COG committees. She said that she thinks that the TPB Community Advisory Committee or the Access for All Advisory Committee might get at the community level, but she is welcome to working with members. She said that a joint effort would make sense if the TPB board is interested and wants to connect TPB staff with a locality or agency that is interested. She said she is open to setting up workshops and will communicate with Kant Srikanth about next steps.

Monique Ashton said that in February, FEMA sent a list of new properties that were impacted to jurisdictions. She asked that if the jurisdiction wanted to query the dataset for areas within the municipality, is there a way to query a member of TPB staff without violating the contract to understand more specifically the local areas that are yellow or red on the map.

Katherine Rainone said that a starting place is looking at the analysis. She said that due to the disclosure and contract agreement, the TPB was not able to share raw data with anyone, but if there is a project that the TPB could do at a regional scale now that the data is available for another six months that is different from what was captured in the analysis. She said she does not see why that could not happen. She said that she would connect with Monique Ashton to discuss after the meeting.

Monique Ashton said that she knows transportation is the topic, but the data also has an impact on housing.

8. ENHANCED MOBILITY: INCREASING TRAVEL OPTIONS FOR UNDERSERVED POPULATIONS

Cherice Sansbury stated that the purpose of the Enhanced Mobility program is to improve mobility for seniors, older adults, and individuals with disabilities, by removing barriers to transportation services and expanding the transportation mobility options available. She said that federal grant funding is awarded from the Federal Transit Administration, through COG as the recipient, to applicable projects COG and the TPB find deserving of these federal dollars. She said that 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.

Cherice Sansbury said that over \$64 million has been awarded to 172 projects during the last 13 rounds of the Enhanced Mobility solicitation since 2007. She said that the COG program was recently featured in a National Aging and Disability Transportation Center profile, showcasing the program's best practices and innovative approaches to program implementation.

Cherice Sansbury said that projects are awarded based on their responsiveness to mobility improvement strategies identified in the TPB's coordinated human service transportation plan which is updated every four years. She said the plan outlines strategies that help the program meet the targeted transportation needs of the region. She said that strategies include door-through-door or escorted transportation service, wheelchair-accessible options, and taxi and ride hailing services; tailored transportation service for clients of human service agencies which includes vehicle acquisition, the increase of access to transit stations, volunteer driver programs, mobility management, travel training, and coordinated planning efforts.

Cherice Sansbury highlighted projects that have received Enhanced Mobility funds. She said that Seabury Resources for Aging is an organization dedicated to providing personalized, affordable services and housing options to older adults in the D.C. region. She stated that Seabury was awarded \$368,381 in capital and operating funds to acquire a 15-passenger bus to expand their existing fleet to a total of three vehicles, enabling them to provide 1,600 more older adults with transportation services each year. She said that operating funds will be used toward the maintenance of these vehicles as well as the salaries of the individuals operating the vehicles and other program needs.

Cherice Sansbury said that Opportunities, Inc.'s Travel Training for All project was awarded \$375,000 in capital funds. She said that Opportunities, operating in Maryland, advocates for, empowers, and supports full inclusion of people with intellectual and developmental disabilities. She said that the purpose of travel training is to assist people with disabilities in learning the best and safest ways to travel including teaching individuals how to take the Metro and/or bus to their workplace, specific facts about their route, and how they can use their tablets, provided through the grant, to track their routes. She said that travel training will serve 200 participants for five hours per month, 60 hours per year, for two years. She said that they will also train 30 new direct service professionals to work with participants, one on one.

Cherice Sansbury said that Reston-based Dulles Area Transportation Association (DATA)'s volunteer driver and travel training program assists seniors, veterans, and individuals with disabilities project and was awarded \$500,000 in capital funds to expand the availability of transportation services to underserved populations, recruit and train volunteer drivers, and expand their travel training program through partnerships within Fairfax, Loudoun, and Prince William Counties and the City of Manassas.

Cherice Sansbury said the three projects are just a sample of the 47 projects currently active throughout the region. She said that more project samples and case studies are posted on the COG website.

Cherice Sansbury said that the 2025 Enhanced Mobility grant solicitation is underway, and COG has started the process of advertising solicitations to COG committees and stakeholders. She reminded board members that their local governments may receive funds from this competitive grant program. She said that pre-application conferences will be held in July, the application window opens August 1 and closes September 30. She said that projects must benefit populations within the urbanized area, and a matching commitment of 50 percent for operating grants and 20 percent for capital grants. She said that an estimated \$10 million in funding will be available.

Cherice Sansbury said that the application review committee will be comprised of local representatives and national experts and will be chaired by a TPB member. She said that the selection criteria established within the coordinated plan are what the committee will use when reviewing and scoring each application. She stated that selected projects will be submitted for TPB endorsement in late 2025.

9. DMVMOVES UPDATE

Chair Walkinshaw said that DMVMoves is a joint initiative between COG and WMATA that TPB has been supporting for months. He said that soon policy makers will be asked to enact policies at the local and regional levels that further enhance collaboration and coordination among transit systems and take action to raise new funds for transit.

Eric Randall stated that the last DMVMoves task force meeting took place on May 16, and a video of that meeting and all presentation materials are available at dmvmoves.org. He stated that Metrorail and Metrobus carry over 80 percent of all the transit trips in our region, but other systems provide local bus service, commuter rail, and paratransit. He said that DMVMoves has two main avenues: financial needs and capital needs. He said that a big focus of DMVMoves at the staff level is customer service and what can be done to make things easier to understand for the customer. He said that improving regional coordination is also an area for improvement.

Eric Randall said that Metro received dedicated capital funding in 2007-2008 and renewed dedicated capital funding from three states in 2018. He said that since that time, inflation, increasing costs for staffing, and the costs of steel, concrete, and vehicles have become more expensive. He said that Metrorail is approaching its 50th anniversary, and some technology dates to the 1970s. He said that Metro staff has estimated a need of \$450 to \$500 million per year in additional capital funds starting in FY 2028. He said that funds this time will need to be linked to growth and inflation, not fixed dollars.

Eric Randall said that another focus is bus priority to make the bus network faster. He mentioned the bus rapid transit systems in the region and said that transit signal priority and dedicated lanes can deliver faster, reliable service. He said that making capital investments will make buses faster, which is better for customers, and will reduce operational costs. He said that Metro is looking at automation and replacing old technology with new signal systems and upgrading current rail cars with new 8000 series cars. He shared a picture of what a Metro station would look like with platform screen doors which improves safety and reliability. He said that new Metro systems being built are including platform screen doors and many older systems are being renovated with the doors.

Eric Randall said that in December, Metro plans to present a plan to their board for further discussions. He shared slides on rail automation, Metro's current grade of automation, and how travel time would decrease with a higher grade of automation along with the number of trains needed and capital investment and cost.

Eric Randall said that bus service is where there is an opportunity for expansion and improvement to the transit system beyond Metrorail. He said that buses caught in traffic are a financial cost, and time penalties decrease customer happiness. He stated the experience on 16th Street NW in the District, where bus priority has been implemented, has shown a safer street with fewer collisions and more reliable service.

Eric Randall said that the task force is considering a regional fund to make these improvements. He said that local transit needs are being refined now that FY 2026 needs for local bus are available. He stated that a previous analysis was \$146 million for improved operations starting in FY 2028 and to fund extra capital improvements. He said that additional analysis will be conducted. He stated that VRE and MARC are about to release new updated plans, VRE System 2050 and MARC Growth and Transportation Plan. He said that new information will enable cost updates.

Eric Randall stated that the DMVMoves task force and advisory groups have agreed that funding must be reliable and predictable, and the money needs to be able to grow with inflation.

Eric Randall said that DMVMoves has had six working groups working on six areas. He said the areas include fare policies, guidelines for how often or how long during the day service operates and how performance can be measured, improving customer information and amenities, and implementing priority strategies. He said that there are two groups focusing on internal management and administration and how the systems can share or collectively use resources and assets and group procurements. He stated that training, certification, and inspection are other areas for discussion.

Eric Randall said that fare policy and universal transfer credits have been discussed. He said that expanding regional transit passes is also being looked at by a working group. He said another area for discussion is low-income discounts and whether reciprocity is needed or common eligibility across jurisdictions.

Eric Randall said that another working group topic under discussion is service guidelines and performance reporting. He stated that other focus areas are bus stop design, floating bus stops, unified bus stop flags, whether to have a one-stop call center number, He said joint bus procurement, software, training, and certifications are areas for potential collaboration.

Eric Randall said the working groups are planning to prepare a regional integration action plan with recommendations. He said that not every action will take place right away with jurisdictions moving at different speeds. He said that the transit agencies and executives will be responsible for implementing recommendations, and the role for COG and other regional agencies is to facilitate continued collaboration, monitor performance, and track commitments.

Eric Randall said that over the summer, work will continue on the Regional Integration Action Plan with initial funding recommendations. He said the DMVMoves investment plan is expected this fall. He said that the advisory groups will get together in September with the task force likely to meet in October, and a final joint board meeting of COG and Metro is tentatively set for November 12.

Eric Randall said that COG's and TPB's role is facilitation as a regional forum and in monitoring. He said that COG is looking at regional bus priority planning and implementation as the way of expanding the

system and making it world-class transit. He said that COG and TPB can coordinate talks among DOTs, road agencies, and transit agencies. He said that COG's cooperative procurement and purchasing is an activity that can be expanded more into the transit area along with performance and accomplishments reporting.

Kanti Srikanth said that there will be a call for action on the part of elected officials and decision-makers in the region towards the end of this year if the region is to realize world-class transit and bring about operating efficiency. He said that if and when the TPB is called to assist through facilitating meetings between the various agencies to reach agreement, to help develop a regional plan, or whether to report periodically on how we are progressing, the TPB has a regional public transportation subcommittee and produces an annual State of Public Transportation Report. He stated that the TPB has the mechanisms already set up that the TPB would bring to play as needed.

Chair Walkinshaw stated that if there are any questions for Allison Davis from WMATA to place the questions in the chat.

David Snyder said that the TPB has a constrained long-range plan that applies to everything the TPB does. He asked how the financial constraints will be integrated with the ideas about what can be done?

Kanti Srikanth said that the TPB has been working on developing a regional long-range plan, Visualize 2050, and all the inputs are in except for one project that will be decided on in September. He said that the projects that can be included in Visualize 2050 must have identified funding for building, implementing, operating, maintaining that project. He said that because of that, the unfunded projects of VRE, MARC, WMATA and other local bus systems being examined in DMVMoves are not in Visualize 2050. He said that should there be new funding that comes out of the DMVMoves initiative then these projects can be added to the TPB's long range plan.

Kanti Srikanth said that additionally when the transportation system's performance assessment for Visualize 2050 is presented to the TPB, it will not have the benefit of all of these improvements that could be done and maybe the local transit agencies would like to do, but they don't have funding. He stated, with that said, if DMVMoves is successful in finding additional monies for all of these projects described by Eric Randall, and if DMVMoves is successful in having the 14 different transit agencies collaborating even more for service efficiencies, all of those will result in more transit service in the region, which can then be included in the next long-range plan update.

Kanti Srikanth said that the immediate two steps for the TPB to focus on would be policy agreements on coordinating the services among different operators, and having legislative action completed that will raise new money are. He said that after those two, any of the improvements mentioned can be brought back into the TPB's long-range plan. He said that when the anticipated system performance for 2050 is presented, the TPB will see that congestion will still be there because the region is growing, and the region is not congestion-free today. He said that he thinks the region can begin to change that trajectory with additional funding, particularly on the transit side.

10. ADJOURN

Chair Walkinshaw stated that the next meeting will be held in person on July 16. There being no other business, the meeting was adjourned at 1:43 P.M.