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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

June 20, 2024

MEMBERS AND ALTERNATES PRESENT

Christina Henderson, TPB Chair – DC Council  
Charles Allen - DC Council  
Matt Frumin – DC Council  
Heather Edelman – DC Council  
Mark Rawlings – DDOT  
Amanda Stout – DDOT  
Sakina Khan - DDOT  
Rebecca Schwartzman – DC Office of Planning  
Dennis Brady – City of Bowie  
Mati Bzurto – City of Bowie  
Jason Groth – Chares County  
Denise Mitchell – College Park  
Mark Mishler – Frederick County  
Kelly Russell – City of Frederick  
David Edmonson – City of Frederick  
Neil Harris - Gaithersburg  
Kristen Weaver – Greenbelt  
Marilyn Balcombe – Montgomery County  
Haley Peckett – Montgomery County  
Eric Olson – Prince George’s County  
Oluseyi Olugbenie – Prince Georg’s County  
Victor Weissberg – Prince George’s County  
Monique Ashton - Rockville  
Shana Fulcher – Takoma Park  
Drew Morrison – MDOT  
Marc Korman – Maryland House  
Nancy King – Maryland Senate  
Canek Aguirre – Alexandria  
Takis Karantonis – Arlington County  
Dan Malouff – Arlington County  
Tom Ross- City of Fairfax  
Walter Alcorn – Fairfax County  
James Walkinshaw – Fairfax County  
Dave Snyder – Falls Church  
Michael Turner - Loudoun County  
Rob Donaldson- Loudoun County  
Pamela Sebesky – City of Manassas  
Jeanette Rishell – City of Manassas Park  
Deshundra Jefferson – Prince William County  
Victor Angry– Prince William County  
Ricardo Canizales – Prince William County  
Bill Cuttler – VDOT  
Maria Sinner – VDOT  
Amir Shahpar – VDOT  
David Reid – Virginia House  
Jennifer B. Boysko – Virginia Senate

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Allison Davis – WMATA  
Mark Phillips - WMATA  
Sandra Jackson – FHWA  
David Schilling – FTA  
Michael Weil – NCP  
Laurel Hammig - NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth  
Lyn Erickson  
Andrew Meese  
Mark Moran  
Tim Canan  
Dan Sheehan  
Leo Pineda  
John Swanson  
Sergio Ritacco  
Deborah Etheridge  
Kim Sutton  
Jamie Bufkin  
Cristina Finch  
Andrew Austin  
Jane Posey  
Laura Bachle  
Lindsey Martin  
Bill Bacon  
Amy Garbarini, Chair TPB Technical Committee – DRPT  
Ra Amin – CAC Chair  
Samuel Brooks – DDOT  
Kate Mitchell – DC Council  
Hana Fouladi – DC Council  
Gary Erenrich – Montgomery County  
Kari Snyder – MDOT  
Regina Moore - VDOT  
Michelle Shropshire – VDOT  
Stephen Brich – VDOT  
Lamin Williams – FHWA  
Hannah Pajewski – NOVA  
Mike Garcia - Fairfax County  
Evandro Santos – Prince William County  
Virginia Douglas - Prince William County  
Bill Orleans – public

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

Chair Christina Henderson reviewed the process she would use for facilitating the meeting. She stated that she will invite questions or comments from members by jurisdiction and then will call for a vote by jurisdiction.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the

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minutes. She confirmed there was a quorum.

Chair Henderson said that a copy of public comments received has been made available to the board on the meeting web page.

Lyn Erickson summarized the public comments. She said that there were over 1,200 pages of comments in the meeting packet. She stated that between noon on Tuesday, May 14, and noon on Tuesday, June 18, the TPB received ten letters, including one re-submitted letter from October 2023, five comments submitted directly via email, nine comments were received through the website TPB comment form, and the TPB received 885 emails generated from email-writing software. She stated that the email campaigns included comments urging the TPB board to both reject the currently proposed I-495 Express Lanes project and comments urging the TPB to include the proposed project.

Lyn Erickson said that each of the comments can be found on the TPB June meeting page, and she would briefly summarize the letters that are not part of current email campaigns.

The Coalition for Smarter Growth urges TPB officials to exclude the 495 Southside project from the Visualize 2050 plan and air quality conformity analysis. She said that they state there are unaddressed concerns including a flawed study and alternatives evaluation, a potential traffic bottleneck in Prince George's County, induced traffic effects, future Metrorail concerns, climate pollution, health impacts, and flaws in the VDOT study. She stated that the Coalition also included their comment letter from October 2023.

The Citizens Against Beltway Expansion write that allowing the Southside Express lanes to move forward would break a promise that rail would one day extend over the Woodrow Wilson Bridge and urge the TPB to remove the Southside Express Lanes from Visualize 2050.

Brian Ditzler urges the TPB to remove the Southside Express Lanes from Visualize 2050 because they are inconsistent with greenhouse gas reduction goals, they would block a future extension of Metro's Blue Line over the bridge, they would not resolve congestion but shift it to Oxon Hill, and they would result in increased traffic volumes, undermining efforts to create more walkable local streets.

The Sierra Club chapters in the DMV urge the TPB to support the motion from Prince George's County to remove the I-495 Express toll lanes project from Visualize 2050 and the list of project submissions in the air quality conformity analysis. The Sierra Club states the following: "It would move the region further from reaching the TPB's greenhouse gas goals and would make it more challenging for the region to achieve compliance with the ozone national ambient air quality standards. The toll lanes would put the extension of Metrorail on the Wilson Bridge at risk. It is a false solution for transit riders. The hundreds of millions of dollars would be better used if it were all spent on increasing access to more affordable public transit, bike and pedestrian infrastructure, and transportation demand options. The project will shift bottlenecks and fail to fix congestion." The Sierra Club concluded by urging the TPB to remove the project, along with all the Beltway and toll lane expansions from the long-range plan.

George Aburn focused on the need for the TPB to review and act on the recommendations by MWAQC and ACPAC regarding environmental justice and the need for the TPB to better address air pollution related to environmental justice. He noted that ACPAC has made recommendations to CEEPC, MWAQC, and the COG board on climate change and environmental justice, calling for more aggressive action. He urges the TPB to consider these recommendations.

The Southlawn Citizens Association residents urge the TPB to remove the I-495 Southside Express toll lanes project from Visualize 2050, stating that it would expand the Beltway, move the bottleneck to Oxon Hill, and generate more traffic on local streets. The association stated that the project is inconsistent

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with greenhouse gas emissions goals and would increase air, water, and noise pollution in their neighborhood. They noted that WMATA is conducting a study to extend the Blue Line, and this project would impede those efforts and asked the TPB to remove this project, along with all other segments planned for the Beltway and I-270, and reevaluate the 900 miles of highway expansion in favor of better transit, transit oriented development, and transportation demand management.

The Maryland Transportation Builders and Materials Association urges the inclusion of a Southside Express Lanes project in TPB's Visualize 2050 air quality conformity analysis, highlighting its potential to enhance transit connections and create new revenue streams. The Association emphasized that this study is crucial for informed decision-making and maintaining eligibility for federal funding.

The Maryland League of Women Voters believes that this project should be completely removed from the plan because converting infrastructure that was designed for rail to roads is backwards thinking, considering the climate crisis. The league stated that it would move a bottleneck of traffic from the Virginia side of the bridge to the Maryland side of the bridge and by increasing I-495 lanes, it would increase traffic on roads such as Telegraph Road, Van Dorn Street, Route 295, and Maryland Route 210.

The Northern Virginia Transportation Alliance wrote in favor of the inclusion of the Southside Express Lanes project, stating that the project presents an opportunity to alleviate congestion, improve access to jobs and opportunities, and invest in the region's transit system. The alliance noted concerns have been raised regarding the misuse of the air quality conformity process to impede potential projects before a fair evaluation can take place. The alliance stated that VDOT is obligated to demonstrate air quality conformity under the National Environmental Policy Act and that while the inclusion of the Southside Express Lanes on the list of projects does not approve the construction, it allows the completion of the NEPA process. The alliance writes that VDOT states that the project will not move forward without support from Prince George's County and the region. The alliance stated that refusing to evaluate the air quality impacts of the project sets a dangerous precedent for future transportation projects and undermines regional collaboration.

John Undeland urges the TPB to include the Southside Express Lanes project in Visualize 2050. He states the improvements offer a chance to fund transit and promote carpooling and that the increased transit funding is crucial due to the pandemic's impact, noting the decline in ridership and the need for revenue. He states that the project would provide continuity for the express lane system on I-495, offer additional travel choices, reduce congestion, enhance travel reliability, improve safety, and align with local and regional plans. He said that the express lanes would contribute transit funding, provide more reliable bus service, and promote ridesharing.

Mark Scheufler writes that Resolution R13-2024 should be denied. He writes that Maryland and Prince George's County's support for the project is uncertain and that Prince George's County will bear most of the costs via high tolls and congestion. He writes that implementing inexpensive interim solutions, such as painting auxiliary lanes and limiting access during high traffic, could resolve major congestion issues without additional project costs. He said that suburb to suburb express bus transit is unlikely to succeed due to ample parking and car infrastructure and that current routes have low ridership, indicating potential challenges for similar new routes.

Adam Paul writes to oppose reserving median space on the Woodrow Wilson Bridge for auto travel. He states that the median was built to support rail and building auto lanes would prevent this. He writes that approval signals more difficulty in establishing a Metro line in the future. He urged the TPB to work with WMATA to accelerate the expansion of Metro.

Bill Pugh writes that they are disappointed that VDOT's I-495 Southside study has failed to consider bus,

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HOV, travel demand management, and has ignored transit. He stated that they are concerned that future Metrorail is not being protected. They state that a possible proposal by TPB members to model two scenarios with and without VDOT's I-495 Southside widening with toll lanes would fail to model alternative solutions and simply reinforce the bias of VDOT's study to date. They state that any alternative conformity scenarios must model multiple build alternatives for I-495 Southside, including a bus and HOV lane with TDM measures, Metrorail, and expanded transit-oriented development scenario.

Casey Clements writes in opposition to using the reserved median space on the Woodrow Wilson Bridge for auto travel. He states that as the bridge median was originally built to support rail transit, replacing it with auto lanes would decimate WMATA's plan on creating the Blue Loop -- BLOOP -- limiting a huge number of DMV's residents, many of which do not use a car, to do crucial things like get to work, attend important appointments, et cetera, and it would limit their ability to get out and participate in all of the amazing events the DMV has to offer, which impacts the city financially.

Lyn Erickson said that the TPB received nine comments through the TPB's website general comment box, and all nine commenters wrote in opposition to the I-495 Express lanes project. She said that the TPB received 885 emails generated from email writing software, and these campaigns included content urging the TPB board to reject the currently proposed I-495 express lane project, and content encouraging the TPB to include the proposed project.

Lyn Erickson stated that of the 885 emails, 593 email form letters urged removal of the project, stating that the project would increase traffic, leading to more pollution, and impede the efforts to extend the Blue Line. She stated that the form letters advocate that instead of highway expansion, better public transit and transit-oriented development are more sustainable solutions that will reduce congestion and improve public health. She said that the emails state that VDOT's proposal to widen I-495 is problematic because it would cause a bottleneck in Prince George's County, hinder future Metrorail expansion, and increase traffic on surrounding streets.

Lyn Erickson said that of the 885 emails received, 292 emails urged support of the I-495 express lane project, stating it would relieve congestion, improve traffic, and bring in money to fund transit. She said that the emails state that transit systems are struggling, and this project would provide an opportunity for dedicated transit funds for Prince George's County. She stated that the emails urge the addition of the project into the air quality conformity analysis so that VDOT can continue to work on identifying and refining it, resulting in a more informed decision being made before construction.

## **2. APPROVAL OF THE MAY 15, 2024 MEETING MINUTES**

Chair Henderson moved approval of the minutes. The motion was seconded by Vice Chair Walkinshaw and was approved unanimously.

## **3. TECHNICAL COMMITTEE REPORT**

Amy Garbarini said that the TPB Technical Committee met on June 7. She said that the committee received a Visualize 2050 recap and that the non-regionally significant project submissions are due June 28 along with an update on the I-495 Southside Express Lanes project. She stated that there were six additional presentations for information and discussion only, including an update on the TPB Resources and Applications (TRAP) webpage development, the 2023 Washington Baltimore Regional Air Passenger Survey, and a briefing on the highway asset systems performance measures and targets related to Performance-Based Planning and Programming (PBPP). She said that the committee also received a briefing on the 2023 State of Public Transportation Report, followed by updates on the VRE Plan 2050

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and the Alexandria Transit Strategic Plan.

#### **4. COMMUNITY ADVISORY COMMITTEE REPORT & ACCESS FOR ALL ADVISORY COMMITTEE REPORT**

Ra Amin stated that the TPB Community Advisory Committee met on June 13, and the meeting featured a presentation and discussion on the regional bus stop design forum and State of Public Transportation Report. He said that there was a debrief among CAC members on the Community Leadership Institute (CLI), and a discussion about the first DMVMoves task force meeting on level setting and vision.

Ra Amin said that CAC members provided feedback on bus stop designs and what might be the next steps for taking the prototypes forward. He said that CAC members also commented on each of the designs regarding safety and accessibility and the critical need to involve community members early. He stated that CAC members discussed how transit needs are surfaced with decision-makers, and the members stressed a need for local community involvement.

Ra Amin said that CAC members shared reflections on the Community Leadership Institute, including how valuable it is and noting it is worthwhile for anyone involved in public service. He said that he shared with the committee an update on DMVMoves and conducted the same exercise as the DMVMoves task force by using two words to describe world class transit. He stated that the results are similar to those voiced by the task force members and invited the TPB members to read the CAC report for more details.

#### **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**

Kanti Srikanth stated that the TPB board members have a copy of the written report. He said that the TPB Steering Committee approved three TIP amendments at the request of VDOT, MDOT, and the District DOT. He stated that the joint COG and WMATA DMVMoves initiative held a kick-off meeting of the task force on June 10 and more information is on page 61 of the Director's Report.

Kanti Srikanth provided a brief recap of DMVMoves and stated that it is a regional initiative that is examining the current setup of the various public transportation systems in the region and working to define how to improve the current setup of the public transportation system. He stated that the task force is discussing better coordinated planning, regional funding, and coordinated governance that would lead to a world class transit system. He said that a number of TPB members are involved in the task force including Chair Henderson and Vice Chair James Walkinshaw.

Kanti Srikanth said that the DMVMoves task force will be assisted by two advisory groups, the Government Partners Advisory Group and the Community Partners Advisory Group. The Government Partners Advisory Group includes representatives of all local bus systems, representatives of VRE and MARC, and other regional and subregional transit agencies. He said that the Community Partners Advisory Group are representatives of community partner organizations, chambers of commerce, trade unions, and the TPB's Community Advisory Committee. He stated that the CAC is represented in the group by CAC Chair Ra Amin.

#### **6. CHAIR'S REMARKS**

Chair Christina Henderson said that she did not have extensive remarks, recognizing that the Visualize 2050 item on the agenda is a big one. She stated that she knows that the TPB members have been actively engaged in discussions and in reviewing the information available to the board members as they consider taking action.

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## **7. VISUALIZE 2050: THE I-95/I-495 SOUTHSIDE EXPRESS LANES PROJECT WILL BE RECONSIDERED FOR INCLUSION IN THE AIR QUALITY CONFORMITY ANALYSIS OF VISUALIZE 2050 AND THE FY 2026-2029 TIP**

Chair Christina Henderson asked Kanti Srikanth to provide a recap of the status of the Virginia DOT project and the TPB staff's ability to work on the air quality conformity analysis.

Kanti Srikanth said that the region currently has an approved long-range transportation plan, Visualize 2045. He said that the TPB agreed to update Visualize 2045 and adopt a new long-range plan, which is called Visualize 2050, which is a plan for the next 25 years. He stated that because the TPB region is a nonattainment area for federal air quality standards, the first step in adopting a long-range plan is to conduct an air quality conformity analysis. He stated that the TPB is now beginning to undertake the regional air quality conformity analysis for Visualize 2050, and the TPB board is being asked to approve projects to be included in the analysis, along with the population and employments forecasts and land use assumptions. He stated the analysis takes approximately nine months for staff to complete.

Kanti Srikanth said that last month the board approved all the projects that had been submitted except one, VDOT's I-495 Southside Express Lanes project. He said that the TPB is scheduled to decide if this project should be included in the analysis. He stated that at the last TPB meeting, VDOT received questions about its project proposal with Prince George's County, WMATA, and other TPB member agencies identifying specific concerns they had. He stated that VDOT provided responses during the meeting and has continued its discussions with various members after the meeting. He said the meeting read ahead materials include the letters VDOT received as well as VDOT responses to those questions/comments.

Kanti Srikanth stated that the meeting packet includes a base resolution that documents the details of the process to date and ends with a resolved clause that says that the TPB agrees to include the I-495 Southside Express Lanes project in the regional air quality conformity analysis. He said the board's discussions, today, will decide the contents of the final resolution. He said that supporting documents are attached to the base resolution including a fact sheet about the federal Record of Decision issued when the Woodrow Wilson Bridge project was approved, a staff memo from Cristina Finch that includes a list of questions WMATA submitted to VDOT, and VDOT's response to WMATA's question about the I-495 Southside Express Lanes project. He said that the packet also contains a letter from VDOT's commissioner to the deputy chief administrative officer of Prince George's County. He stated that additional letters are from Northern Virginia Transportation Authority representing Virginia TPB jurisdictions' collective position on the question of including the I-495 project in the air quality conformity analysis and a letter with similar sentiments from the chairman of the Fairfax County Board of Supervisors.

Kanti Srikanth said that the action the TPB takes at today's meeting is not to adopt Visualize 2050. He explained that the action today is on the question of whether this project should be included in the air quality conformity analysis of Visualize 2050. The decision on adopting the new long-range plan, Visualize 2050, with or without this project is currently scheduled for June 2025.

Chair Christina Henderson moved adoption of TPB Resolution R13-2024 as included in the TPB staff packet. Bill Cuttler seconded the motion.

Chair Henderson said that she will start the discussion portion with Virginia, then go to Maryland, the District, and other agencies. She asked VDOT to review the questions asked and note VDOT's responses.

Bill Cuttler said that he is joined by VDOT Chief of Policy Angel Deem who would summarize VDOT's

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responses and its project proposal.

Angel Deem thanked the region for continued engagement as VDOT seeks to gain consensus on the need to advance the I-495 Southside Express Lanes project. She stated that the TPB vote allows the project to develop and is not equivalent to a decision on the project's preferred alternatives.

Angel Deem said that VDOT looks forward to continuing advancement of this generational opportunity that seeks to utilize an existing shared asset to provide express lanes, which include bus transit in advance of the future rail extension. She stated that the project aligns with TPB's aspirational goals to expand the express lane network in the capital region. She noted that the proposed project connects to the existing network of 94 miles of Express Lanes in Virginia the multimodal project would benefit commuters and travelers throughout the region. She stated that it is important to recognize that there are few transit benefits in this corridor today. She said that the VDOT transit TDM study states that due to the corridor's congested condition, the Metrobus NHQ service connecting Alexandria to National Harbor across the bridge offers little to no travel time savings. She stated that the I-495 project is the only near-term plan that is seeking to reverse this and establish a transit network in this corridor. She stated that express lanes in Virginia have evidence that they drive carpools and increase the efficiency of bus service, and thereby increase ridership and that this ridership can pave the way for future rail service.

Angel Deem said that Commissioner Brich has stated in letters that VDOT is fully supportive of future rail transit across the Woodrow Wilson Bridge, and the project has been fashioned accordingly. She said that based on VDOT discussions and work with other jurisdictions on the questions raised, VDOT proposes a friendly amendment to the resolution that had been moved. Bill Cuttler moved to revise the text of the resolution.

Chair Henderson asked TPB staff for a written version of VDOT's proposed amendment.

Kanti Srikanth said that staff had and that the proposed amendment to the resolution is being displayed on the screens for TPB members to view.

Reviewing the proposed amended resolution, Kanti Srikanth said that nothing on the first three pages of the resolution moved by Chair Henderson and seconded by Bill Cuttler had changed. He stated that the last pages of the resolution would now include four new whereas clauses and there were additions to the resolved clause.

Kanti Srikanth said that the first new Whereas clause states that the TPB acknowledges that VDOT has been working with other member agencies, including Prince George's County and WMATA, to review and respond to questions about the potential benefits and impacts of VDOT's proposed Southside Express Lanes project. He said the second new Whereas clause recognizes that Prince George's County notes that the ongoing work with VDOT has been helpful, but believes that more time is needed to secure the results of the traffic impact analysis that VDOT is currently conducting as part of its NEPA activities for the Southside Express Lanes project that would continue to address the questions and issues that have been raised to date related to the congestion at the terminus of the project and the cross-jurisdictional transit services and travel demand management programs in the corridor both at present and in the future, that would help the region decide if the proposed Southside Express Lanes project is the best to serve the needs in the corridor.

Kanti Srikanth said that the third new Whereas clause notes that the TPB understands that the Southside Express Lanes project is an important part of VDOT's project development work, specifically the NEPA study, and the TPB wishes to allow having this work continue so that it can be included in the TPB's regional air quality conformity analysis and the Visualize 2050 plan, while also providing time for



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TPB's other member agencies to get involved and secure a better understanding of the impacts of the proposed project under jurisdictions' mobility and accessibility goals. He stated that the fourth new Whereas clause says that the Metropolitan Washington Council of Governments Region Forward document and its stated climate change goals and the previous Council of Governments and TPB analysis showing a disparity between the western and eastern portions of the region that has been articulated as the Region Divided, and that Visualize 2050 should take advantage of the opportunity to bridge the gap to create a true multimodal model transportation system that enables transit, bicycle, and pedestrian safety as well as enabling transit oriented development and land use changes to create a region that is balanced in a way that benefits all.

Kanti Srikanth said that the Whereas clauses together describe where we have been, summarizes the key themes of the discussions in the past, and concludes by saying, "Now therefore, be it resolved that the National Capital Region Transportation Planning Board resolves the following:

"First - It amends the air quality conformity analysis scope of work it adopted as part of Resolution R12-2024 on May 15 by directing staff to conduct two alternative sets of regional air quality conformity analysis, one without the I-495 Southside Express Lanes project, and one including the I-495 Southside Express Lanes project, and the project as defined in Attachment 3 of this resolution.

Second - the TPB resolves and revises its schedule to adopt Visualize 2050 and the FY 2026-FY 2029 Transportation Improvement Program, the TIP, to provide additional time for the analysis of the above two alternative scenarios with the TPB taking action to approve the air quality conformity analysis and adopting Visualize 2050 and the FY 26/FY 2029 TIP at its December 2025 meeting, unless it can be done sooner.

And finally, resolving that the TPB intends to approve only one of these two alternative regional air quality conformity analysis in December of 2025, either with the I-495 Southside Express Lanes project or without this project."

Kanti Srikanth said that this is a quick review of proposed changes to the text of Resolution R13-2024.

Chair Henderson said that the TPB currently has an amendment to the base resolution and since she sees some members raising their hands to comment, she was not going to accept the amendment as friendly at this time in order to allow members to make their comments.

Eric Olson said that the amendment continues to run the existing Visualize 2050 package of projects as approved by the board last month, which does not include the VDOT Southside project and will include a separate analysis with this project included. He stated that nothing in this resolution should be taken to suggest that Prince George's County Council will be supportive of toll lanes across the Wilson Bridge into Prince George's County or anything short of preserving the lanes for transit only.

Eric Olson said that Prince George's County allows models to run that include scenarios with this project both in and out of Visualize 2050, but what is needed is a robust examination of all alternatives, including transit only. He stated that the region needs to do more to address the east/west regional divide, the imbalance of jobs, the need for more TOD, and greater investment in transit alternatives. He said that the approach to run two scenarios is intended to allow for the ability to assess the most complete range of how best to serve the interests of the entire region, enabling the NEPA process to continue, to answer the questions that in the views of many need more complete responses, and to allow for a project that can best integrate transit, multimodalism, transportation demand management, and transit oriented development and to serve as a bridge to a region undivided.

Eric Olson said that there is a long way to go along with more community engagement and much more

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analysis. He stated that the VDOT comment period resulted in 330 comments with no-build topping the responses at 41 percent, in second was standalone transit at 36 percent, and third was a combination of transit and TDM at 33 percent. He said he thinks we need to take these comments seriously and that continued community outreach and serious study and analysis of those alternatives supported by the public is the most important aspect and is essential.

Eric Olson said that he values the collegiality and spirit of cooperation that is and should be the hallmark of the TPB. He stated that regionalism at its best lifts all of us and implements solutions for greater equity and increased benefits to the whole. He said that regionalism cannot be a mechanism to allow one jurisdiction to push its problems, including traffic, onto another jurisdiction and cannot be allowed to further the regional divide.

Eric Olson stated that the proposed project is one-quarter in Prince George's County, and to his knowledge, no one in Prince George's County signed off on the initiation of this project, nor was asked. He said that the process and the substance of the proposal troubles him. He said that Prince George's County is a regional partner and is seeking the best for the region. He said that Prince George's County will not support widening the divide or moving traffic backups to our communities. He said the surest way to mitigate traffic is through smart growth transportation and land use policies and Prince George's County has been working to implement land use policies that encourage redevelopment near transit, while discouraging greater car dependence for all developments. He said that the county is seeking regional partnership in the pursuit of stronger walkable transit-rich transportation for Prince George's County and the region's future.

Eric Olson said that he hopes the action today can help focus the region's attention on the real and pressing need for rail on the Wilson Bridge as was envisioned. He said he would like VDOT to confirm on the record that Prince George's County and the state of Maryland will be partners in the NEPA process and will be included in identifying what needs to be studied and any further scope of the study. He reiterated that one quarter of the project is in Prince George's County.

Angel Deem said that Prince George's County and Maryland are already partners in VDOT's NEPA process and sees no reason for that not to continue. She said that VDOT is committed to continued engagement in the coming months as the project develops.

Vice Chair James Walkinshaw said that Fairfax County thinks this is a project that has tremendous potential for the region and has potential to expand transit options for the region. He stated that the Virginia DRPT study that Prince George's County and MDOT were partners in identified the potential for 8,000 new bus trips across the Woodrow Wilson Bridge because of the managed lanes. He stated that those are bus trips that are not happening and cannot happen today because of the gridlock on the Woodrow Wilson Bridge. He stated that he thinks it would be a missed opportunity for the region to not allow that analysis to continue and to deny that potential.

Vice Chair Walkinshaw said that a number of TPB members have been involved in the Silver Line for many years, and one of the keys to the completion of Phase 2 of the Silver Line rail to Dulles was the existence of the Dulles toll road managed toll lanes. He stated that the lanes allowed Fairfax County and Metro to run express bus service and demonstrate that there was interest in transit. He said that demonstrated interest in transit was critical in securing federal, state, and local support for Phase 2 of the Silver Line and provided a dedicated revenue source that, in large part, funded Phase 2 of the Silver Line.

Vice Chair Walkinshaw said that he thinks failing to include this project in Visualize 2050 would damage the opportunity to complete that Blue Line extension in the future. He said this project has the potential to demonstrate transit interest in ridership over and across the Woodrow Wilson Bridge, furthering

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economic development in Prince George's County and in Virginia, and it also has the potential to deliver dedicated revenue to fund the Blue Line extension. He said that no one in the region has put forward a funding plan for that Blue Line extension and with the Silver Line it was critical.

Vice Chair Walkinshaw said that the NEPA submissions are binding, and the lanes would have to be converted to rail when the region is ready to build rail. He said that we will never be ready to build rail over the Woodrow Wilson Bridge unless we have a funding plan. He stated that as a region, it would be a mistake to turn our backs on that potential.

Oluseyi Olugbenle said that to move the region forward, it is paramount to get this process right and, it is imperative to not get ahead of ourselves but to allow this process to continue and to allow the time to fully explore the concerns of the region. She said that more detailed answers to the questions are needed as well as specifics to WMATA's questions as well as other partners. She stated that she wanted to make clear that this is not a Virginia and Prince George's County project but is a regional project. [Interruption in audio] She said that there are outstanding questions that were raised by partners at WMATA and that it is important to flesh out questions, and Prince George's County strongly encourages support of this resolution to advance so that a final decision can be made with much more complete information, dialogue, deliberation, and with a clear choice, not just for the two jurisdictions, but for the entire region.

Chair Henderson said that if Oluseyi Olugbenle wants to send all her comments to Lyn Erickson for the record due to the audio interruption, those comments will be reflected.

Allison Davis said that the region finds itself again debating the merits of highway expansion without a clear path forward for long-term transit. She said the comments heard earlier, summarized in the staff report, and what Councilmember Olson noted indicate a desire for building transit in the corridor. She stated that the 2000 Record of Decision for the [Woodrow Wilson] bridge documented that need to preserve right-of-way, and since then rail on this corridor has been in several plans to date, but it is always unfunded. She said the proposal to include the Southside Express Lanes study in the air quality conformity analysis includes two express lanes in each direction, creating an interim use. She said that if history is an indicator, interim uses often become permanent uses.

Allison Davis said that Metro feels strongly that advancing an option that includes those two express lanes in each direction does not meet the original intent of the Record of Decision and does not preserve rail right-of-way on the bridge. She stated that building two express lanes in each direction will make it that much harder for the region to advance transit in the corridor in the future.

Allison Davis said that the questions that Metro submitted to VDOT focus on the realities of how that construction would happen and how it would be paid. She stated that while Metro appreciates that VDOT has stated that the conversion will not result in a cost to Metro, WMATA believes there are still costs that will accrue to the region and to one or more of its funding partners, increasing the cost overall. She said that Metro thinks there are too many unanswered questions as to how the proposal to convert to rail at some point in the future would work and appreciate discussions with VDOT as well as MDOT and many other partners to engage in figuring out how this would come to fruition.

David Snyder asked that since Metro and Metrorail is not specifically mentioned in the two alternatives being studied, could he have a commitment from the sponsors of this amended language that part of this project will include WMATA and specific discussion and consideration of Metrorail in the corridor? He stated that he thinks it is implied but wants to confirm that is the case.

Chair Henderson asked David Snyder if he wanted to make an amendment or if a verbal commitment in terms of intent is okay for his purposes.

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David Snyder said that intent is fine in this case and that he would like to ask Prince George's County and DDOT as to the specific inclusion of WMATA and consideration of the questions that WMATA has about rail in the corridor and on the bridge.

Angel Deem said that WMATA has been and will continue to be a member of our study team and, as VDOT stated, and has been written in multiple places, the project does not preclude the extension of rail. She said that VDOT, not being a project sponsor for Metro, will not be studying an alternative that is just the Blue Line extension. She said that VDOT is looking to its partners to provide feedback that would allow VDOT to incorporate considerations of that, such as what space is needed for that inclusion of rail in the future, et cetera.

David Snyder asked whether the amended language includes consideration of two options: one, inclusion of the Southside work, and the other not. He said he is assuming that inclusion would include specific consideration of the questions that Metro has asked about rail in that area.

Angel Deem said that yes, VDOT has met with WMATA and answered those questions, and provided them in writing. She stated that VDOT can further refine those answers. She said some of WMATA's questions were specific to final design considerations, which VDOT does not have at this juncture. She said that VDOT commits to continuing that dialogue with WMATA as VDOT's alternatives seek to not preclude their extension of rail in the future.

Eric Olson said that the scenarios will include a variety of scenarios including transit. He stated that he read in his statement 'transit-only and other scenarios', and Prince George's County would like TDMs to be looked at, as well.

David Snyder commented that on page 3 of the original proposed resolution, in the last whereas clause, "Whereas, VDOT further notes in its letter attachment 2 regarding transit investments, that should the project proceed to procurement through a concessionaire agreement it intends to continue the practice of the Commonwealth to incorporate ongoing transit payments from express lane projects in Northern Virginia to enhance multimodal options in the respective corridor", he would like to propose a friendly amendment that reads "and VDOT commits to doing so on this project." He said the TPB members have heard the importance of this project moving forward for the ability of improving bus service, and he is asking for a firmer commitment. He said that he hopes that his proposed amendment seems content with the intent and consistent with the comments that the TPB has heard, particularly from Fairfax County. He asked that his proposed amendment be accepted as a friendly amendment.

Angel Deem said that VDOT would not accept the proposed amendment as a friendly amendment. She said that it is VDOT's intent to continue its longstanding practice of negotiating the ability to secure transit investments in these corridors and express lanes. She stated that VDOT cannot commit to this as the project has not proceeded to the selection of a preferred alternative. She said that the project has not proceeded to procurement, which would allow VDOT to frame those negotiations, so VDOT would not be comfortable with that language.

David Snyder thanked VDOT staff and asked for a second to his amendment.

Takis Karantonis seconded the amendment.

Chair Henderson said that the board will move to a vote.

Kanti Srikanth said that for the first round, the chair can start with nays and abstentions on a voice vote, and depending on results, can ask for a roll call vote.

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Chair Henderson stated that the board members are voting on an amendment offered by David Snyder to add the phrase "And VDOT commits to do so in this project" to the relevant whereas.

Chair Henderson conducted a call for nays and abstentions.

Abstentions: Amanda Stout (DDOT); Sakina Khan (DC Office of Planning); Jason Groth (Charles County).

Nays: Mark Mishler (Frederick County); Kelly Russell (City of Frederick); Bill Cuttler (VDOT); Mike Turner (Loudoun County); Jeanette Rishell (City of Manassas Park); Pamela Sebesky (City of Manassas); Victor Angry (Prince George's County); Virginia General Assembly (David Reid); Loudoun County (Rob Donaldson); Thomas Ross (City of Fairfax)

Lyn Erickson said that the yeas have it, and the language stays.

Chair Henderson said that the amendment from David Snyder is agreed to.

Takis Karantonis said that the Silver Line was constructed with revenue from the Dulles corridor. He said given how the TPB is rethinking its metropolitan transportation system today and whether all these practices were practical and up to date, they have not been performing very well and on the Silver Line we see that the demand for that investment was there long before we could provide infrastructure for that demand. He said that we have to find ways to make sure that the vision stays intact and that our collective and regional efforts support this vision. He said that while we understand some of the practicalities of VDOT's position, we still believe that the intention should be a regional solution that is acceptable for the entire region, that is workable with the region's economics and economic outlook, and that it also does not rely only on one kind of funding.

Takis Karantonis said that the Blue Line loop is an extremely interesting proposal for dramatically improving the core region's transportation capacity, and we should make sure that we do not close the option, but we keep the options intact. He said that the only difference with the Silver Line is that the Metro Silver Line would not overlap with a highway, and the rail is parallel to the highway. He said that for the I-495 project there are four lanes that he doubts can accommodate both models at the same time with the same performance. He said he thinks this is a tougher one than the Silver Line and thinks that the TPB should approach this carefully and make sure that everybody is involved and is vested, including WMATA and that we keep the options open.

Drew Morrison said that he wanted to speak to a few points from Maryland's perspective as relates to environmental assessment. He said MDOT is a cooperating agency partner in that study, so Maryland is an equal owner of the bridge facility with Virginia, and this environmental assessment, the NEPA process, will inform the ultimate decision regarding the project's inclusion in the plan.

Drew Morrison said that as a cooperating agency in the 495 Southside study, MDOT looks to continue to engage closely with VDOT on the alternatives analysis. He said that it will be critical that both MDOT and Prince George's County engage with VDOT on the alternatives, the impacts, and the potential transit options that have been discussed today. He stated that regarding transit, he wants to reinforce that MDOT's position is that the future of this corridor is multimodal. He said that MDOT expects that any project that would be built would incorporate mutually agreeable transit improvements supporting Marylanders' needs that are, at minimum, consistent with the transit options outlined in the I-495 Southside transit and TDM study that's been mentioned today.

Drew Morrison said that a project would also need to advance a path for resources for expanded transit service in the future, and it will be important to understand better through the EA process what the scale

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and nature of this approach for supporting transit would be.

Drew Morrison said that the TPB has talked today about rail, and MDOT supports a rail future for this corridor. He said that MDOT expects that one day there will be a rail line running on this bridge that will be a benefit to the entire region and thinks that there is more work that still needs to be done to ensure that a rail line would not be precluded by the project. He said that this includes confirming the physical space both on the bridge and the ability for rail infrastructure to connect to and from the bridge. He said this also includes any construction needs that would result from the phasing, and financial terms that permit rail service as well as a governance structure that makes sure that rail can be built when it needs to be built.

Drew Morrison said that turning back to NEPA, it is important to recall that we are in the middle of an alternatives process. He said the discussion at TPB had been focused on two new toll lanes in each direction. He said the alternatives process has not been completed, and there are multiple alternatives in the current environmental assessment, including the no-action alternative. He said that MDOT would expect that the EA process will engage in a more robust discussion about the range of alternatives for the future of the corridor. He said that as part of the NEPA document, environmental impacts are front and center, and Maryland will want to clearly understand the impacts of the project with sufficient detail for decision-making. He said those impacts include potential safety and climate impacts from the project, as well as traffic impacts to Maryland 210 and other corridors in the study area.

Monique Ashton said that the options include a no-build and a build but would like to know if there is a discussion of a scenario with a build for Metro in this study. She said that she agrees with Drew Morrison that the future will need to include Metro on the bridge. She said that if the toll lanes move forward, would the commitment that would be funding Metro be shared with Maryland and would Maryland be getting a part of that revenue.

Chair Henderson commented that she thinks Monique Ashton asked whether there was a consideration of a third analysis.

Monique Ashton said that is correct given that both toll lanes would be coming into Maryland.

Angel Deem said that VDOT, being the project's sponsor, will be looking at build alternatives within VDOT's ability to advance. She said that activity would not include a build alternative for a Metro-only option, and VDOT would look to partners at WMATA to pursue such projects, but VDOT will continue to be a partner as they present the VDOT study.

Angel Deem said that the other question was regarding dedicated funding for Maryland, and the way Virginia approaches these negotiations would be to form a group of entities which would include Maryland jurisdictions as well as Virginia jurisdictions who would look at ways to prioritize transit investment. She said it would not be allocations per se.

Marc Korman asked of VDOT what the actual mechanism is for Maryland to consent to the project and when will that happen? He asked if there will be a concession agreement, and when does VDOT need Maryland's consent to move forward.

Angel Deem said that Maryland is engaged as a cooperating agency and partner as VDOT develops the NEPA document. She said that as the bridge is a shared asset, there will need to be consensus on any improvement to the bridge between Virginia and Maryland and that is a decision point in the future should the project advance.

Marc Korman asked again when Virginia will need Maryland's consent.

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Angel Deem said that if speaking of construction in Maryland and construction on the bridge, that would generally happen post adoption of the CLRP, post-VDOT negotiations on a concession agreement, should the project advance in that manner. She said that VDOT does not have a schedule that directs a date where that agreement would need to be made, but VDOT will have that as the project advances.

Marc Korman asked if Maryland will have the chance to review a concession agreement before providing its consent.

Angel Deem said that VDOT would look to partner with Maryland given the terms that would impact construction in Maryland or improvements to the bridge, so VDOT would look to work with Maryland on those aspects of an agreement with a potential future concessionaire.

Marc Korman asked where on the revised resolution he can find that the bridge will have Metrorail in the future. He said everyone has said that out loud, but he is curious where in the resolution to find that language.

Kanti Srikanth said that TPB staff will bring up the amended resolution on screen. He said that staff is reviewing all the whereases, and there is no current language in the resolution anywhere that explicitly says that sometime in the future there will be Metrorail across the Woodrow Wilson Bridge. He said that there is language in a few places that says that the project will not preclude future transit across the Woodrow Wilson Bridge. He said that if Delegate Korman is looking for Metrorail, he does not think it is there, but TPB staff is reviewing the document.

Marc Korman said that he would offer a friendly amendment that somewhere in the resolution it is stated that it remains a goal of the region that Metrorail someday be across the Wilson Bridge.

Kanti Srikanth said that in one of the whereases, in the whereas where text was added from David Snyder's proposal, the whereas immediately before that, says "VDOT has provided a letter, Attachment 2, stating VDOT is fully supportive of future rail transit over the Woodrow Wilson Bridge and, as such, is continuing to put through rail preservation by advancing alternatives that can be pursued..." He commented that it appears that might be the place to add the word 'Metro' so that the first sentence of that whereas would read, "Whereas, VDOT has provided a letter, comma, Attachment 2, comma, stating that VDOT is fully supportive of future *Metro* rail transit." That might be a place to consider the addition.

Marc Korman said yes, he is proposing it as a friendly amendment and so defers to VDOT. He said he thinks it is a regional commitment not just a Virginia commitment, although he appreciates if Virginia makes the commitment.

Chair Henderson stated that the TPB has an amendment offered by Marc Korman to add the word "Metro" before "rail transit" in the second to last whereas on the screen. She said this addition of the word "Metro" is being proposed as a friendly amendment.

Chair Henderson read a comment from Monique Ashton that states, "This is a regional commitment, and should be written as such."

Chair Henderson said there is some concurrence there. [Denise Mitchell wrote in the chat at 1:35 PM "I concur with Mayor Ashton."]

Chair Henderson said that based on her reading of the particular whereas, because it is VDOT-focused based on the letter that they provided, that it may not be the appropriate spot for the change but there

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could be a separate whereas that just speaks to the region's full commitment.

Kanti Srikanth said the last whereas before the "Now therefore be it resolved," appears to speak to the region. He stated that it says, "Whereas, the MWCOC Region Forward stated climate change goals and previous COG and TPB analysis showed a disparity between the eastern portion," and says that "Visualize 2050 should take advantage of the opportunity to bridge the gap in land use changes to create a region that is balanced in a way" and that appears to speak to the region, as opposed to any one jurisdiction. Kanti Srikanth said he wonders if that would be a place where the phrase "bicycle and pedestrian safety, as well as enabling transit-oriented development, *including Metrorail across the Woodrow Wilson Bridge*" can be added before "And land use changes to create a region that is balanced in a way that benefits all."

Marc Korman said he would move that proposed wording as a friendly amendment.

Chair Henderson said that she will give members a minute to read that whereas statement. She said that there is a motion on the floor to accept this change as friendly and unless there are objections, she plans to do so. She reminded members that now is the time to speak if objecting.

Kristen Weaver said that the phrase may make more sense before the "as well as enabling transit-oriented development." She said that moving the change one phrase earlier might be a more logical location.

Chair Henderson said that she agrees with Kristen Weaver's recommendation.

Kanti Srikanth said that the board is back to the amended language to the resolution that has been further revised to include David Snyder's phrase and Marc Korman's suggested language. He asked whether Chair Henderson accepts the revised text as a friendly amendment, and if so, then the TPB can proceed from there. He said if it is not viewed as friendly, a vote can be taken on the revised language first and then the board can go back to the base resolution.

Chair Henderson said that the TPB has the amended resolution with the modifications made. She said that if there are not any objections, the change will be accepted as friendly. She said that she accepts the changes as friendly.

Chair Henderson said that the TPB now needs to vote on the completely amended resolution. She said that she will call on nays or abstentions starting with Virginia, then Maryland, DC, and the other agencies. She reminded members that the TPB would move forward with two air quality conformity analyses, one that includes the Southside express lanes project, and one that does not.

Chair Henderson asked for nays or abstentions.

Jason Groth said that Charles County abstains. He said that Charles County was one of the two parties that submitted letters asking to have projects included in the plan. He said VDOT was one, and Charles County and Prince George's County spoke up about the Southern Maryland Rapid Transit project. He said that the response received was that the project was not ready because it was not through the NEPA process, and second, because there was not an identified funding source for construction. He said that he thinks this project has a slight advantage over SMRT in that there is toll funding that is proposed, but that is not exactly a clear-cut funding source, so Charles County is going to abstain just because he thinks it is the right thing to do in the circumstance.

Chair Henderson stated that Charles County is abstaining.



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The TPB adopted Resolution R13-2024, as amended, to approve the I-95/I-495 Southside Express Lanes Project for inclusion in the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP.

## **8. TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP)**

Katherine Rainone stated that there were no comments or changes to the draft TRIP and that she would provide an overview of how the TRIP can improve regional resilience. She stated that she would review the objectives of the plan and major plan components, review the results of the vulnerability assessment, and talk about the resilience improvement projects that were submitted for inclusion in the plan before requesting TPB approval of the plan.

Katherine Rainone provided background on the 2022 Infrastructure Investment and Jobs Act's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program which established formula and discretionary grant programs with the purpose to plan for and strengthen surface transportation to be more resilient to natural hazards including climate change, sea level rise, flooding, extreme weather events, and other natural disasters. She explained that the development of a resilience improvement program, as an optional element of PROTECT, benefits agencies and localities by reducing PROTECT local match requirements by 7 percent if a project is prioritized in the TRIP and a further 3 percent if the TRIP is adopted as part of the TPB's long-range transportation plan as well as meaning that a TRIP project does not have to include a benefit/cost assessment as part the PROTECT grant application.

Katherine Rainone said that the goals or objectives of the TRIP include building on the strong foundation of resilience work that COG and TPB have completed in previous years, to put together a document that would provide benefits for TPB member agencies and a foundational analysis and relationship building foundation for the program. She stated that another goal is to contribute to member organizations' understanding of and planning for climate change risk and resilience as not all members are in a position to complete risk and vulnerability assessments for their jurisdictions.

Katherine Rainone stated that the project kicked off in April 2023 and a risk-based vulnerability assessment was conducted at the end of summer 2023 in two phases. She stated that in October 2023, the TPB held the first National Capital Region Transportation Resilience Forum which featured an interactive mapping tool as a resource for project prioritization. She said the TPB collected prioritized resilience project submissions from members and drafted the plan which is awaiting final approval by the Federal Highway Administration and the TPB.

Katherine Rainone presented the main components of the TRIP. She said the first part revolves around context of the plan and how the plan aligns with existing plans in the region and the systematic approach chapter outlines TPB's scope of the plan, geographic region, timeframe, assets and hazards outlined in the plan, stakeholders engaged, and a discussion on equity and environmental justice.

Katherine Rainone outlined the other sections of the plan including the risk-based vulnerability assessment interactive mapping tool, the list of priority resilience projects collected from member organizations, and a section on how collaboration and coordination can occur across agencies to create a resilient regional transportation system. She said that the vulnerability assessment identified vulnerabilities in the region's transportation system and priority areas for resilience investments.

Katherine Rainone said that the greatest number of assets in the region are highly vulnerable to coastal and riverine flooding, followed by extreme heat, and flooding due to sea level rise. She stated that including Equity Emphasis Areas (EEAs) in the criticality component of the risk score calculation was significant because EEAs contributed to the overall vulnerability score for several asset categories, and

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all highly vulnerable assets are located within an EEA. She stated that the asset level assessment results indicate that rail lines have the greatest percentage of highly vulnerable segments for coastal and riverine flooding, followed by 1,100 miles or 5 percent of total roads vulnerable to coastal and riverine flooding. She said that most assets vulnerable to sea level rise are also vulnerable to coastal and riverine flooding. She stated that extreme heat was recorded to be a high risk for almost 200 bus stops and 89 percent of bus stops have medium vulnerability.

Katherine Rainone said that the TPB received 34 projects from eight jurisdictions and member agencies of which 14 are resilience planning projects and 20 are resilience improvement or implementation projects. She said of the assets proposed to be improved, there are 16 public transit infrastructure projects proposed, 12 roads and highways, ten related to stormwater infrastructure, and two bridge projects. She said that 24 projects address coastal and riverine flooding, 11 address extreme heat, eight affect sea level rise, one affects extreme wind, and one affects extreme winter conditions. She referred to the presentation for three project examples: DC's Nanny Helen Burroughs Avenue NE underpass, VRE Stations Heat Vulnerability and Mitigation Strategies Analysis, and Charles County's Cobb Island Bridge approaches implementation project.

Katherine Rainone said that she plans to conduct an annual request for projects to include in the TRIP and will likely schedule that solicitation for projects in early 2025.

Chair Henderson made a motion to approve the Transportation Resilience Improvement Plan. Bill Cuttler seconded the motion.

The board voted unanimously to approve the Transportation Resilience Improvement Plan.

## **9. ADJOURN**

Chair Christina Henderson said that the next TPB meeting is scheduled for Wednesday, July 17.

There being no other business, the meeting was adjourned at 2:01 P.M.