TRANSPORTATION PLANNING BOARD
MEETING MINUTES

October 21, 2026
In-Person Meeting

MEMBERS AND ALTERNATES IN-PERSON
Neil Harris – City of Gaithersburg
Rebecca Schwartzman – DC Office of Planning
Corey Pitts – Montgomery County Executive
Joesph McAndrew – Maryland DOT
Canek Aguirre – City of Alexandria
Dan Malouff – Arlington County
Susan Cunningham – Arlington County
Walter Alcorn – Fairfax County
David Snyder – City of Falls Church
Ashley Hutson – City of Manassas
Garrett McGuire – Virginia House of Delegates
Jennifer Boysko – Virginia Senate
Bill Cuttler – Virginia DOT
Nick Donohue –Virginia Secretary of Transportation
Allison Davis – WMATA
Marc Korman – Maryland House of Delegates

MEMBERS AND ALTERNATES ONLINE
Kari Snyder – MDOT
Regina Moore – VDOT
Ralph Patterson – Charles County
Michael Weil – NCPC
Michelle Shropshire – VDOT
Meagan Landis – Prince William County
Alanna Mensing – City of Manassas Park
Mark Rawlings – DDOT
Mike Turner – Loudoun County
Denise Mitchell – City of College Park
Tom Peterson – City of Fairfax
Monique Ashton – City of Rockville
Heather Edelman – District of Columbia
Marilyn Balcombe – Montgomery County
Sonia Vasquez Luna – City of Manassas
James Bierman – Fairfax County
Victor Weissberg – Prince George's County
Vinn White – MDOT
Eric Olson- Prince George's County
Sandra Marks – DDOT
Matt Frumin – District of Columbia
Efon Epanty – Prince Geprdge's County

MWCOG STAFF AND OTHERS PRESENT
Kanti Srikanth
Cristina Finch
Lyn Erickson

Amand Lau
Laura Bachle
Ian Newman
Fabiha Rahman
Marc Moser
Rachel Beyerle
Deborah Etheridge
Delanna Thomas
Robert d'Abadie
Dusan Vuksan
Charlene Howard
Pierre Gaunaurd
Eric Randall
Jamie Bufkin
Ceriann Price
Thomas Harrington
Mike Farrell
Tim Canan
Pierre Gaunaurd
Jessica Storck
Sydney Wright
Kaelem Mohabir
Yu Gao
Clark Mercer
Sakina Khan
Sergio Ritacco
Bryan Barnett-Woods – City of Rockville
German Vigil – DDOT
Angel Deem – VDOT
Dharm Guruswamy – Fairfax DOT
Bill Pugh – Coalition for Smarter Growth
Tim Davis – CAC Chair
Bill Orleans – member of the public

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

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

Lyn Erickson called the roll call. She said the TPB has a quorum. She said that there are four speakers who registered for the public comment period, with each allocated 90 seconds.

Nick Orrick said that he is from Riverdale, Maryland, which is in Prince George's County. He stated that transportation is the principal source of greenhouse gas emissions during an ongoing climate crisis. He expressed concern that Alexandria is committing billions of dollars toward projects that increase emissions and argued that toll lanes will not resolve traffic congestion. He concluded that the only viable way to reduce congestion is by lowering vehicle miles traveled.

Janet Gallant said that she is speaking on behalf of dontwiden270.org and urged that VDOT's revised Southside Plan not be added to Visualize 2050. She cited statements from MDOT leadership requiring solutions that work for local jurisdictions and noted that requested analyses regarding Southside Express and Oxon Hill road bottlenecks, safety, and environmental impacts had not been completed. She also

raised concerns that toll-setting and revenue agreements would be made without Oxon Hill at the table and stated that reserving space on the Wilson Bridge does not guarantee Metrorail expansion due to the high cost of compensating private concessionaires.

Lindsey Mendelsohn said that she represents the Oxon Hill Sierra Club. She urged the TPB not to schedule a vote advancing the Southside Project into the air-quality conformity report until VDOT addresses public concerns. She stated that VDOT has not studied local bottleneck impacts over the past two years and has held zero public input sessions in Prince George's County. She expressed concern that the proposal provides minimal transit funding ($15 million) and could financially obstruct Metrorail expansion. She also noted environmental justice burdens in Forest Heights and Oxon Hill, as well as safety hazards along Route 10.

Bill Pugh said that he represents the Coalition for Smarter Growth and appreciates the state engagement efforts and the consideration given to Metrorail, but he reminded the board that VDOT had still not completed requested analyses on bottlenecks, local traffic, and demand management alternatives. He asked TPB members to obtain answers regarding traffic mitigations before proceeding with regional modeling votes, arguing that highway expansions conflict with local small-area plans for walkable, mixed-use communities.

Lyn Erickson stated that TPB staff received 22 comments totaling 37 pages received by voicemail, letter, and email between September 15 and October 20. She explained that staff prepared a four-page summary available online, noted a comment regarding a bridge feasibility study, and highlighted that the remaining 17 comments expressed opposition to the toll lane project. She stated that the public sought further environmental and traffic impact studies, prioritized mass transit over private toll lanes, and expressed concerns regarding equity and public participation.

2. APPROVAL OF THE SEPTEMBER 16, 2026 MEETING MINUTES

Chair Harris moved approval of the September 16, 2026 minutes. The motion was seconded by Canek Aguirre.

3. TECHNICAL COMMITTEE REPORT

TPB Technical Committee Chair Dan Malouff shared a summary of the October 2 meeting. He said that the committee had a busy agenda reviewing items for the Board, noting that the most prominent focus was reviewing the proposed items to adopt performance measures for travel-time reliability as well as pavement and bridge assets. He explained that several questions arose during the presentations and discussions concerning issues such as applicable geography, data-gathering methods, and how the data would be applied to ongoing planning activities. He explained that, overall, the committee was comfortable with both performance measure items and looked forward to continuing the federal process.

Dan Malouff said that the committee also held a brief discussion regarding the proposed I-495 Southside Project. He said that other reviewed agenda items included a robust discussion about implementing the upcoming Regional Travel Survey, which he noted is essential to numerous TPB activities.

Dan Malouff said that they received an engaging briefing on a potential Potomac River fast ferry service, as well as an update on recruitment for the Community Advisory Committee (CAC).

4. COMMUNITY ADVISORY COMMITTEE

TPB Community Advisory Committee Chair Tim Davis shared a summary of the October 15 meeting. He said the committee received a briefing on COG's Cooperative Forecasting Program followed by a discussion on micromobility and safety education. He said that the committee also received updates

regarding the October TPB Board agenda, upcoming CAC recruitment, Regional Travel Survey outreach, and their local roundtable updates.

Tim Davis said that regarding cooperative forecasting and the establishment of regional activity centers, he expressed that the CAC appreciates the extensive modeling that supports regional transportation planning during periods of rapid change. He said that committee members raised questions about the short-term accuracy of the studies, potential systematic bias, and how activity centers relate to other policy priorities like affordable housing.

Tim Davis said that the CAC held a wide-ranging discussion concerning micromobility and safety education, noting that members shared their personal experiences with the rapid proliferation of these devices on paths and roadways. He expressed concern over the alarming rise in crashes and injuries, as well as the challenge of educating youth on safety risks. He stated that the committee considered possible steps to advise the TPB, noting they agreed to examine the issue at future meetings and potentially draft an advisory memo since the work program addresses the topic.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth said that before reviewing the memo, he shared positive news, stating that the region can now empirically demonstrate compliance with the newer, stricter federal air-quality standards for ozone, meaning the region would meet federal standards across all six criteria pollutants. He said that the Metropolitan Washington Air Quality Committee approved a plan requesting the EPA redesignate the region from non-attainment to attainment status. He noted that this marks the first attainment of ground-level ozone standards since approximately 1994, emphasizing that the achievement occurred despite standards becoming increasingly stringent over three revision cycles.

Kanti Srikanth said that the TPB Steering Committee met on October 2 and approved three amendments to the Transportation Improvement Program (TIP):

- Oxon Hill Department of Transportation added roughly $2.9 million for the Oxon Hill 410 Highway Reconstruction Project, approximately $15.4 million for the Saint Barnabas Road Safety Project, and an additional $12.5 million for a new bus operations and maintenance facility in Charles County.
- Alexandria Department of Transportation added approximately $2.3 million for a primary plant mix project serving the Northern Alexandria District.
- Alexandria Department of Rail and Public Transportation, added about $25 million in state funding for a fourth VRE track at L'Enfant Station.

Kanti Srikanth said that the Steering Committee also reviewed and approved updated thresholds used by staff to process administrative modifications to the TIP projects. He said that these minor revisions are authorized under TPB bylaws and that the updated thresholds were coordinated with the three state DOTs and the Federal Highway Administration.

Kanti Srikanth said that the TPB issued three letters of support for member jurisdictions seeking federal grants, specifically Prince George's County, the City of Manassas, and Prince William County. He said that three of the four grant applications support transportation resiliency projects identified in the TPB's Transportation Resilience Improvement Plan. He expressed enthusiasm that these projects are progressing toward funding and voiced hope that the applications succeed.

Kanti Srikanth said that the TPB is accepting applications through November 15 for 24 seats on the

CAC. He said that COG is soliciting nominations for three annual regional awards: one recognizing an elected official for public service, the Ron Kirby Award honoring a non-elected agency executive for regional collaboration, and an award for a nonprofit or philanthropic partner. He stated that the second round of the Regional Travel Survey is underway. The survey gathers data on travel patterns, purposes, and mode choices. He said that the survey is critical because its findings feed into the regional Travel Demand Model and air-quality analysis models. He asked for the board's assistance in sharing a promotional social media video, which was then presented to the meeting.

6. CHAIRMAN'S REMARKS

Chair Harris said that earlier in the month, when he, the vice chairs, and past chairs reviewed agenda items for the meeting, they initially had about five distinct, worthwhile topics under consideration. He said that VDOT subsequently contacted them requesting to brief the board on their ongoing work regarding the I-495 Southside Express Lanes Project, addressing several previously identified issues. He said that leadership recognized the high level of interest and importance surrounding this project, which surpassed the other candidate agenda items.

Chair Harris said that because the matter was both time-sensitive and regionally significant, leadership decided to prioritize it for that day's agenda, noting that the remaining topics would return for consideration in the coming months. He stated that prior discussions and deliberations on the subject had been thorough, respectful of differing viewpoints, and mindful of the broader regional perspective. He stated that he has confidence that the board would maintain that thoughtful and respectful dialogue throughout the new round of work and ultimately take the course of action that best serves the region.

7. APPROVAL OF PERFORMANCE MEASURE TARGETS FOR TRAVEL TIME RELIABILITY

Chair Harris said that the one action item for the board at the meeting is approval of performance measure targets for travel-time reliability. He said that following Ian Newman's presentation, he will seek a vote on Resolution R4-2027.

Ian Newman said that he will present performance targets for travel-time reliability by all vehicles on the TPB region's interstate facilities only, all vehicles for the National Highway System (NHS) facilities that exclude the interstates, and for trucks only. He said that the definition of reliability is being able to make a trip dependably, plan that trip, and be there on time. He said that the past two-year target is 2023, and the past four-year target is 2025. He stated that the TPB region met its previous two-year target but did not meet the previous four-year target.

Ian Newman said that there was a data update that had taken place between the last TPB meeting and today. He said that targets have been updated because of a revised 2025 value. He stated that the 56.1% 2025 value shared at the September TPB meeting is now at 56.8%. He stated that the proposed targets for travel time reliability on the interstates are 55.7% for the two-year target and 55% for the four-year target.

Ian Newman stated the metric for travel-time reliability on all National Highway System (NHS) facilities excluding the interstates did not receive a data update in between meetings, and the numbers shared in September are the same that are being presented today. He said that TPB staff is proposing a two-year target of 81.3% for 2027 and 79% for 2029.

Ian Newman said that the last metric is freight reliability, the truck travel-time reliability index. He said that the lower the number when it comes to this metric, unlike the previous two, the better reliability is.

He said that the TPB region did meet its previous two- and four-year targets during this past performance period; however, it did receive a data update, and the 2025 observed value is different than the number that was presented during the September meeting. He said the proposed 2027 and 2029 targets are now 2.53% and 2.6% for the two- and four-year targets respectively.

Ian Newman requested approval of Resolution R4-2027 to approve targets for travel time reliability.

Chair Harris made a motion to adopt TPB Resolution R4-2027 to approve the two- and four-year targets for travel-time reliability as recommended by staff.

Vice Chair Aguirre seconded the motion.

Ashely Hutson noted the travel survey mentioned in the presentation. She commented that in the survey, folks said they were more concerned about reliability than congestion. She asked if congestion is playing into the reliability study, and if so, how.

Ian Newman said that he can speak to how congestion plays into reliability as a whole but not to that particular survey or study. He said that there is an 80% correlation between congestion and reliability. He said that residents know that there's congestion in this region, and they use that to help plan their trips to arrive on time. He said that it's very hard to plan for non-recurring congestion, such as severe weather or safety incidents that occur, and that can disrupt reliability quite significantly. He said that the two are heavily correlated, but they're not the same.

David Snyder said that some of the data, on the surface, seems contradictory. He said that trucks seem to be moving fairly well, but cars aren't on the interstate system. He said on the non-interstate system, we seem to be doing better. He asked if this is a result of congestion or a result of unique circumstances like crashes or that we've had a lot of construction in the area that may be affecting reliability during the construction. He asked how we understand this data and interpret it to the public as to what it means and what we're going to do about it.

Kanti Srikanth said that all of the potential factors identified contribute to what is seen in the data. He said that also the time period varies on the interstate and the National Highway System. He said that for one metric, the TPB looks at all 24 hours of the day, but for the other one, we don't use the midnight or the evening periods. He said that there's also the factor of when some of these travels happen, when do truck travels happen, and what routes do they travel on. He stated that certain types of vehicles and movements prefer certain types of roadways. He said that another factor is that the region between Maryland, Virginia, and DC has a very active safety service patrol system on the interstate system, particularly during the commuting hours but less frequent patrol availability during non-commute hours. He said that the duration of time to identify and clear an incident could be longer, particularly on the non-interstate National Highway System, and those are the reasons why there is some variation.

Kanti Srikanth said that to the second question of how to use this data or what to make of this data, there are a couple ways to look at this. He stated that if we want to improve or provide greater reliability on roadway travel, transit systems measure reliability. He stated that WMATA has reported that their service is reliable 89% of the time, and they have a threshold that if it is within X minutes of scheduled arrival, they consider it reliable. He said that a comparable measure should be there for roadway travel, and that's why the data is there. He said that for trucks, an ideal would be to have 100% reliability and that value would be 1.0. He said that for travel-time reliability, the TPB targets are around 2.6. He stated that there is a significant amount of work to be done to improve reliability for truck travel on the interstates.

Kanti Srikanth said that for the other two for reliability, it's not an index. He said that we state about 1.5 times what it takes the average traveler, but numbers are still around 56% where WMATA's was 89%. He said this also indicates we need to do more in terms of improving reliability. He said to address what doing more would look like, it includes things such as looking at roadway design, roadway operations, services to address incidents and events on the roadways system, and reducing demand itself. He said that during peak times, congestion and reliability are strongly correlated. He stated that one way of improving reliability would be to reduce congestion, and one way to reduce congestion is to reduce the demand. He said that demand can be reduced by allowing more people to ride transit, to carpool, to vanpool, and to walk and bike. He said that it also helps when land use is more coordinated, and it is context-sensitive to the roadway systems and the connection. He said that the targets themselves are not very ambitious, and as a region, we can do better.

The board voted unanimously to adopt Resolution R4-2027 to approve targets for travel time reliability.

8. DRAFT PERFORMANCE MEASURE TARGETS FOR HIGHWAY ASSETS: PAVEMENT AND BRIDGE CONDITION

Chair Harris said that the one information item is the draft performance measure targets for highway assets, pavement, and bridge condition. He said that the board will be asked to adopt the four-year targets at the November meeting.

Tim Canan stated that he would present the draft regional targets for the federally required highway asset performance measures, which cover pavement and bridge condition from the 2026 through 2029 performance period. He said that this this is a federal requirement to fulfill as part of the performance-based planning and programming, or PBPP, requirements for metropolitan transportation programming. He said that TPB's goals cover multiple areas, including safety, system maintenance, reliability, and several others. He said that the highway safety asset performance measures in this presentation relate directly to the maintenance goals, which refer to well-maintained infrastructure.

Tim Canan said the for both pavement and bridge, assets are classified as good, fair, or poor; however, federal targets are established only for the good and poor conditions. He said that for pavement, there are four measures: percent of interstate pavement lane miles in good condition and the percentage of those in poor condition, the percent of non-interstate, National Highway System, or NHS, pavement lane miles in good condition and the percent in poor condition. He said that for bridges there are two measures, the percent of NHS bridge deck in good condition and the percent in poor condition. He said that pavement condition is based on factors such as roughness, cracking, and rotting, and bridge condition is based on ratings of major bridge components such as deck, superstructure, substructure, and culvert.

Tim Canan said that regional targets are set for a four-year performance period, and the current performance period for this target setting is 2026-2029. He said that TPB staff are using the same methodology used in prior rounds by applying each state DOT's statewide forecasts or targets to the respective portion of the TPB planning area. He said for Maryland, the preliminary approach is also to apply the statewide targets to the Maryland portion of the TPB region; however, staff is still coordinating with MDOT on whether forecasts can be provided specifically for the four Maryland counties within the TPB area. He said that the Virginia statewide target is used for this activity. He said that once the three subregional targets are determined, staff combines these results to develop one unified, four-year regional pavement and bridge condition targets for the entire TPB planning area.

Tim Canan said that the targets were reviewed by the TPB Technical Committee at its October meeting and following this meeting, TPB staff will prepare the final draft four-year regional targets and present them to TPB at its November meeting for final review and adoption.

Tim Canan said that, comparing the pavement targets to the most recent year of 2024 observed data, all four measures met or exceeded the targets. He said that for both the good and poor pavement condition measures for the interstate system, data show that the region over-performed with respect to these targets. He said that 64.4% of the pavement on the region's interstate was rated good while well exceeding the target of 44.8%. He said that only 0.1% of the pavement on the region's interstates was rated poor, well below the target of 1.6%. He said that for good targets, the TPB wants to meet or exceed and for poor targets, the TPB wants the number to meet or be lower. He said that on the non-interstate portions of the NHS, 26.3 was rated good, matching the target for this period, while 3.3 was rated poor, well below the target.

Tim Canan said that staff has developed a draft set of future condition pavement targets for the 2026 to 2029 performance period. He said that for the interstate pavement, the draft proposed targets are 44.6% in good condition and 2% in poor condition. He said that for the non-interstate portion of the region's NHS roadways, 23% are in good condition, and 6.8% in poor condition. He said that when using the established methodology, there continues to be a notable variation between targets and past performance with respect to interstate pavement conditions. He stated that the data suggests the region's pavement conditions on interstates are notably outperforming their draft regional targets. He said that in 2024, 64.4% of the region's interstate pavement was good, while the draft-proposed target for the period was 44.6%, and 0.1% of the region's interstate pavement was poor, while the draft-proposed target is 2%.

Tim Canan said that comparing bridge condition targets in 2022 and 2025, for both good and poor bridge condition measures, observed data show that these targets were readily exceeded with 41.2% of the bridge deck area rated good, well exceeding the target of 25.7%. He said that only 1.6% was rated poor, well below the target of 4.2%. He said that TPB staff developed the draft set of future bridge condition targets for the performance period: 23.8% of the bridge deck area in good condition and 3.7% in poor condition. He stated that using the established methodology to establish regional targets for bridge conditions, there continues to be notable variation between the targets and past performance with respect to bridge conditions, suggesting the region's bridge areas may well outperform the draft good and bad targets for the region once again.

Tim Canan stated that following today's briefing, staff will continue to consult with the state DOTs to confirm final statewide targets and methodologies and obtain any final updates that may be needed to incorporate to the final targets before the TPB's consideration and adoption at the November 18 meeting. He stated that staff review of recent observed monitoring data has revealed wide variations in the region's pavement and bridge condition performance with respect to their targets. He said that during the 2020s so far, however, there have been anomalous trends in highway usage, which may contribute to some of these variations. He commented that if these trends continue through the next performance period, it may be appropriate to refine the methodology to better align regional highway asset maintenance targets with corresponding performance trends.

Tim Canan said that the TPB also maintains an interactive highway asset condition monitoring tool with a dashboard that allows users to look at pavement condition at the roadway segment level and bridge conditions at the individual bridge structure level across the region. He said this is accessible through the TPB Resources and Application (TRAP) page under the system performance tab. He thanked Yu Gao at

TPB who did the technical work supporting this analysis and the setting the proposed bridge targets and pavement targets.

9. I-495 SOUTHSIDE EXPRESS LANES (SEL): UPDATED PROJECT CONCEPTS AND COMMITMENTS

Chair Harris introduced the agenda item, stating it is a topic of regional significance. He said that the board had a series of discussions last year during the development of Visualize 2050. He said that the TPB deferred acting on VDOT's request to add the project Visualize 2050, and now the board is picking this item back up. He asked Kanti Srikanth to introduce the item and stated that Virginia Transportation Secretary Nick Donohue will provide a briefing on VDOT's work on the project since last year.

Chair Harris said that no action is being taken today, and more discussion about the project will occur.

Kanti Srikanth said that the previous TPB long-range plan was called Visualize 2045, and it was updated in the 2022. He said that the TPB is required to update the plan every four years, and the next update would have been in 2026, but the TPB was not satisfied with the performance that it would be getting after investing billions of dollars into the transportation system, both on the highway and transit side. He said that the TPB decided to update its Transportation Investment Plan (TIP) earlier than 2026, within two years of adopting Visualize 2045. He said that the board undertook zero-based budgeting as part of this where every project that had been in Visualize 2045 was being returned to the state DOT, or to the transit agency, or to the local DOT for re-examination. He said that idea was to build a brand-new long-range plan that will give us a better performance outcome.

Kanti Srikanth said that staff started working on this next update called Visualize 2050 in 2023 with the goal of adopting Visualize 2050 in December 2024. He said that several member jurisdictions requested more time to develop project inputs. He said that at that point, VDOT proposed adding a brand-new project, the Southside Express Lanes (SEL) project, which is an extension of their HOT lanes project on the Capital Beltway east of the Springfield Interchange, across the Woodrow Wilson Bridge, and terminating at Maryland 210. He said that there was considerable discussion at the board over 18 months in terms of project scope, impact, benefits, and coordination and consultation across state boundaries.

Kanti Srikanth stated that the TPB did not want to delay adopting Visualize 2050, so the board advised staff to do two sets of [air quality conformity] analysis, one with the I-495 SEL project and one without it. He said that the TPB agreed to adopt Visualize 2050 by December 2025.

Kanti Srikanth said that two sets of conformity analysis were performed and released for public comment. He said that the TPB found that a number of issues that had been identified during the TPB's discussion had not fully been addressed with the I-495 SEL project, so the project was not included in the plan and deferred. He said that the TPB asked VDOT to continue its project development work and to return to update the board in 2026 so that the TPB could re-examine and reconsider VDOT's request to add the project back into the plan, which marks this current moment.

Secretary Donohue stated that the TPB board told VDOT to come back to address concerns expressed by the region, and he wants to make it clear that at the highest levels of state government in Virginia, it was understood that VDOT had work to do and that today's presentation represents progress on some of that work. He said that Virginia will have additional public outreach and engagement, and he made a commitment that VDOT is going to keep doing that engagement. He stated that this is a big, complicated

project, and VDOT has been working on the project for a number of years, and some of the discussion and input provided over the last several years was not reflected in the materials at that time.

Secretary Donohue said that this project will help complete the Northern Virginia express lanes network, and during his remarks, he would address why Virginia is thinking about this project, what they hope it will do, and changes that have been made to the project concept to address concerns that have been raised aloud.

Secretary Donohue referred to a chart showing 2025 data from existing I-95 express lanes in Virginia. He said that the general purpose lanes do move a little more vehicles than the express lanes. He said that on a per-lane basis, the express lanes move 50% more people during the morning rush hour than the I-95 general purpose lanes. He said that the express lanes are about fast and reliable trips for carpoolers and those riding the buses or taking the vanpool. He said that Virginia has a long and successful history of promoting carpooling, commuter bus usage, and vanpool usage. He said that Virginia has to maximize how to use its space and express lanes is one way to do this. He showed a similar chart for I-66 where the general lanes do move a few more vehicles than the express lanes during rush hour, but in the afternoon, the express lanes move about 40% more people through carpooling and express bus. He said that the I-66 express lanes have only been in place since 2022 and results are already being seen.

Secretary Donohue stated that from the Commonwealth's policy standpoint, express lanes help move more people in the region and that express lanes let the region keep growing while being able to move more people in the transportation rights-of-way available. He said that Virginia is able to provide dedicated and ongoing support to new and expanded transit services with the express lanes. He stated that the Transforming Rail in Virginia initiative is an over $4 billion suite of projects and improvements to expand commuter rail and Amtrak service. He said that upwards of $800 million in funding for that project is coming from I-66 inside the Beltway. He said that without express lanes investments and their commitment to trains in the region, he thinks it is questionable whether the Commonwealth would be able to move forward with projects like Transforming Rail in Virginia.

Secretary Donohue said that transit is an important tool for this [I-495] corridor, and express lanes only deliver on their promise when new transit service is provided in those corridors, and VDOT is going to do that on this corridor. He said that VDOT has committed a minimum floor of $15 million a year, and that would grow over time for new and expanded transit services in this corridor. He said that he wants to make sure that when Virginia provides commitments, it's something that he has confidence that can be delivered to this region. He said that he is going to work to try and make that number bigger but today can commit to a minimum investment of $15 million.

Secretary Donohue said that Virginia has also talked with Metro General Manager Randy Clarke to look at potential rapid bus service between the Huntington Metro and the Oxon Hill region in Maryland and is looking forward to seeing what some of those results might be. He said that he will speak about changes to the physical aspects of this project that ensure that VDOT is not putting place barriers or hurdles to future implementation of Metrorail in the corridor. He said that VDOT supports the region's plan to add Metrorail across this bridge and across this corridor. He said that will cost billions of dollars even assuming the project will be able to successfully compete for a federal capital investment grant program. He said that when the region has those resources, it will have a ready, willing, and able partner in the Commonwealth to work on that aspect. Secretary Donohue stated that there has been discussion about "Let's not do the express lanes. Let's take that money and use it to build Metrorail." He said that that is not how this kind of financial structure works. He stated that the funds that are being used to construct or help construct the express lanes are not tax dollars collected by the Commonwealth that go to the Commonwealth Transportation Fund that are deployed to projects. He said that VDOT assumes that this

project will be 100% financed by revenues generated by the project, and without express lanes, there is no money. He said that no decisions have been made whether or not Virginia will use a private party. He said that Virginia will explore that opportunity and see whether or not the private sector's able to give us a better deal.

Secretary Donohue said that if Virginia works with a private party, Virginia sets the standards for this project, and it will be a competitive procurement with the terms of the contract known in advance in a request for proposals. He said that VDOT set very key terms like project scope, ramp locations, amount of transit funding the project needs to provide, the fact that carpoolers will be able to use this free of charge at all times of the days, and compensation events. He said that I-66 inside the Beltway is an example of expanding the Metro orange line along the I-66 corridor, and it is not a compensation event. He stated that that project pulled the median apart for several additional miles so a future extension of the Metro orange line can go further into Fairfax County. He said that project didn't create a new payment of financial penalty that the region will have to address if it wishes to extend the Orange line. He said that it addressed core capital costs the region would've otherwise had to pay at that time to build the orange line in the median of that roadway. He said that the process of Virginia's public-private partnerships is published on VDOT's websites.

Secretary Donohue said that VDOT is proactively engaging MDOT, Prince George's County, and others about a number of these types of topics and plan to continue to do so the region will have an opportunity to engage on what some of the specific terms will be. He said that at the end of procurement, if the private sector can give us a deal better than what the public can do for itself, VDOT will work with that private party subject to specific and set terms.

Secretary Donohue said that what happened previously on this project in terms of engagement with partners is not how that type of discussion should move forward. He said that he has proactively engaged Secretary Thomasson and her team and has had several meetings with County Executive Braveboy in Prince George's County. He said that he has met with Mayor Gaskins in Alexandria and talked with TPB Vice Chair Canek Aguirre. He said that he expects there will be additional public information meetings later this fall in Virginia and Maryland.

Secretary Donohue shared a slide on the previous proposal which included space that was dedicated for Metrorail being deployed, temporarily or not, for a second express lane across the Woodrow Wilson Bridge with a commitment that in the future when the region was ready that space would be returned to WMATA. He said that space is Metrorail space, and under the plan that VDOT hopes to advance, VDOT doesn't need to touch the space by providing a concept of having four general purpose lanes and two express lanes cross the Woodrow Wilson Bridge, and then the space that is there today for WMATA would not be touched by this proposal.

Secretary Donohue said that Virginia is proposing to restripe the local lanes on I-495 to provide four full-time general-purpose lanes without full-size shoulders. He said that this can potentially create circumstances with incidents, and VDOT will have the project fund dedicated towing and recovery service for its life for this bridge to address incidents and other events. He said that four general purpose lanes will be kept throughout, and that allows VDOT to reuse what today is the through lanes as the express lanes, and by doing this type of concept, VDOT does not need to touch the Metrorail space.

Secretary Donohue said that he understood that some of the ramps from the proposed express lanes to I-295 were going to make it difficult have Metrorail in the median of I-495. He said that the previous proposal was ramps from both east and west express lanes leaving in a single bridge to head to I-295. He said that VDOT has redesigned these ramps so that the ramps from the eastbound express lanes,

instead of heading north across the westbound I-495, head south in connection to an existing ramp. He said that this eliminates the potential conflict from the new ramps from what was previously proposed.

Secretary Donohue said that the new concept still moves more people and more cars and does so at a higher speed or in less time. He said that the new concept looks beyond the footprint of the project to Braddock Road to the west and Maryland Route 414 to the east. He said that by model estimate, the updated concept moves 10 to 20% more vehicles and 20 to 30% more people with travel speeds in the rush periods 15 to 30% faster. He said the project will support new and ongoing transit service in this corridor, and the money will be shared between Maryland and Virginia, and VDOT is actively having discussions with the state of Maryland, localities in Maryland, and localities in Virginia to understand how Virginia might be able to fairly and proportionately share that revenue.

Secretary Donohue said that both states should have the opportunity to plan, implement, and deploy transit service that they believe benefits their residents and helps move more people through this corridor. He said that VDOT is committed to studying in detail the impacts to local streets from this project and requiring that the project pay and construct any mitigation that is necessary to address negative impacts on local roads. He said that VDOT is going to address how the project would make a particular corridor worse than it would be if there was no project but are not necessarily going to be able to make roadways that may be congested today not be congested.

Secretary Donohue said that VDOT proposes doing this through COG's approval of this project in the long-range plan, which would make that a binding legal requirement upon the project. He said that this region has previously done similar things with the approval of I-66 outside the Beltway. He said that he expects Virginia will be asked by peers in Maryland for a separate agreement as well to address any impacts to local streets that the project creates and to have the project construct those identified mitigation efforts.

Secretary Donohue said that he hopes that next month the TPB will approve starting the air-quality analysis. He said that the vote starts a process to allow Virginia to have a different vote next spring to understand then at that time whether the board is comfortable adding this project to the long-range plan. He said that unlike most long-range plan votes, because the rest of the long-range plan is not tied up in it, the only thing that's affected in March is this project. He stated that Virginia has one-term governors, and so VDOT is moving forward with what may feel like an aggressive schedule to make sure that he can deliver these commitments to the region. He said that his authority expires in early January 2030 and VDOT is working forward with that timeframe.

Chair Harris asked Kanti Srikanth to outline the process for TPB.

Kanti Srikanth said that the board has heard from VDOT, a TPB member, a request to consider amending Visualize 2050, TPB’s long-range transportation plan, to add the I-495 Southside Express Lanes project. He said that since that project, as proposed, is going to change the roadway capacity, TPB is required to conduct an air quality conformity analysis, and the currently approved air-quality conformity analysis will now have to be revised because that analysis did not include this project. He said that TPB staff will now have to add this project into the air quality analysis, and at the November 2026 meeting, the TPB could direct staff to begin this analysis in November.

Kanti Srikanth said that there’s been work already done that TPB staff can repurpose. He said the second step would be TPB staff presenting the results of the analysis to the board and technical committee and releasing it in February for a 30-day public comment period. He said that in March, the TPB would have to take a vote based on the results of the conformity analysis and based on comments received, not just during February and March, but staring today through March.

Kanti Srikanth said that in March the TPB can decide whether to add the project to Visualize 2050. He said that the TPB can choose not to proceed at this time, and it will not affect all the remaining projects or the funding pool for all of the projects but just this one project. He said that if the TPB affirms and adds the project to Visualize 2050 in March, TPB staff will submit the revised air-quality analysis and the amended plan to Federal Highway Administration and the Federal Transit Administration because they have to then review and approve it. He said that once FHWA and FTA approve it, VDOT will be able to conclude their NEPA work. He said that completion of NEPA is not the end-all as VDOT has a ton of work after that before construction can begin and there will be multiple opportunities for consultation, approval at the state, federal, and local levels.

Assistant Secretary Joe McAndrew said that between October 2025 and now, Maryland DOT has had important conversations with Prince George's County and the Commonwealth of Virginia and has gained greater alignment on key policy priorities. He said that from Maryland's standpoint, this is a step forward of restarting the air-quality analysis around this updated proposal with the refined alternative, giving us an opportunity to deepen conversations over the coming weeks and months and see if there's a version of this project that meets Maryland's goals of delivering a path to rail, providing near-term and longer-term transit enhancements, mitigating congestion impacts, and providing real and meaningful engagement for our stakeholders.

Assistant Secretary Joe McAndrew said that taking the step to restart the air-quality analysis is an important one, but this is not the end of the conversation and that more progress will need to be made for Maryland to ultimately be supportive of the project in a future vote of the TPB and future approval steps, whether that's NEPA, the Bi-State Agreement, or the ultimate implementation of the project. He said that Maryland is supportive of advancing the air-quality analysis at this time and will continue to work closely with partners, members of this body, and Virginia to ensure that the project addresses local traffic concerns, advances both near-term and mid-term transit service in the project corridor and is consistent with the future to rail connection. He said that engagement on this project was lacking under the prior iteration both here but also more importantly with community stakeholders. He said that we need to make sure that the community understands what is being proposed and make sure that they're comfortable with it. He said that Maryland looks forward to working with Secretary Donohue and looks forward to working with others on this body to see if we can meet that threshold.

Victor Weissberg said that he echoes the comments of Assistant Secretary McAndrew. He said that robust outreach and working with the community is going to be critical. He said that the process should continue, but there's a lot of work to be done.

Eric Olson said that public engagement is going to be essential and needed, and front and center with communities in Prince George's County. He said that largely, the tolls will be paid by Prince Georgians. He said that Prince George's County is concerned about local roads and the impact to those in the county as well as where the bottleneck ends. He commented that there are currently six travel lanes, and in the scheme being looked at, it would be four travel lanes plus two HOT lanes. He asked if there would be a net increase in the number of lanes.

Secretary Donohue said that there's an increase in overall travel lanes across the roadway. He said that today, there are four general purpose lanes and one auxiliary lane which runs from the Route 1 on ramp to the Route 295 off ramp. He said that there's a total of four lanes if you're driving along the 495 corridor. He said that what is being proposed under the revised concept is four general purpose lanes and two express lanes.

Eric Olson asked if this is an effective increase in two lanes of traffic.

Secretary Donohue said that, yes, it's an effective increase in two lanes of traffic.

Eric Olson said that he looks forward to more discussion and appreciates the commitments to engage with the public in a more meaningful way. He said that rail is important for this corridor and the Prince George's County Executive has echoed that as well.

Marc Korman asked about the lane count and whether the auxiliary lane described—the sort of fifth lane that exists today—can be used for general purpose vehicles currently.

Secretary Donohue said that it can be, but it does not actually traverse the corridor. He said that it starts at the very last exit in Virginia and ends at the very first exit in Maryland. He said that traffic starts well before that point, and the number of lanes available for traffic using the corridor, unless you're specifically going from Route 1 to 295, is four lanes.

Marc Korman asked for clarification on whether there is a change to the project area on the eastern side.

Secretary Donohue said that what was described was not a change in the project but the limits of the analysis for the travel time provisions. He said the analysis shown on what travel speeds will be like in that corridor is not from the very beginning of the project to the very end. He said that it goes further east than the project does to try to capture some of those changes at the transition when otherwise VDOT would neck down from six lanes to four lanes.

Marc Korman asked where the vision of the express lanes would end in Maryland on the east.

Secretary Donohue said just past Route 210.

Marc Korman said that he wants to make sure that Virginia's commitment is that you [VDOT] will not enter an agreement that requires any kind of penalty payment, or worse, doesn't allow at all the Metrorail to happen someday in the future.

Secretary Donohue said that in the past that has not happened. He said that Virginia supports extending Metrorail across that bridge as part of the region's plan and does not intend to do anything to make that more difficult.

Marc Korman asked if there is a way to make the intent binding.

Secretary Donohue said that, yes, he expects that will be something that happens here shortly.

Garrett McGuire said that the northern border of his district is where the Southside Express Lanes project would start and where it would end in Virginia, and he hears constantly about traffic at this part of I-495. He said that he appreciates the Virginia administration taking a new look at this, being serious on the Commonwealth's commitments to being a regional partner, to working with everyone that is involved in the project to improving relationships and engagement. He said that he thinks as the Commonwealth, we want to do this right and thanked Secretary Donohue for coming to the TPB on behalf of his district and the Virginia House of Delegates.

Senator Boysko said that she appreciates the attitude and approach of collaboration and partnership, which has not been seen over the past four years. She said that Governor Spanberger and the Virginia

administration are coming forward with a concept of public service and making certain that we are listening to the public. She said that she was one of the people who wanted to put the brakes on this project last year, but Secretary Donohue's attitude and the way this is being brought in gives her some hope. She said that we've got to work through the process before we make the final decision, but thanked Secretary Donohue for his service.

Vice Chair Aguirre stated that he represents one of the two probably most-impacted localities in the entire project and asked for grace from colleagues from DC, Maryland, and other agencies with the new Virginia administration. He thanked Secretary Donohue for being at the TPB meeting in person and showing the importance of this project. He said that while there are still a lot of the same staff, the direction and vision has really changed, and that's been shown by the willingness to go and meet with folks in Maryland and Prince George's County, and that that relationship needs to continue and to build.

Vice Chair Aguirre said that there has been trust lost and recalled that when Alexandria held a meeting about half of the attendees were from Prince George's County because there wasn't anything happening in Prince George's. He said that he is looking forward to crossing the river and potentially joining a meeting in Prince George's. He said that what he is seeing is a vast improvement, having Metro and giving them the ability to stay on there. He said that he thinks people throughput is big, especially for folks who are talking about the environment. He said it's one thing if we have three or four people in a carpool, and it's another thing if we have 50 people in a bus because that's so many more people that are now not driving single-occupancy vehicles. He said that he likes the direction we're going at this point but agrees with colleagues on the Maryland side that there's still much work to be done.

David Snyder said that he's glad that last year that the board didn't have to vote on this project because even though it had some benefits, it's clear that the transit component was very conditional. He said that the discussions with our other jurisdictions making up the TPB were clearly not where they needed to be. He commended the administration and Secretary Donohue for being careful in looking at the prior record and making a best effort to address those issues. He said that he is impressed and hopes that we'll have this kind of project voted on in the near future.

Susan Cunningham said that she thinks that all were uncomfortable last year that Virginia wasn't showing well, and this region's intensive collaboration across many decades is what has made us exceptional. She said that it's important that continue that and is grateful to have Secretary Donohue as the partner. She said that she will echo the concern that we sometimes change roles every four years, and it's important to make sure things are papered well so that we don't risk moving backwards at any point.

Susan Cunningham said that Commuter Connections has been an extraordinary example of using resources to support the region. She said that she's glad to have some additional tools in our toolkit. She asked about construction and planning were this to go forward. She said that it looks like the actual roadway impacts wouldn't be significant during the construction timing, but the ramps would be. She asked if VDOT has started to look at that, does this plan improve on the previous ones, or is that a later-stage conversation?

Secretary Donohue said he thinks the NEPA document outlines that there are some right-of-way impacts. He said that he doesn't think that they're extensive. He said that VDOT is going to work to reduce that and whatever is out there today, he would consider the worst case, and VDOT will continue to engage and reduce those impacts. He said that Virginia was very successful in doing that in I-66 outside the Beltway. He said that VDOT will always work to reduce any of those types of impacts. He said that construction is something that wouldn't start until probably until late 2029 or 2030 if the project moves forward at this time. He said a lot of the specifics are probably still to be worked out.

Monique Ashton said that she appreciates the willingness to have a constructive dialogue and to say some things were not done well in the past, to correct them. She said that she echoes the positive feedback and the additional work needed by Assistant Secretary McAndrew and appreciates that the $15 million has been slated in more clarity than it was previously for mass transit investments with potential for additional resources in the future.

Monique Ashton said that she has some concerns because these projects take time between administrations, and while understanding things are fluid, she said that the more assurances that can be put into writing to outline all of us would be helpful so that the intent and clarity can be sent into the future. She said that she appreciates that Virginia is not taking a lane from Metrorail but shares some concerns about a precedent this may set for one state advancing toll lanes in another state, especially when there's not clarity on the impacts, decision-making authority, and equitable sharing of resources. She said that she wants to make sure that there's clarity that there will be a meaningful role for Maryland in establishing the parameters of the RFP, determining final revenue-sharing arrangements, and it's also important for Maryland to have a seat at the table, should this project proceed, to reflect shared priorities.

Monique Ashton said that she appreciates clarification on why these funds can't be used to support Metrorail investments. She said that understanding those constraints would be very helpful because we do eventually want to see more mass transit there, and she appreciates the bus option that has been discussed. She said that she supports the comments of colleagues regarding the need for more bus outreach and genuine community engagement, especially in Prince George's County. She said that these are the communities that are most directly affected, and they must have meaningful opportunities to affect the decisions that are happening in their neighborhoods.

Monique Ashton said that she welcomes feedback on the testimony from the organizations that raised questions about environmental impacts, Vision Zero, roadway safety, and the potential for disproportionate and inequitable impact on the environmental burdens in the Prince Georgian community. She asked that all of these things are in writing to make sure that things are not changing, and intent is forgotten.

Secretary Donohue said that this is all going to be papered over [documented]. He said that a different example of a project that was equally, if not more, controversial when it started was I-66 inside the Beltway. He said that in that project, Virginia made a commitment and entered into a binding agreement with the Northern Virginia Transportation Commission that all toll revenues in excess of the tolling operational cost would be remitted to the region for their use in transit, TDM, and other enhancements to the roadway network that they thought helped benefit that corridor. He said that VDOT entered into that agreement in 2015. He said that the state entered into a triparty agreement that is legally binding upon all parties, and he said that Virginia will do the same here on revenue sharing. He said that it has to be fair both for Prince Georgians as well as for Arlington and Fairfax. He said that at the state, that transit money's coming back to this region. He said that it has be a binding agreement on the Commonwealth of Virginia.

Secretary Donohue said that on the WMATA funding, the reason the funds for the project could not be redeployed and used to build Metrorail is because this project is anticipated to be fully self-financed by tolls generated by the project. He said that for a lot of projects that VDOT builds, and for most transit projects that Virginia builds, the projects are funded with state tax dollars that are collected and go into the Commonwealth Transportation Fund. He said that if this project were being funded like that, then we could have a discussion about what is the right priority and whether to use those revenues to start to

advance Metrorail across the bridge, but because this project is being funded by the revenues that it generates, if we VDOT doesn't put in place the express lanes, there is no revenue to build the express lanes. He said that without the express lanes, Virginia does not have money to redirect because it hasn't collected any of the revenue.

Monique Ashton clarified that she meant collected revenue being able to be earmarked for WMATA.

Secretary Donohue said that it can go for transit purposes, WMATA, or bus.

Monique Ashton said that is a helpful clarification, and if the board can get some responses to the test money received from organizations today, that would be helpful.

Vice Chair Frumin stated that Kanti Srikanth had explained that the air quality analysis would likely be finished in February and the TPB would vote in March. He said that his understanding is that there is a call for public outreach and that it might take us longer than March before we felt like we were in a position to vote. He asked whether the board must vote in March or that that's the first opportunity to vote.

Kanti Srikanth said that that's the first opportunity. He said that as an MPO, TPB has a federal requirement that when we do an air-quality analysis, before the board approves that analysis, that there has to be a 30-day public comment period. He said that if that analysis is released for public review in February, the first opportunity the board will have is March.

Vice Chair Frumin said that the biggest significant thing is the quality of the outreach. He said that he is grateful for the spirit that the Virginia team is bringing to this. He said that the narrowing of the shoulders sounds like a small thing but understanding the implications for the narrowing of the shoulders for throughput in the four lanes and for air quality overall strikes him as complicated. He stated that one has to make assumptions about how often there would be breakdowns. He said that understanding how that's going to work and the what implications it will have for the people using the four lanes as opposed to the toll lanes is going to be important in this process. He asked if Secretary Donohue could talk about assumptions of the implications of the narrowed shoulders, that would be helpful.

Secretary Donohue said that VDOT does not like to not have full-width shoulders, particularly on interstate corridors. He said that unfortunately it is the case in a number of places, and VDOT has experience with this in areas. He said that another example where this is the case is the I-395 express lanes where VDOT has substandard shoulders for a long portion of that corridor. He said that it will at times make the impact of crashes more severe because of the inability for folks to fully pull into the shoulder. He said that, unfortunately, people today sometimes don't fully pull into the shoulder anyway and will stay in the travel lanes or the police keep them there in certain circumstances, depending on the severity of the crash. He stated that at other times, when they do try to pull into the shoulders, they don't get fully out of the travel lane, still impacting the roadway. He said that it is hard to estimate with precision what the impact would be.

Secretary Donohue said that VDOT has been able to do these things successfully, for example in the I-81 corridor, by proactively paying towing and recovery operators to be present. He said that on the I-81 corridor, with crashes that involve tractor trailers, VDOT has been able to cut clearance time in half by paying for dedicated towing and recovery operators to be available to service specific incidents in specific areas. He said that it's called the Towing Recovery and Incentive Program that was implemented as part of the I-81 Corridor Improvement Plan.

Vice Chair Frumin said that this is helpful and thanked Secretary Donohue for the presentation and spirit that he's bringing to this.

Chair Harris said that he has been involved in some controversial projects over the course of his political career, and the way to resolve them is to typically gather all the objections from all the parties and deal with them sufficiently. He said that he sees this process moving in that direction. He stated that however it works out, we will have covered all bases and that he appreciates the work that the Commonwealth is doing.

10. ADJOURN

Chair Neil Harris announced that the next meeting is scheduled for Wednesday, November 18, 2026. There being no other business, the meeting was adjourned at 2:05 P.M.