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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

October 15, 2025  
In-Person Meeting

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen – District of Columbia  
Christina Henderson – District of Columbia  
Matt Frumin – District of Columbia  
Sakina Khan – DC Office of Planning  
Sandra Marks – DC Office of Planning  
Kelly Russell – City of Frederick  
Neil Harris – City of Gaithersburg  
Kristen Weaver – City of Greenbelt  
Christopher Conklin – Montgomery County Executive  
Aisha Braveboy – Prince George’s County Executive  
Eric C. Olson – Prince George’s County  
Christopher Conklin – Montgomery County Executive  
Amy Wesolek – City of Takoma Park  
Marc Korman – Maryland House of Delegates  
Joseph McAndrew – Maryland Department of Transportation  
Canek Aguirre – City of Alexandria  
Susan Cunningham – Arlington County  
Thomas Peterson – City of Fairfax  
Walter Alcorn – Fairfax County  
James Bierman – Fairfax County  
Sonia Vasquez Luna – City of Manassas  
Jennifer Boysko – Virginia Senate  
Bill Cuttler – Virginia Department of Transportation  
Allison Davis – WMATA  
Heather Edelman – District of Columbia  
Maria Sinner – VDOT

**MEMBERS AND ALTERNATES ONLINE**

Arman Safakhah – City of Laurel  
Ashley Hutson – City of Manassas  
David Edmondson – City of Frederick  
David Snyder – City of Falls Church  
David Reid – Virginia House of Delegates  
Amanda Stewart – Charles County  
Emad Elshafei – City of Rockville  
Glen Warren – MWAA  
Janine Ashe – FHWA  
Jason Growth – Charles County  
Jessica Fitzwater – Frederick County Executive  
Kari Snyder – MDOT  
Kristen Weaver – City of Greenbelt

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Mark Phillips – WMATA  
Mike Turner – Loudoun County  
Stephen Kenny – Montgomery County  
Steven Hall – City of Manassas  
Nancy King – Maryland Senator  
Regina Moore – VDOT  
Monique Ashton – City of Rockville  
Meagan Landis – Prince William County  
Denise Mitchell – City of College Park  
Mark Mishler – Frederick County  
Marilyn Balcombe – Montgomery County

MWCOG STAFF AND OTHERS PRESENT

Lyn Erickson  
Kanti Srikanth  
Feng Xie  
Tim Canan  
Laura Bachle  
Sergio Ritacco  
Katherine Rainone  
Rachel Beyerle  
Andrew Austin  
Pierre Gaunaud  
Cristina Finch  
Amanda Lau  
Janie Nham  
Eric Randall  
Ian Newman  
Tom Harrington  
Dusan Vuksan  
Daniel Sheehan  
Jessica Storck  
Robert D'Abadie  
Renee Ritchey  
Sara Brown  
Tom Harrington  
Jamie Bufkin  
Mike Farrell  
Vicki Caudullo  
Mark Moran  
Delanna Thomas  
Greg Goodwin  
Deborah Etheridge  
Daniel Papiernik – Community Advisory Committee Chair  
Bill Orleans – public  
Angel Deem – VDOT  
Kamita Gray – BTB Coalition  
Nanci Wilkinson – Sierra Club  
Nicholls Orrick – Sierra Club  
Patricia Monroe – South County Environment Justice Corporation  
Nathaniel Cline – Virginia Mercury

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Barbara Coufal – Citizens Against Beltway Expansion  
Michelle Shropshire – VDOT  
Katrena Moody – Citizen  
James Lawson – Sierra Club  
Bonnie Bick – Sierra Club  
Corey Pitts – MCDOT  
Ra Amin – TPB CAC  
Brian Ditzler – Maryland Advocates for Sustainable Transportation  
Jeanette Louise Spangle – Sierra Club  
Lindsey Mendelson – Maryland Sierra Club  
Jonathan Rogers – MCDOT  
Matt Gregory – WUSA 9  
Janet Gallant – Don't Widen 270  
Bill Pugh – Coalition for Smarter Growth  
Lee McNair – Citizen  
Jason Stanford – WVT Alliance  
Brent Riddle – FCDOT  
Elizabeth Kersay – Transurban  
Dan Koenig – FTA  
Richard Parsons – SMTA  
Angel Deem – VDOT

## **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL**

Vice Chair Neil Harris called the meeting to order. He mentioned that this year TPB is celebrating its 60<sup>th</sup> anniversary. He said that since Chair James Walkinshaw vacated his membership on the Board, and based on the bylaws, TPB members are required to elect a new chair.

Vice Chair Harris presented VDOT Maria Sinner with a plaque for her years of service to the Transportation Planning Board and upcoming retirement from the Virginia Department of Transportation.

## **2. NOMINATING COMMITTEE REPORT FOR A NEW TPB CHAIR TO COMPLETE THE 2025 CHAIRMANSHIP**

Vice Chair Harris said that the TPB Steering Committee served as the nominating committee to identify candidates to serve as chair of the TPB for the remaining months of this calendar year. He announced that keeping with the TPB bylaws, TPB was seeking candidates from Northern Virginia, and he is pleased to inform the Board that the committee unanimously chose Fairfax County Supervisor Walter Alcorn, a longtime member of the TPB.

Vice Chair Harris said that the Nominating Committee presented the nomination of Mr. Walter Alcorn for the position of chair of the TPB for calendar 2025. Vice Chair Harris opened the floor for any other nominations of candidates from Northern Virginia. Hearing none, Vice Chair Harris asked for a voice vote. Vice Chair Harris asked if there were any nays or abstentions. There were none. Vice Chair Harris congratulated Mr. Walter Alcorn on his election to the Chairmanship and invited Mr. Alcorn to conduct the rest of the meeting. Mr. Alcorn thanked the members of the board assumed his role as the Chair.

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### 3. PUBLIC COMMENT OPPORTUNITY

Chair Walter Alcorn said that a number of folks submitted public comments via email and some that signed up to speak in-person. He said that due to the number of members of the public that signed up, each speaker will have only 60 seconds for comment.

Lyn Erickson called upon the first member of the public, Troy Barrington Lilly, mayor from Forest Heights. Troy Barrington was unable to attend the meeting. TPB staff called upon Janet Gallant, co-coordinator of Don't Widen I-270. Janet Gallant warned that the Southside project is an unprecedented and risky experiment, with no guiding standards, which could reshape I-495 and jeopardize the future of the Blue Line. She emphasized that allowing another state to negotiate Maryland's portion of a high-risk P3 contract could constrain the state's leadership for decades and set a dangerous national precedent.

James Lawson representing Prince George's County Sierra Club opposed the Southside project, warning that funneling six lanes of traffic from Virginia into fewer lanes in Maryland would create severe bottlenecks at I-495 and 210, forcing costly fixes and blocking future Metrorail expansion. He emphasized that local officials and residents reject the plan due to its unaddressed impacts on pollution, safety, and traffic.

Barbara Coufal, Citizens Against Beltway Expansion, urged the board to reject the Southside Express Lanes from Visualize 2050, citing VDOT's vague promises about future Metrorail conversion and its failure to address key concerns raised by Prince George's County and WMATA. She emphasized that without cost estimates or a firm commitment in the environmental assessment, VDOT's assurances about Metrorail are hollow and unreliable.

Nanci Wilkinson argued that the toll lanes plan fails to prioritize the wellbeing of people and the planet, ignoring the environmental and health hazards that come with highway construction. She emphasized that the project disregards Maryland's climate goals and would worsen air pollution, which is already linked to high asthma rates in the state.

Katrina Moody said that express lanes would add financial and emotional strain to an already stressed population, benefiting only the wealthy while worsening traffic in Maryland. She emphasized that the toll revenue would go solely to Virginia, despite shared taxpayer funding, and urged investment in mass transit, which equitably serves and benefits the entire region.

Patricia Monroe said that the toll system will disproportionately impact low-income workers, especially on weekends when free access for carpools and buses doesn't apply yet tolls still spike unpredictably. She argued that tolling the most direct routes undermines social equity and restricts access to essential services for those already burdened by long commutes.

Brian Ditzler said that he was speaking on behalf of Maryland Advocates for Sustainable Transportation. He urged the TPB to reject the Southside Express Lanes, citing VDOT's own survey showing toll lanes were the least favored option and lacked public support, especially in Prince George's County. He emphasized that VDOT ignored proven sustainable alternatives like transit-oriented development and rapid transit, which TPB studies show would better reduce congestion and pollution while promoting healthier communities.

Kamita Gray said that with Maryland's lack of planning and vision for the Southside Express Lanes, the state failed to advocate for transit solutions while Virginia advanced its toll lane agenda. She urged the TPB to reject the project, which she said would burden Prince George's County with congestion and undermine opportunities for equitable, climate-conscious transportation.

Jeannette Louise Spangle provided public comment saying that she supports the Resolution R2 and

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opposed the Southside Express Lanes, warning they would harm Prince George's County residents by worsening traffic and limiting access to affordable transit. She shared that community members at a public meeting expressed serious concerns about safety, congestion, and declining travel reliability.

Bonnie Bick congratulated COG and the Transportation Planning Board for its 60<sup>th</sup> anniversary. She praised the Council of Governments for fostering regional collaboration and highlighted the importance of uniting the region, as emphasized in the Brookings study *A Region Divided*. She urged the TPB to uphold the promise of rail on the Woodrow Wilson Bridge, warning that VDOT's plan undermines regional unity and deepens division.

Jason Stanford expressed strong support for the Southside Express Lanes on behalf of the Northern Virginia Transportation Alliance, highlighting it as the most effective, self-funded solution for reducing congestion and improving multimodal travel. He urged continued collaboration and inclusion of the project in Resolution 2, emphasizing the urgent need to address worsening traffic on I-495 and the Wilson Bridge.

Richard Parsons voiced strong support for the Southside Express Lanes, calling it a practical, self-funded, multimodal solution that reduces congestion and preserves space for future rail. He cautioned against unrealistic alternatives, emphasizing that Metrorail expansion isn't financially feasible for at least a decade, making this project the only viable option for immediate progress.

Lyn Erickson provided a brief summary of the 10 letters and 444 comments submitted via email. She said that a summary, as well as 768 pages of comments, can be found on the TPB meeting page. She said that Senator C. Anthony Muse, Maryland State Senate, District 26 sent a letter to Acting Maryland Secretary of Transportation Samantha Biddle expressing his strong opposition to the Southside Express Lanes project. She said that Terrence Fitzgerald wrote on behalf of the Chesapeake Physicians for Social Responsibility in opposition to the Southside Express Lanes project. Maryland State Senate, District 26 representatives, including Senator Muse, also Delegate Veronica Turner, Delegate Jamila Woods, and Delegate Kris Valderrama write to express their strong opposition to the Southside Express Lane project.

Lyn Erickson said that Prince George's County House Delegation wrote a letter formally opposing implementation of the toll lanes on the Woodrow Wilson Bridge because of its direct impacts on communities in Maryland, placing an undue burden on their residents. She said that the Northern Virginia Transportation Authority, who voted to send a letter on October 10, is urging the TPB to defer the decision to include the Southside Express Lanes project in the long-range plan until April 1, 2026. She said that the delegation noted that the project is consistent with the NVTa's regional priorities, as they adopted in transaction the BRT Action Plan and the TPB's Aspirational Initiatives. She said that the Authority is aware of concerns raised and advises that a deferral of a decision on inclusion of the project will allow for further analysis while fostering consensus. She said that the Maryland NAACP leadership wrote to express their opposition to the proposed I-495 Southside Express Lanes project.

Lyn Erickson said that Debra and Walter Cohn wrote in opposition to the widening of the southside of the Beltway and addition of toll lanes. She stated that the Maryland Coalition for Responsible Transit urged the TPB to exclude the Southside Express Lanes from Visualize 2050. She said that the Brandywine Southern Region Neighborhood Coalition states that they are aligned with the TPB's priorities regarding reducing VMT, cutting greenhouse gas emissions, and advancing equity and multimodal solutions. She said that the coalition is opposed to the inclusion of the Southside Express Lanes project because they said it does not advance these goals. She said that Bill Pugh from Coalition for Smarter Growth wrote to request that the TPB finalize Visualize 2050 without the I-495 express lanes.

Lyn Erickson summarized the emails received. She said that Troy Barrington Lilly, Mayor of the town of Forest Heights, writes with three concerns: transit access disparity, limited local benefit, and equity and

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regional balance. She said that Nanci Wilkinson, who spoke earlier, writes to express her concerns about equity, demand, and conservation aspects. She said that Nicole Jackson wrote to express the health ramifications of the Southside project. She stated that Brian Ditzler, Maryland Advocates for Sustainable Transportation, wrote to express that the Southside Express Lanes project should not be included.

Herbert Jones, President of the Tantallon North Area Civic Association and member of the South County Environmental Justice Coalition, wrote to support the consideration of other modes of transportation. She said that Karl Held, on behalf of the Climate Mobilization, wrote to state that Climate Mobilization of Montgomery County is against funding the Beltway Southside project.

Lastly, she said that the TPB received 372 form emails that included content urging the TPB to reject the currently proposed Express Lanes project, and the TPB received an additional two emails from community members urging support for the roadway expansion in general. She said that all of these comments are found the TPB meeting page.

#### **4. APPROVAL OF THE JULY 16, 2025 MEETING MINUTES**

Chair Alcorn moved approval of the minutes. The motion was seconded by Neil Harris. The motion was adopted.

#### **5. COMMUNITY ADVISORY COMMITTEE REPORT**

TPB Community Advisory Committee Vice Chair Ra Amin invited TPB members to review the entire set of recommendations the CAC provided that is on the TPB meeting page.

#### **6. TECHNICAL COMMITTEE REPORT**

Chair Alcorn forewent a verbal report from the chair of the Technical Committee, Victor Weissberg. Chair Alcorn said that the board did receive a written report last week, so he asked if there were any questions for Victor on that report. There were no questions.

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

Forgoing a review of his written report, Kanti Srikanth said that there were a few invitations for three upcoming events. The first one is on October 20, where COG is hosting a reception to the National Capital Region's congressional delegation, and this will be held at the Rayburn Office Building from 5:00 to 6:30 P.M. The second event is on October 25. He said that this is a regional forum on the transformation of passenger rail in this region, and it is being hosted by COG and DMVMoves at the Union Station East Hall between 9:30 A.M. until noon. He said that there is COG's annual event scheduled for December 3. He said to join in celebrating this year's regional achievements.

#### **8. CHAIRMAN'S REMARKS**

Chair Alcorn thanked everyone who provided their comments and said that this is a controversial project, to say the least. He said that it has been discussed for a long time, in not just Virginia, but in Maryland and DC. He said that it is really a hot topic of regional discussion, and he wants to thank everybody for providing input on it.

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Chair Alcorn said that he wants to acknowledge that Virginia has a very different process for doing these very big projects than Maryland does, and that difference has not made this any easier, and it's not making it easier going forward. He said that regardless of what the TPB does today, he thinks that it's going to continue to be something we all need to be aware of, and we need to look for ways to bridge those process divides between Maryland and Virginia. He said that leading up to this meeting there has been good discussion and conversation. He said that he wishes we would've had this much discussion and collaboration going back to the last two years. He stated that we are at a point where he is hopeful that we'll be able to move forward with some level of consensus, at least from TPB, in terms of where we are now on the Southside project, and he thinks keeping that discussion and collaboration, and communication going is going to be really important for all of our jurisdictions, and for the region. He reminded everyone that there are only two hours for the TPB meeting, and that the TPB has to pass a resolution this afternoon to move forward with our process.

## **9. VISUALIZE 2050 FINALIZATION OF PROJECT INPUTS FOR THE AIR QUALITY CONFORMITY ANALYSIS**

Chair Alcorn said that Kanti Srikanth will provide a brief overview of the item and our action, so TPB members know the context and the resolutions and then he will ask for a motion to adopt one of the two resolutions. He said that based on how discussions go we will either call for a voice vote or a roll call vote.

Kanti Srikanth summarized the agenda item by saying that the TPB is being asked today to conclude its consideration and decide on the proposal to include the I-495 Southside Express Lanes project proposed by VDOT for inclusion, both in the air-quality analysis, but importantly, in the updated long-range transportation plan, Visualize 2050. He said that the decision today is a holdover from a decision that the TPB made in May 2024, which was the date on which projects were submitted for inclusion in the air-quality conformity analysis, and the TPB discussed all of those projects. He said that at that meeting, there were a number of questions and concerns raised about this particular project, and the TPB chose to approve all the other projects except this one, pending some additional discussion. He said that the TPB stated that while discussions to address the issues and concerns identified continue, it advised TPB staff to prepare two sets of air-quality conformity analysis, one with the project and one without the project.

Kanti Srikanth said that while the nine months it took for staff to complete the analysis, discussions were ongoing, and were expected to continue between VDOT and all the member jurisdictions, and then in July 2025, TPB staff presented the results of the two air-quality conformity analyses. He said that TPB staff also shared the results of its assessment of how the region's transportation system might collectively work in 2050 under both scenarios. He said that in July, the TPB indicated that they would consider all these results, they would look at all the updates from VDOT on where the discussions to address the questions raised by its members and that today, the TPB would make a decision on the proposal to include the project in Visualize 2050.

Kanti Srikanth said that the decision is critical because once the TPB decides which air quality conformity analysis to go with, staff will then have to complete the analysis document of the air-quality analysis. He said that staff will also have to finalize the comprehensive plan document for Visualize 2050. He said that those two documents, along with the Transportation Improvement Program (TIP), which is a budget document, have to be released for 30-day public comment. He said that TPB staff is committed to doing that and allowing TPB to make a vote at its December meeting on adopting Visualize 2050. He said this means next week, TPB staff will be releasing all three documents for public comment for 30-day public comment. Kanti Srikanth said that in November 2025, TPB staff will brief TPB members on the comments that have been received, and in December, hopefully, the TPB will be able to adopt the new updated plan.

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Reviewing the read ahead packet, he said that what was included are three documents. He said the first document has two resolutions, R1 2026, R2 2026. He stated that R1 represents the choice of including the project in the air-quality conformity analysis and Visualize 2050 based on all the responses and assurances provided by VDOT to TPB during the last 12 months or so. He stated that R2 2026 does not include the project in the air-quality conformity analysis or Visualize 2050 at this time, pending additional work on the project. He stated that in Resolution R1 2026 there is reference made to letters of communication from VDOT to the TPB providing responses and assurances on a number of actions they would take. This is the second document in the packet.

Kanti Srikanth said that for the last 14 months, TPB staff have received questions on this project from the public and from members of the board. He said that there have been questions on the TPB's analysis assumptions and methodology, and all of these questions have been documented in a frequently asked questions document that is the third document in the packet.

Chair Alcorn thanked Mr. Srikanth for the briefing and asked of any questions for Kanti. Chair Alcorn called on Jennifer Boysko to make a motion to adopt one of the two resolutions.

Jennifer Boysko said that she certainly appreciates the robust conversations TPB members have had over the past couple of years, with the continued input that people have reservations.

Jennifer Boysko made a motion to approve Resolution R2-2026 with a small amendment. The motion was seconded by Eric Olson.

Jennifer Boysko said that her motion includes an amendment. Mr. Alcorn noted that a copy of the proposed amendment to the resolution is being distributed, and that staff would bring it up on the screen. Ms. Boysko said that the amendment in Resolution R2-2026 directs VDOT to remove the 495 South project from today's Visualize 2050 plan and the FY 2026 to 2029 TIP. She said the amendment encourages VDOT and MDOT to continue working together. She stated that the change directs VDOT to provide the TPB with a report in 2026 on the status and the outcome of its work with all of the relevant jurisdictions. She renewed her motion to adopt.

Chair Alcorn said that the motion has been made and seconded. Chair Alcorn said that first, the TPB will take comments and have discussion from the Maryland side.

Eric Olson thanked Chair Alcorn and congratulated him on his chairmanship to the board. He said that he wanted to thank Senator Boysko, friends in Northern Virginia, and Joe McAndrew from MDOT, as well as former Secretary Wiedefeld and Secretary Biddle for their support and their work. He said that the TPB has gone through a lot in the last couple of years on this project, and he believes that the TPB is in a place where there is consensus. He thanked regional partners in Maryland and Washington DC, TPB staff, Prince George's County Executive Aisha Braveboy, and Prince George's County staff members, Oluseyi Olugbenle and Victor Weissberg.

Eric Olson said that Prince George's County has concerns about impacts to the local road network and was told that answers would be learned through the NEPA process, and now the answers are being deferred. He said that the TPB has heard from MD senators, delegates, and residents. He said that Prince George's County is concerned about moving the traffic bottleneck and is concerned about the future of rail. He said that the project is simply not ready for advancement and that transit and transportation demand management need to be considered. He said that the TPB is a regional body, and Prince George's County looks forward to working with regional partners in charting this future. He said he urged a yes vote.

Aisha Braveboy said that she wanted to echo the sentiments of Councilmember Olson. She thanked the



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residents of Prince George's County for coming out to express their views and opinions. She said that the TPB has to understand the impacts that some decisions have on residents and how they experience the county and the region. She thanked everyone for their collaborative spirit and said that she looked forward to further discussions.

Jason Groth said that he wanted to echo Eric Olson's comments, and that Charles County looks forward to gaining more information. He said that the county does not believe that the project is ready and is concerned about the impacts to commuters who travel through the area traversing the bridge. He said that they want to see more information and have more feedback and engagement and look forward to future conversations.

Bill Cuttler said that he appreciates the comments and the community interest through the last several years and with partners across the region. He asked for clarification to understand the written change. He said that his understanding is that the motion will allow Virginia DOT to continue its work with regional stakeholders and bringing forth the report later in 2026 will afford VDOT the opportunity to ask the TPB to consider amending the CLRP for the project's inclusion at that later time.

Chair Alcorn thanked Bill Cuttler and called for additional comments.

David Reid said that he would like to follow up on Bill Cuttler's question and asked if the project may be brought back to this body for inclusion in the Constrained Long-Range Plan (CLRP) in 2026.

Kanti Srikanth said that the TPB's long-range plan development process is characterized using the federal regulatory term 'continuous process', meaning the plan is not etched in stone, and it's a living document. He said that as practical realities change, as the needs of the region's transportation system changes, and as transportation investment decisions change, the plan can be amended at any given time. He said that within that broad federal framework, he understands that VDOT could continue developing this project, and the resolution indicates that VDOT needs to secure the concurrence of all the jurisdictions through which the project traverses. He said that is one of the various clauses in the resolution.

Kanti Srikanth said that when that happens—should VDOT choose to continue developing this project and when VDOT has the confidence that it has the concurrence of the stakeholder jurisdictions, VDOT can ask TPB to amend the plan. He said that the TPB is required to update its plan every four years, which is a minimum requirement from federal regulations. He said that does not preclude TPB from amending the plan at any given time for either a specific project or for changes to other inputs, such as times when the economy changes, or when there is a change in projected growth in population, employment, or household changes. He said that there is certain federal software that TPB uses and occasionally the federal government updates that software, and at that time, the TPB would be mandated to use the updated software for the next plan update. He stated that these are some conditions under which the TPB could amend the plan.

David Snyder commented that the public around the region expects the TPB to act for the benefit of the region and this motion does exactly that in that the TPB is acting as a region for the benefit of the region's public.

Vice Chair Frumin congratulated the TPB on the work on this important decision. He said that the TPB has very important goals that are wrapped up the consideration of this resolution, including promoting transit over the long term, and addressing congestion in ways that are fair to all of the players in the region. He stated that he does think that this process is something of an advertisement for the TPB. He said that the TPB worked together pretty intensely to try to come to a consensus of how we might move forward in this space, and he thinks the level of collaboration only increased the closer to today. He said that maybe that is a good sign about what might come going forward.

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Vice Chair Frumin said that going to the questions that were asked about the suggestion that this might be revisited, he said that the TPB is saying that the project always could be revisited and is saying this explicitly in the resolution. He said that even if the TPB didn't have this language in this resolution, it could be revisited in 2026 or at any time in the future. He stated that a takeaway from that is maybe this is very close, and it just needs a little more work. He said that he wants to underscore that while there does need to be work, that he is open to having more work done. He said that there is a lot of work to do before coming up with a solution for this corridor that can work for everyone. He said that he is going to support the resolution and hopes others will.

Chair Alcorn called for a voice vote. He restated that the board is voting on the Resolution R2-2026 motion that was distributed to TPB members with one amendment. He stated that the motion now includes a second resolved statement which says, "Directs VDOT to provide the TPB a report in 2026 on the status and outcomes of its works with all relevant jurisdictions." He stated that the resolution then goes on to language that was already included. He said the TPB has had discussion on the motion.

Chair Alcorn said that the motion has been properly made and seconded. He asked for nays or abstentions, and hearing none, announced that the motion was adopted.

**The TPB voted unanimously to adopt Resolution R2-2026 to defer inclusion of the I-95/1-495 Southside Express Lanes Project in the Air Quality Conformity Analysis of the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP).**

Kanti Srikanth said that the TPB staff will circulate the adopted resolution for the Board and post it on the COG website by the next morning.

Chair Alcorn asked Cristina Finch to share preparations for the upcoming public comment period.

#### **10. COMMENT PERIOD TO BEGIN ON THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN, THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM, AND THE RELATED AIR QUALITY CONFORMITY ANALYSIS REPORT**

Cristina Finch thanked the board for finalizing the inputs for Visualize 2050. She said that the first two formal Visualize 2050 comment periods were focused on projects. She said that the first comment period in 2023 lasted almost 10 months, and the TPB solicited public input on the projects that are in the current Visualize 2045 plan. She said that at the end of 2023, member agencies submitted their regionally significant projects for consideration in the air quality conformity analysis and that the second public comment period in March 2024 focused on these project inputs and the overall air quality conformity scope of work. She stated that the third and final public comment period is different from the previous two in that it is not focused on the projects but on the full draft Visualize 2050 plan and the draft financial obligations being programmed in the immediate next four years in the fiscal year 2026 through 2029 Transportation Improvement Program or TIP, and the draft air quality conformity analysis report of the Visualize 2050 plan and the TIP.

Cristina Finch said that the comment period will begin on October 23 and conclude on November 21. She said that there will also be a public TIP forum on November 13 at 6:00 P.M. at the COG building, where the three DOTs and WMATA will join TPB staff to explain the TIP development process and its contents.

Cristina Finch said that TPB's promise to the public during this final comment period is to convey comments to the TPB board members, the elected and appointed officials and the involved agencies at the state and local levels. She stated that the expectation from the public should not be that feedback

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provided will change the content of the plan, rather, it is important for members of the public to comment so that Board members, transportation and other regional leaders, and technical staff can all hear what transportation planning, policy, and program priorities are important to people and what may be missing from this plan that should be considered for the next plan and so that the TPB can continue collaborating and planning together to improve transportation in the region. She said that the TPB staff will process public comment, provide responses, and share the information with the board.

Cristina Finch said that the TPB will be using comment categorization software and a consultant report to summarize comments and to identify questions that states or local agencies may need to address. She said that TPB staff will develop a draft list of comment responses and coordinate with member agencies on state- or project-specific comments and responses as needed. She said that staff will prepare an interim report on comments received through November 9 and share those with the board in the mail-out materials for the TPB's November 19 meeting. She said that a final report will be provided before the December 17 meeting.

Cristina Finch shared the plan website, Visualize2050.org, which is the hub for information about all three documents, the Visualize 2050 plan, the FY 2026-2029 TIP, and the air-quality conformity report. She said that on the website one will be able to engage with the plan's supplemental resources, such as interactive maps, showcasing environmental topics, forecast conditions, and the current and future transportation networks. She said that a link to the comment form will be available in various strategic places on the website, so it will be easy to provide input on any of these documents.

Cristina Finch said that TPB staff and consultants have prepared a short video describing the plan, and the video will be posted on the Visualize2050.org website. She said that the video explains the plan, forecasted changes in travel, funding, and air quality, and the multimodal aspects of the plan. She said that TPB staff have also updated the frequently asked questions on the website, and the latest FAQ includes the questions and answers from July along with others over the last few months.

Cristina Finch asked members to share TPB's Visualize 2050 flyer, ambassador toolkit, newsletters, websites, and social media. She said that TPB staff will continue to share updates through the TPB News and COG newsletters.

Cristina Finch said that the next steps consist of finishing the three documents and releasing them for the 30-day public comment period. She said that TPB staff will provide a briefing to the Board at the November 19 meeting on the draft Visualize 2050 plan, the FY 2026-2029 TIP, and the air quality conformity report as well as the interim public comments. She said that ahead of the December 17 TPB meeting, the board will receive the full comment period report with responses. She said that at that time, the board will be asked to approve the results of the air quality conformity analysis and take action to adopt Visualize 2050 and the FY 2026-2029 TIP. Following that meeting, TPB staff will submit Visualize 2050 to the Federal Highway Administration and Federal Transit Administration for review and approval.

TPB staff played the Visualize 2050 video for the board and meeting attendees.

## **11. ADJOURN**

Chair Alcorn stated that the next meeting will be held on November 19, 2025. There being no other business, the meeting was adjourned at 1:21 P.M.