



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** May 15, 2025

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The attached materials include:

- Steering Committee Actions
- Letters Sent/Received
- Announcements and Updates



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions  
**DATE:** May 2, 2025

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At its meeting on Friday, May 2 the TPB Steering Committee reviewed and adopted two resolutions to approve amendments to the FY 2023-2026 TIP that meet or are exempt from the air quality conformity requirement, as requested by the Virginia Department of Transportation (VDOT) and the Virginia Department of Rail & Public Transportation (VDRPT). The committee also reviewed and approved the agenda for the May 21, 2025 TPB meeting.

Approved under the first resolution SR40-2025, VDOT amended the TIP to include a new record which programs approximately \$43 million in state and local funding for planning and engineering (PE) for the VA 620 Braddock Road Widening project (T13709) between the eastern entrance of Paul VI High School and the Loudoun County Parkway. This is a partial segment of a larger project to widen Braddock Road between VA 659 Gum Spring Road to the Fairfax County line in the 2022 Update to Visualize 2045 long-range plan and was included in both the related air quality conformity and financial analyses.

TPB resolution SR41-2025, requested by VDRPT amended the TIP to reprogram and include an additional \$3.5 million in §5337 – State of Good Repair, state, and local funding for construction of the Alexandria Station Improvements project (T11633). This project is categorically exempt from the air quality requirement and full funding was included in the financial analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP.

The TPB Bylaws provide that the Steering Committee “shall have the full authority to approve non-regionally significant items, and in such cases, it shall advise the TPB of its action.” The director’s report each month and the TPB’s review, without objection, shall constitute the final approval of any actions or resolutions approved by the Steering Committee.

### Attachments:

- May 2, 2025 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR40-2025 approving an amendment to the TIP, as requested by VDOT
- Adopted resolution SR41-2025 approving an amendment to the TIP, as requested by VDRPT

**TPB Steering Committee Attendance – May 2, 2025**  
(only voting members and alternates listed)

TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/DC Rep.:	Matthew Frumin
Prior TPB Chair:	Heather Edelman (Alt.)
Tech. Committee Chair:	Victor Weissberg
MDOT:	Kari Snyder
VDOT:	Regina Moore

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT MEETS THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-61.3 WHICH ADDS A NEW PROJECT FOR THE BRADDOCK ROAD WIDENING IN LOUDOUN COUNTY, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-61.3, which adds \$43.03 million in state and local funding for the **Braddock Road Widening (T13709)** project between the eastern entrance of Paul VI High School and the Loudoun County Parkway, as described in the attached materials; and

**WHEREAS**, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-61.3 creating the 61st amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, the **Braddock Road Widening (T13709)** project is a partial segment of a larger project (Widen Braddock Road from Gum Spring Road to Fairfax County Line (CE3604)) which was included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

**WHEREAS**, full funding for this project was included under the previously mentioned larger project CE3604 in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the amended project record will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),

ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP remains fiscally constrained.

ATTACHMENT C) Letter from VDOT dated April 18, 2025, requesting the amendment; and

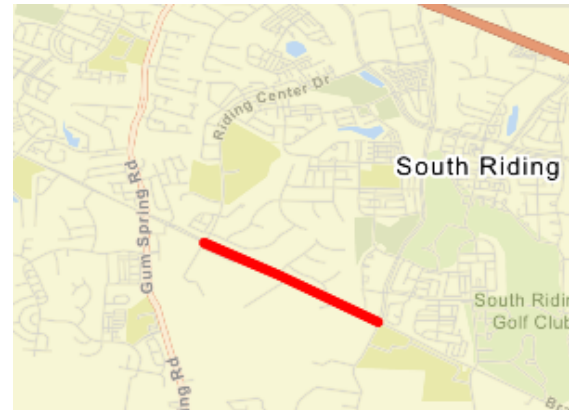
**WHEREAS**, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-61.3 which \$43.03 million in state and local funding for the **Braddock Road Widening (T13709)** project between the eastern entrance of Paul VI High School and the Loudoun County Parkway in Loudoun County, as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, May 2, 2025.

**T13709 - Braddock Road Widening**

<b>Lead Agency</b>	Virginia Department of Transportation
<b>Project Type</b>	Road - Add Capacity/Widening
<b>Facility</b>	VA 620 Braddock Road
<b>From</b>	Eastern Entrance of Paul VI High School
<b>To</b>	Loudoun County Parkway
<b>County</b>	Loudoun
<b>Completion Date</b>	2031
<b>Agency Project ID</b>	125759
<b>Total Cost</b>	\$43,028,227
<b>Project Description</b>	Improvements to widen Braddock Road to four lanes between the Eastern Entrance of Paul VI High School and Loudoun County Parkway, including shared-use paths on both sides of the road.



Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
PE	DC/STATE	-	-	-	\$3,904,500	-	-	\$3,904,500
Total PE		-	-	-	\$3,904,500	-	-	\$3,904,500
ROW	LOCAL	-	-	-	-	-	\$7,138,745	\$7,138,745
Total ROW		-	-	-	-	-	\$7,138,745	\$7,138,745
CON	LOCAL	-	-	-	-	-	\$31,984,982	\$31,984,982
Total CON		-	-	-	-	-	\$31,984,982	\$31,984,982
Total Future		-	-	-	-	-	\$39,123,727	\$39,123,727
Total Pro-		-	-	-	\$3,904,500	-	\$39,123,727	\$43,028,227

<b>Current Change Reason</b>	New Project
<b>Federal Project Cost</b>	Stays the same \$0
<b>Total Project Cost</b>	Stays the same \$43,028,227

ATTACHMENT B  
PROGRAMMED SUMMARY BY FUND

Fund Type	2023	2024	2025	2026	Total
DC/STATE				\$3,904,500	\$3,904,500
State Subtotal				\$3,904,500	\$3,904,500
LOCAL					
Local Subtotal					
Grand Total				\$3,904,500	\$3,904,500



## COMMONWEALTH of VIRGINIA

### DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

April 18, 2025

The Honorable James Walkinshaw, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4201

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments:  
Braddock Road Widening (TIP ID T13709 / UPC 125759) – New TIP Project

Dear Chair Walkinshaw:

The Virginia Department of Transportation (VDOT) requests the following project be added to the FY 2023-2026 Transportation Improvement Program (TIP).

Braddock Road Widening (TIP ID T13709 / UPC 125759) – New TIP Project


This Loudoun County administered project creates a new TIP record (T13709) which widens Braddock Road from 2 to 4 lanes between the eastern entrance of Paul VI High School and Loudoun County Parkway and includes shared-use paths on both sides of the road. This project falls within CE3604, which was included in the Visualize 2045 (2022 Update), to widen Braddock Road from 2 to 4 lanes between Gum Spring Road and the Fairfax County Line and was included in the air quality conformity analysis for Visualize 2045 (2022 Update). This TIP amendment is needed to reflect the project costs to include state funding in the PE phase and future local funding in the ROW and CN phases. The proposed amendment to T13709 will be to:

- Add \$3,904,500 (State) FFY23 for PE Phase
- Add \$7,138,745 (Local) Future FFY for ROW Phase
- Add \$31,984,982 (Local) Future FFY for CON Phase

VDOT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on May 2, 2025. VDOT representatives will be available to answer any questions about this amendment request.

Thank you for your consideration of this matter.

Sincerely,

  
for Bill Cuttler, P.E.  
Northern Virginia District Engineer



Hon. Walkinshaw

April 18, 2025

Page Two

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA  
Ms. Regina Moore, AICP, PTP, VDOT-NoVA

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-61.3 WHICH ADDS FUNDS TO VIRGINIA RAILWAY EXPRESS (VRE) ALEXANDRIA STATION IMPROVEMENTS PROJECT, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL & PUBLIC TRANSPORTATION (DRPT)**

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington region, has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act, reauthorized November 15, 2021 when the Infrastructure Investment and Jobs Act (IIJA) was signed into law, for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

**WHEREAS**, the TIP is required by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area; and

**WHEREAS**, on June 15, 2022 the TPB adopted the FY 2023-2026 TIP; and

**WHEREAS**, VDRPT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-61.3, which adds a net total of approximately \$3.5 million in additional S. 5337-SGR, State, and Local funding to the **Alexandria Station Improvements Project (T11633)**; and

**WHEREAS**, the review and processing of the amendments included in this TIP Action have been conducted in accordance with the procedures detailed in the TPB's Public Participation Plan and the Procedures for Revisions to the Long-Range Transportation Plan and the Transportation Improvement Program; and

**WHEREAS**, the proposed amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-61.3 creating the 61st amended version of the FY 2023-2026 TIP, and the draft amendments were posted on the TPB's Steering Committee meeting page seven days in advance of the scheduled approval and can also be found for review online at [www.mwcog.org/TIP/FY23-26/Amendments](http://www.mwcog.org/TIP/FY23-26/Amendments); and

**WHEREAS**, this project is exempt from the air quality conformity requirement, as defined in Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

**WHEREAS**, full funding for this project was included in the Financial Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TIP remains fiscally constrained, as demonstrated in the attached materials; and

**WHEREAS**, the attached materials include:

ATTACHMENT A) Amendment Overview report showing how the amended project record will appear in the TIP following approval, along with a complete listing of all changes made for the most recently approved record version(s),

ATTACHMENT B) Financial Constraint Summary Table demonstrating that the TIP is fiscally constrained.

ATTACHMENT C) Letter from VDRPT dated April 18, 2025, requesting the amendment; and

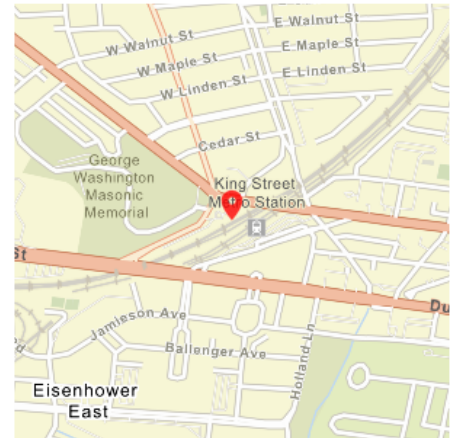
**WHEREAS**, this resolution and the amendment to the FY 2023-2026 TIP shall not be considered final until the Transportation Planning Board has had the opportunity to review and accept these materials at its next full meeting.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-61.3 which adds approximately \$3.5 million in S. 5337-SGR, State, and Local Funding to the **Alexandria Station Improvements Project (T11633)** as described in the attached materials.

Approved by the TPB Steering Committee at its meeting on Friday, May 2, 2025.

## T11633 - VRE Alexandria Station Improvements

Lead Agency	VRE
Project Type	Rail/Fixed Guideways - Capital/SGR
Facility	-
From	-
To	-
Agency Project ID	-
Municipality	City of Alexandria
Completion Date	2026
Total Cost	\$48,541,205



Project Description	The project design and construct an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at the VRE/Amtrak station in Alexandria and modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, from a track on each side of the platform. The west platform adjacent to the station building will also be modified to raise its height relative to the top of rail as part of the project. This project is being designed and constructed in conjunction with the VPRA-led effort to replace the King Street and Commonwealth Avenue railroad bridges immediately north of the station as part of the Alexandria Fourth Track project.
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Phase	Fund Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	Total
CON	DC/STATE	-	\$770,932	\$2,084,879	\$629,216	-	-	\$3,485,027
CON	LOCAL	-	\$16,000	\$521,220	\$157,304	-	-	\$694,524
CON	NHFP	-	\$8,618,727	-	-	-	-	\$8,618,727
CON	S. 5337-SGR	-	\$320,000	\$10,424,394	\$3,146,081	-	-	\$13,890,475
CON	State (NM)	-	\$21,852,452	-	-	-	-	\$21,852,452
Total Con		-	\$31,578,111	\$13,030,493	\$3,932,601	-	-	\$48,541,205
Total Cost		-	\$31,578,111	\$13,030,493	\$3,932,601	-	-	\$48,541,205

Current Change Reason	Schedule / Funding / Scope- Update Cost change(s) - Programming Update
Funding Changes	<p>S. 5337-SGR</p> <p>- Decrease funds in FY 2024 in CON from \$10,744,394 to \$10,424,394+ Increase funds in FY 2025 in CON from \$0 to \$3,146,081</p> <p>LOCAL</p> <p>- Decrease funds in FY 2024 in CON from \$537,219 to \$521,220</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$157,304 DC/STATE</p> <p>+ Increase funds in FY 2023 in CON from \$64,000 to \$706,932 DC/STATE</p> <p>- Decrease funds in FY 2024 in CON from \$2,148,879 to \$2,084,879</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$629,216</p>
Federal Project Cost	Increased from \$19,683,121 to \$22,509,202 (14.36%)
Total Project Cost	Increased from \$45,008,603 to \$48,541,205 (7.85%)

**ATTACHMENT B**  
**PROGRAMMED SUMMARY BY FUND**

<b>Fund Type</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>Total</b>
<b>FEDERAL</b>					
NHFP	\$8,618,727	\$0	\$0	\$0	\$8,618,727
S. 5337-SGR	\$52,949,217	\$25,048,036	\$98,601,233	\$15,556,921	\$192,155,407
<b>Federal Subtotal</b>	<b>\$61,567,944</b>	<b>\$25,048,036</b>	<b>\$98,601,233</b>	<b>\$15,556,921</b>	<b>\$200,774,134</b>
<b>STATE &amp; LOCAL</b>					
DC/STATE	\$14,847,837	\$5,289,241	\$45,020,339	\$2,430,944	\$67,588,361
State (NM)	\$39,378,452	\$0	\$2,100,000	\$18,200,000	\$59,678,452
LOCAL	\$4,836,096	\$1,322,310	\$30,129,707	\$1,807,736	\$38,095,849
<b>State &amp; Local Subtotal</b>	<b>\$59,062,385</b>	<b>\$6,611,551</b>	<b>\$77,250,046</b>	<b>\$22,438,680</b>	<b>\$165,362,662</b>
<b>Grand Total</b>	<b>\$120,630,329</b>	<b>\$31,659,587</b>	<b>\$175,851,279</b>	<b>\$37,995,601</b>	<b>\$366,136,796</b>



# COMMONWEALTH of VIRGINIA

Tiffany P. Robinson  
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION  
600 EAST MAIN STREET, SUITE 2102  
RICHMOND, VA 23219-2416

(804) 786-4440  
FAX (804) 225-3752  
Virginia Relay Center  
800-828-1120 (TDD)

April 18, 2025

The Honorable James Walkinshaw, Chair  
Chair, National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington, DC 20002-4202

Dear Chair Walkinshaw:

The Virginia Department of Rail and Public Transportation (DRPT) requests amendments to the FY 2023-2026 Transportation Improvement Program (TIP) to amend a VRE project. Please see the initial request by Cynthia Porter-Johnson attached. A breakdown of the amendment request is included below:

## **VRE Alexandria Station Improvements (TIP ID: T11633)**

This amendment adds additional 5337 funding to the Alexandria Station Improvements project, which will provide an ADA-compliant, grade-separated pedestrian tunnel and elevator access between the two platforms at the VRE/Amtrak station in Alexandria and modify and extend the east platform at the station to accommodate eight-car trains and enable the platform to service two trains simultaneously, from a track on each side of the platform. The west platform adjacent to the station building will also be modified to raise its height relative to the top of the rail as part of the project. The project will improve safety and ADA accommodations for passengers and improve boarding times.

- Deduct \$320,000 (Section 5337) FFY24 for CON Phase
- Deduct \$64,000 (DC/State) FFY24 for CON Phase
- Deduct \$15,999 (Local Match) FFY24 for CON Phase
- Add \$3,146,081 (Section 5337) FFY25 for CON Phase
- Add \$629,216 (DC/State) FFY25 for CON Phase
- Add \$157,304 (Local Match) FFY25 for CON Phase
- Add \$3,532,602 to project cost for

**NEW PROJECT COST = \$48,541,205**



## COMMONWEALTH of VIRGINIA

Tiffany P. Robinson  
Director

DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION  
600 EAST MAIN STREET, SUITE 2102  
RICHMOND, VA 23219-2416

(804) 786-4440  
FAX (804) 225-3752  
Virginia Relay Center  
800-828-1120 (TDD)

The funding sources for this project include existing VRE Section 5337 Formula funds and local matching funds. The TIP will remain fiscally constrained. This project does not add railroad capacity and is exempt from air quality conformity analysis. No public review and comment are required although VRE solicits public comment at all VRE Operations Board meetings.

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on May 2, 2025. I will be present and available to answer any questions about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project.

Thank you for your assistance in facilitating this amendment action. Should you have any questions, please reach out to me at (703) 253-3334 or at [amy.garbarini@drpt.virginia.gov](mailto:amy.garbarini@drpt.virginia.gov).

Sincerely,

Amy Garbarini  
Northern Virginia Manager of Transit Planning

CC: Cynthia Porter-Johnson  
Maria Sinner  
Andrew Austin  
Leonardo Pineda  
Regina Moore  
Brittany Sumpter  
Philip Parella  
Bhupendra Kantha  
Mark Schofield  
Christine Hoeffner



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** May 15, 2025

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The attached letters were sent/received since the last TPB meeting.





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Update on TPB Reauthorization Principles  
**DATE:** May 15, 2025

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As you may be aware, the United States House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee have begun the process of developing the 2025 Surface Transportation Authorization Bill. As part of this process, they are currently seeking input from the members of the U.S. Congress through online portals.

Last month, the House Transportation and Infrastructure Committee sought input from stakeholders through an online portal and the TPB developed and submitted its Reauthorization Principles on April 30, 2025 (attachment 1). As the process continues, they are currently seeking input from the members of the U.S. Congress through similar online portals. The TPB's reauthorization principles submitted to the U.S. Congress' online portal have been shared with members of the national capital region's Congressional delegation, with a cover letter signed by the Chair and Vice Chairs of the TPB (attachment 2).

Transportation organizations across the nation are also sharing their reauthorization principles with stakeholders and congressional officials. It is my understanding that the stakeholder portal received more than 4,000 inputs from across the country, many of which were from MPOs such as the TPB. Below is a list of the submissions from a few national associations with links to the full text.

## SUMMARY OF REAUTHORIZATION PRINCIPLES

The TPB respectfully submitted the following policy principles to guide reauthorization of the Federal Surface Transportation Programs. These principles are based on approaches to transportation infrastructure investment decisions that provide the National Capital Region with a robust transportation system to improve mobility, provide all people with safe and efficient access to economic opportunities, and reduce vehicle emissions that contribute to air pollution and climate change.

- 1) Address the Fiscal Imbalance in the Highway Trust Fund (HTF)
- 1) Strengthen Federal Commitment to Multi-Modal Transportation Systems
- 2) Promote Efficient and Effective Planning and Project Development
- 3) Ensure Safety and Reliability of the Transportation System and Services
- 4) Support and Strengthen Collaboration Across Jurisdictions

Association of Metropolitan Planning Organizations (AMPO): (1) Increase Planning Funds to Meet Federal Planning Requirements, (2) MPOs Becoming Direct Recipients for Certain Federal Funds, (3) Reducing Local Match for Federal Transportation Programs, (4) Allowing Carryover of Federal

Funds, and (5) Shifting Certain Discretionary Funding to Formula Funding. To learn more, [read the full text here.](#)

National Association of Regional Councils (NARC): (1) Increase and Enhance Metropolitan Planning (PL) Funding, (2) Promote Non-Metropolitan Transportation Planning, (3) Support Local Decision-Making Through Formula Programs, and (4) Preserve Discretionary Grant Funding. To learn more, [read the full text here.](#)

American Association of State Highway and Transportation Officials (AASHTO): (1) Reduce Regulatory Burden and Streamline Project Delivery, (2) Fix August Redistribution of Federal-aid Highway Program Dollars, (3) Improve Execution of Build America, Buy America, (4) Deliver Faster Results by Reforming Administration of Discretionary Grant Programs, and (5) Modernize Highway Trust Fund User Fees and “Do No Harm” to Crucial Transportation Funding. To learn more, [read the full text here.](#)

American Public Transportation Association (APTA): APTA provided Surface Transportation Authorization Recommendations in the following topics: Public Transit Programs, FAST Act, Department of Transportation Programs, Passenger Rail Programs, Investment, and Finance. To learn more, [read the full text here.](#)



**NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD**  
**Policy Principles for the Reauthorization of**  
**Federal Surface Transportation Programs**  
**April 30, 2025**

Our nation's success and prosperity are the result of generations of innovators, leaders, and workers collaborating to facilitate commerce and grow our economy. One of the underpinnings supporting our growth and competitiveness is world-class transportation infrastructure that promotes commerce and provides essential connections for all people to safely and efficiently access economic opportunities and contribute fully to the nation's success.

The federal government has played a key role in supporting transportation investments throughout our history. The benefits of federal investment in a balanced, multi-modal transportation system have long been recognized as critical to our national interest, promoting economic competitiveness and providing access to opportunity for all. In addition, the federal government has a unique obligation to support interstate commerce and to meet critical emergency and security requirements and thus should make a significant financial investment in maintaining, operating, and building our transportation infrastructure.

As part of its interest and obligation to build, operate, and maintain a strong national, multi-modal surface transportation infrastructure, the federal government, through its Federal-Aid Highway Act of 1962, established Metropolitan Planning Organizations (MPOs) and required them to perform a continuing, comprehensive, transportation planning process undertaken cooperatively by the states and local governments (called the 3C process). The National Capital Region Transportation Planning Board (TPB) is the federally mandated MPO for the Washington, D.C. metropolitan area and it epitomizes a successful 3C process, stretching across two states and 21 local governments (including the District of Columbia), and it strives for an excellent surface transportation system in the National Capital Region.

The federal government's commitment to the nation's surface transportation infrastructure and its partnership with the state and local governments have manifested in various multi-year, multi-modal federal transportation bills, including the 2021 Infrastructure Investment and Jobs Act (IIJA), scheduled to expire October 1, 2026. As the current Congress begins work on reauthorizing the Federal Surface Transportation Act, the TPB respectfully submits the following consensus-based policy principles to guide reauthorization of the Federal Surface Transportation Programs. These principles are based on approaches to transportation infrastructure investment decisions that provide the National Capital Region with a robust transportation system to improve mobility, provide all people with safe and efficient access to economic opportunities, and reduce vehicle emissions that contribute to air pollution and climate change.

# 2025 TPB Principles on Federal Reauthorization

## 1. ADDRESS THE FISCAL IMBALANCE IN THE HIGHWAY TRUST FUND (HTF):

The HTF established in 1956 to fund transportation projects, relies primarily on gasoline and diesel taxes, whose growth has been insufficient to pay for the program's outlays.<sup>1</sup> Due to this structural imbalance between revenue and expenditure, the federal government has relied on general fund revenue transfers, creating uncertainty and underinvestment in the transportation system. Given the critical role of the surface transportation system to the nation's security and prosperity:

- a. the HTF revenues must be reset to ensure they fully meet the current and future needs of the HTF outlays,
- b. the baseline of HTF revenue must be at the current IIJA levels and keep up with inflation to support a world class transportation system, and
- c. all reasonable strategies for increased revenue that provide long-term stability and predictability should be pursued.

## 2. STRENGTHEN FEDERAL COMMITMENT TO MULTI-MODAL TRANSPORTATION SYSTEMS:

To ensure the country has a world-class transportation system -- one that improves mobility, increases economic competitiveness, and reduces air pollution -- the transportation system should offer choices for people and business to access jobs and other opportunities that are needed to succeed in our economy. Such choices should include safe and reliable travel on our highways, on our public transportation systems, and via bicycle and pedestrian travel. Additionally, metropolitan areas with their large population and constraints on land use, face unique challenges in addressing the mobility and accessibility needs to support its substantial economic activity. Multi-modal transportation systems are especially effective in such areas and are also a proven approach to addressing the mobility needs of lower-income households, and those with unmet mobility needs, who are less likely to own an automobile. As such:

- a. federal funding programs must cover all modes of travel with funding available for planning, design, construction, operations, and maintenance of the system/service
- b. continued and additional federal funding for intercity rail, commuter rail service and extension of the federal PRIIA funding are essential for the national capital region's mobility and economic vitality, and
- c. transportation agencies must have maximum flexibility to transfer federal funds among the different modes to maximize safety, reliability, mobility, and accessibility outcomes.

## 3. PROMOTE EFFICIENT AND EFFECTIVE PLANNING AND PROJECT DEVELOPMENT:

Efficiency in the project development process is important to address transportation system needs in a timely and cost-effective manner. Additionally, the ability of transportation agencies to use the funding available to implement the best suited strategy to achieve a defined outcome provides for effective project planning and implementation. Also, for transportation projects to be effective, the project's scope should be based on performance outcomes. As such an authorized transportation bill must:

- a. streamline federal planning and environmental review processes, outlined in IIJA, that are aimed at ensuring timely delivery of transportation projects,

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<sup>1</sup> See, for example, Congressional Budget Office, "The Status of the Highway Trust Fund: 2023 Update" (Testimony, Subcommittee on Highways and Transit Committee on Transportation and Infrastructure U.S. House of Representatives, Washington, D.C., October 18, 2023), <https://www.cbo.gov/publication/59634>.

## 2025 TPB Principles on Federal Reauthorization

- b. consolidate the different funding programs that have similar policy objectives into a block grant formula program allowing states and local governments flexibility to optimize delivery,
- c. while maintaining maximum funding amounts across both formula and discretionary programs, provide most of the funding using non-discretionary formula funding mechanisms with federal discretionary grants used for projects with multi-jurisdictional or national impacts, and
- d. promote a stronger adherence to the current federal principle of performance-based planning and programming by ensuring that performance outcomes of all modes of travel are fully considered.

### 4. ENSURE SAFETY AND RELIABILITY OF THE TRANSPORTATION SYSTEM AND SERVICES:

Travel on our roadway and transit system is a significant contributor to the nation's economy and society's functioning. The fatalities and serious injury crashes on our highway and transit systems are unacceptable and undermine the reliability of the transportation system. Similarly, severe weather has always been and will continue to pose a threat to the integrity of the infrastructure. Climate change has caused the frequency and severity of such threats to increase in recent decades. Additionally, the emission of pollutants by vehicles also poses public health concerns. Low-income households and those facing unmet mobility needs tend to be most impacted by safety, reliability, and emissions challenges of the surface transportation system. Given the critical nature of the surface transportation system for people's wellbeing and the nation's physical and economic security:

- a. federal policy and financial support for addressing the highway and transit safety outcomes should be retained and enhanced,
- b. it is critical that federal policy and funding priorities support efforts to ensure the resiliency of the transportation system,
- c. federal policy should ensure vehicle technology and operations improve safety outcomes and reduce emissions for the users and non-users of the system, and
- d. prioritize federal funding for projects and investments that maintain and modernize the existing transportation system; invest in assets or technologies that deliver cost efficiencies.

### 5. SUPPORT AND STRENGTHEN COLLABORATION ACROSS JURISDICTIONS:

The impacts of transportation systems and services are not limited to one jurisdiction or community. The fact that people and goods constantly move across jurisdictional borders is reflected in the interstate commerce approach the federal government has taken to the design, implementation and operations of surface transportation systems. Collectively, metropolitan areas in the United States account for the majority of the nation's gross domestic product (GDP), driving economic prosperity to both these regions and to the rest of the states where they are located. Inter-jurisdictional cooperation is especially vital for supporting low-income households and those facing unmet mobility needs, as a household's travel patterns often span multiple jurisdictions. MPOs bridge the gap in cross jurisdictional collaboration in planning and prioritizing transportation investments that are needed to ensure the current and future economic vitality of these regions. As such, federal policy and program requirements should:

- a. reaffirm the MPO's role in the planning and programming process, and
- b. provide MPOs with a stronger role in project development and programming processes, including monitoring and reporting outcomes of investments.



May 15, 2025

The Honorable Angela Alsobrooks  
 Senator  
 SR-374 Russell Senate Office Building  
 Washington, DC 20510

RE: Input for consideration for the Congressional Transportation Reauthorization Bill Portal(s)

Dear Senator Alsobrooks:

As you may be aware, the United States House Transportation and Infrastructure Committee and the Senate Environment and Public Works Committee have begun the process of developing the 2025 Surface Transportation Authorization Bill. As part of this process, they are currently seeking input from the members of the U.S. Congress through online portals. Last month, the House Transportation and Infrastructure Committee sought input from stakeholders through a similar portal.

The National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for the national capital region. The TPB respectfully requests that you consider the attached Reauthorization Principles as you prepare to submit your priorities to the congressional portal this month. As we are faced with the expiration of the Infrastructure Investment Jobs Act next year, this moment offers an opportunity to showcase our nation's capability, effectiveness, and efficiency in building America's transportation infrastructure for future generations. We urge Congress to take bold and thorough action as the bill is developed.

TPB policy principles on federal reauthorization consist of five pillars: (1) Address the fiscal imbalance in the Highway Trust Fund (HTF); (2) Strengthen federal commitment to multi-modal transportation systems; (3) Promote efficient and effective planning and project development; (4) Ensure safety and reliability of the transportation system and services; and (5) Support and strengthen collaboration across jurisdictions. The TPB submitted these reauthorization principles to the stakeholders' portal last month.

Please contact Kanti Srikanth, TPB Executive Director, at 202-962-3297 or [ksrikanth@mwkog.org](mailto:ksrikanth@mwkog.org) if you have any questions. Thank you for your consideration.

Sincerely,

Hon. James Walkinshaw  
 Fairfax County, Virginia  
 Chairman, TPB

Hon. Neil Harris  
 City of Gaithersburg, MD  
 Vice Chair, TPB

Hon. Matthew Frumin  
 Washington, D.C.  
 Vice Chair, TPB

cc: National Capital Region Congressional Delegation (see attached)  
2025 National Capital Region Transportation Planning Board Principles on Federal  
Reauthorization

The Honorable Angela Alsobrooks  
United States Senate  
Maryland

The Honorable Christopher Van Hollen  
United States Senate  
Maryland

The Honorable April McClain Delaney  
United States House of Representatives  
6th District, Maryland

The Honorable Glenn Ivey  
United States House of Representatives  
4th District, Maryland

The Honorable Steny Hoyer  
United States House of Representatives  
5th District, Maryland

The Honorable Jamie Raskin  
United States House of Representatives  
8th District, Maryland

The Honorable Eleanor Holmes Norton  
United States House of Representatives  
District of Columbia

The Honorable Tim Kaine  
United States Senate  
Virginia

The Honorable Mark Warner  
United States Senate  
Virginia

The Honorable Don Beyer  
United States House of Representatives  
8th District, Virginia

The Honorable Gerald Connolly  
United States House of Representatives  
11th District, Virginia

The Honorable Suhas Subramanyam  
United States House of Representatives  
10th District, Virginia

The Honorable Eugene Vindman  
United States House of Representatives  
7th District, Virginia





U.S. Department  
of Transportation  
**Federal Transit  
Administration**

REGION III  
Delaware, District of  
Columbia, Maryland,  
Pennsylvania, Virginia,  
West Virginia

1835 Market Street  
Suite 1910  
Philadelphia, PA 19103-2932  
215-656-7100

April 29, 2025

Sharon Kershbaum, Director  
District Department of Transportation  
250 M Street, ST  
Washington, DC 20003

Hon. James Walkinshaw, Chair  
National Capital Region Transportation  
Planning Board  
777 North Capitol St NE  
Washington, DC 20002

**Re: Funding Transfer - Section 5303 Metropolitan Transportation Planning**

Dear Ms. Kershbaum and Mr. Walkinshaw,

This letter documents and responds to the February 10, 2025 request letter from the District Department of Transportation (DDOT) and the Transportation Planning Board (TPB) for a Consolidated Planning Grant (CPG) pursuant to the Federal Transit Administration's (FTA) Circular 8100.1D – Program Guidance for Metropolitan Planning and State Planning and Research Program Grants. The CPG program allows FTA and the Federal Highway Administration (FHWA) to combine metropolitan planning funds in a single grant. The incoming letter requested the transfer of District of Columbia apportioned 49 USC Section 5303 funding from FTA to the DC Division of the Federal Highway Division (FHWA). The FTA apportions the Metropolitan Planning Program (MPP) to DDOT on an annual basis, with the TPB serving as the federally designated Metropolitan Planning Organization (MPO). DDOT is reimbursed for activities related to the MPP. Based on coordination with the FHWA DC Division, this letter documents the transfer of Section 5303 funding from FTA to FHWA, which was initiated by FTA Region 3 on March 10, 2025 for the below amounts:

<b>Fund Source</b>	<b>State</b>	<b>Fund Year</b>	<b>Amount</b>
5303 Metropolitan Planning	District of Columbia	FFY2022	\$608,712
5303 Metropolitan Planning	District of Columbia	FFY2023	\$620,606
5303 Metropolitan Planning	District of Columbia	FFY2024	\$636,815
<b>Total</b>			<b>\$1,866,133</b>

For future apportioned Section 5303 funding, DDOT and the TPB will submit an annual request to FHWA and FTA to transfer the available fund balances to FHWA to administer. FTA Region 3 will then execute the transfer between FTA Headquarters (HQ) and FHWA HQ. Any approvals associated with the Unified Planning Work Program (UPWP) will be performed by the FHWA DC Division, and the transfer is expected to significantly streamline execution of the UPWP. The DC FHWA Division is responsible for administering the reimbursements to DDOT and ensuring that processes are in compliance with applicable federal requirements for these funds. DDOT will not need to identify which categories of funds are budgeted for specific work program activities in the UPWP. Similarly, UPWP expenditures will not need to be tracked by source of



**Re: Funding Transfer - Section 5303 Metropolitan Transportation Planning**

funds and work program line items. The MPO requests for reimbursement will not need to indicate the source (FTA or FHWA) of the Federal funds claimed. DDOT will continue to administer its 49 USC Section 5304 statewide planning funding with FTA.

If you have any questions regarding this letter, please contact Daniel Koenig, Community Planner at (202) 366-8224 or by email at [daniel.koenig@dot.gov](mailto:daniel.koenig@dot.gov). Thank you for your cooperation.

Sincerely,

David Schilling, Director  
DC Metro Office, Region 3

cc: Sandra Jackson, FHWA  
Richard Duran, FHWA  
Lamin Williams, FHWA  
Dr. Genese Harris, FHWA  
Malik Debrah, FHWA  
Ben Hampton, DDOT  
Sam Brooks, DDOT  
Carla Longshore, DDOT  
Sheila White, DDOT  
Kanti Srikanth, TPB  
Lyn Erickson, TPB



National Capital Region  
**Transportation Planning Board**

May 1, 2025

The Honorable Mark Warner  
United States Senate  
703 Hart Senate Office Building  
Washington, DC 20510

Re: Congressionally Directed Funding for Prince William County, North Woodbridge Town Center-Transit Connections Pedestrian Bridge Project

Dear Senator Warner:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Prince William County, Virginia for federal funding through Congressionally Directed Spending appropriations for the North Woodbridge Town Center-Transit Connections Pedestrian Bridge Project.

The Project will construct a pedestrian bridge over US Route 1, a six-lane divided highway. The project will improve safety for pedestrians and bicyclists by grade-separating these trips from vehicles on the high-volume roadway and will include ADA accessible ramps. The pedestrian bridge will provide connection between residential and commercial uses as well as the approved North Woodbridge Town Center development and a commuter rail station and a bus bay/Kiss and Ride facility. This Project will allow the County to better serve its citizens' transportation needs.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long-supported investment in transportation to support safety improvements in the region's bicycle and pedestrian network. Improvements in the region's bicycle and pedestrian network will provide benefits to the region's residents and visitors through higher quality transportation options. The support and promotion of non-driving modes are key strategies of our adopted Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by Prince William County. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read "James W.", is located below the "Sincerely," text.

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County



National Capital Region  
**Transportation Planning Board**

May 1, 2025

The Honorable Tim Kaine  
United States Senate  
231 Russell Senate Office Building  
Washington, DC 20510

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Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County



National Capital Region  
**Transportation Planning Board**

May 1, 2025

The Honorable Eugene Simon Vindman  
United States House of Representatives  
1005 Longworth House Office Building  
Washington, DC 20510

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Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County



National Capital Region  
**Transportation Planning Board**

May 13, 2025

The Honorable Tim Kaine  
United States Senate  
231 Russell Senate Office Building  
Washington, DC 20510

Re: Congressionally Directed Funding for Prince William County, Joplin Road I-95 Trail Crossing Project

Dear Senator Kaine:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Prince William County, Virginia for federal funding through Congressionally Directed Spending appropriations for the Joplin Road I-95 Trail Crossing Project.

Funding this project will construct a trail on Joplin Road across Interstate 95 to complete a key missing crossing in the local pedestrian and bicycle network and Congressionally designated, multi-state Potomac Heritage National Scenic Trail (PHNST) that will connect Prince William County, the Town of Dumfries, Quantico Marine Corps Base and National Museum and Prince William Forest Park. Planning work for this project was funded by a Federal Lands Access Program (FLAP) grant. The approximately 0.75-mile trail connection will link to an extensive off road-trail system in Prince William Forest Park and National Marine Corps Park and on-road trail network on US Route 1, which is part of the Metropolitan Planning Organization's National Capital Trail Network. This Project will allow the County to better serve its citizens' transportation needs.

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Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County



National Capital Region  
**Transportation Planning Board**

May 13, 2025

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Chair, National Capital Region Transportation Planning Board

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National Capital Region  
**Transportation Planning Board**

May 13, 2025

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National Capital Region  
**Transportation Planning Board**

May 13, 2025

The Honorable Tim Kaine  
United States Senate  
231 Russell Senate Office Building  
Washington, DC 20510

Re: Congressionally Directed Funding for Prince William County, Route 15 Trail Crossing at Catharpin Creek

Dear Senator Kaine:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for a request by Prince William County, Virginia for federal funding through Congressionally Directed Spending appropriations for the Route 15 Trail Crossing at Catharpin Creek Project.

Funding this project will construct a shared use trail and underpass connection between a large residential community with three public schools, neighborhood retail and recreation, to James Long Park, a 230-acre public park with multiple sports fields. This 1,400-foot-long asphalt trail project is a small but critical part of an extensive trail network that connects multiple communities to various civic, recreational, cultural and retail areas. Route 15 is part of the US Highway Systems and the Journey through Hallowed Ground National Scenic Byway, and links Prince William to its jurisdictional neighbors to both the north and south.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long-supported investment in trails to improve the region's transportation network. Improvements in the region's trail network will provide benefits to the region's residents and visitors through higher quality transportation options. The support and promotion of trails and non-driving modes is a key strategy of our adopted Regional Transportation Priorities Plan.

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National Capital Region  
**Transportation Planning Board**

May 13, 2025

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National Capital Region  
**Transportation Planning Board**

May 13, 2025

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United States Senate  
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Sincerely,

James Walkinshaw  
Chair, National Capital Region Transportation Planning Board

Cc: Ms. Meagan Landis, Policy and Programming Manager, Prince William County



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** May 15, 2025

---

The attached documents provide updates on activities that are not included as separate items on the TPB agenda.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** TPB's Access for All Advisory Committee Refresh and Recruitment Update  
**DATE:** May 15, 2025

---

TPB staff is happy to inform you that the 2025-2026 Access for All (AFA) Advisory Committee roster has been set! The updated roster of 20 member organizations and 13 ex-officio members is attached for your reference. All categories of traditionally underserved communities, including older adults, people with disabilities, people with limited English proficiency, and low income, are represented in this new cohort.

The first meeting of the new AFA is tentatively scheduled for Monday, June 23. This will enable the committee to be involved with the next phase of the Enhanced Mobility grants and the final steps of Visualize 2050. Activities this year will also include work on re-setting operations of the committee, including clarification of roles for the AFA Chair and members, representation and reporting to the TPB, formulating a list of activities, and a 2025 meeting schedule.

## BACKGROUND

The Access for All Advisory Committee was established to ensure TPB's plans and programs comply with federal statutes, including Title VI of the Civil Rights Act and the Americans with Disabilities Act of 1990.

It's comprised of members and ex-officio members:

- Members represent a nonprofit group or serve on an advisory committee related to the work of the committee.
- Ex-Officio members work for a state or local agency, transit provider, or are a private provider of transportation services.

TPB staff undertook a situation assessment of the Access for All Advisory Committee last year, since no formal recruitment or re-examination of the AFA Committee had taken place since 2016. The objectives of the committee were re-examined to ascertain whether the committee as constructed still meets expectations. The staff recommendation was to keep the AFA Committee largely intact; rebalancing the membership through a recruitment effort. This recommendation was shared with the AFA on November 22 and with the TPB December 18, 2024. Subsequently, a recruitment effort was held from March 10 to April 14, 2025.

This recruitment effort was for members and ex-officio members. Both members and ex officio members have the same responsibilities. Collectively they are an advisory committee to the TPB.

## RESULTS OF RECRUITMENT

A total of 35 applications were received. Applications were evaluated based on eligibility criteria, including whether the applicant represents an organization that serves the AFA community. Of those, 33 met the screening criteria. There are 20 members (of which ten are new to the committee) and 13 ex-officio members (of which three are new to the committee). There were two instances of more than one representative from an organization; staff asked them to choose one formal representative. Member organizations often serve multiple jurisdictions and more than one under-represented group, resulting in good coverage across the TPB geography, with all jurisdictions represented. All categories of traditionally underserved communities, including older adults, people with disabilities, people with limited English proficiency, and low income, are represented by these organizations.

The updated roster is below. The first meeting is tentatively scheduled for Monday, June 23. This timeframe will enable the committee to be involved with the next phase of the Enhanced Mobility grants and the final steps of Visualize 2050. Activities will also include work on re-setting operations of the committee, including clarification of roles for the AFA Chair and members, representation and reporting to the TPB, formulating a list of activities, and a meeting schedule.

### 2025 Transportation Planning Board Access for All Advisory Committee

Nonprofit or Jurisdiction	Geographic Coverage	Population Served	AFA ROLE	New or Returning?
<b>NV Rides (Pozez JCC)</b>	Arlington, Fairfax, Loudoun, Prince William, Alexandria, Fairfax City, Falls Church	Disabilities, Older Adults	Member	Returning
<b>Loudoun County Public Schools</b>	Loudoun, Manassas, Manassas Park	Traditionally Underserved, Disabilities	Member	New
<b>University Legal Services</b>	DC	Low income, Traditionally Underserved, Disabilities, Older Adults	Member	New
<b>ARC of Prince George's County</b>	Prince Georges	Disabilities, Older Adults	Member	Returning

Nonprofit or Jurisdiction	Geographic Coverage	Population Served	AFA ROLE	New or Returning?
<b>Virginia Workforce and Training Initiative</b>	Arlington, Fairfax, Fairfax City, Falls Church	Disabilities	Member	New
<b>Leisure World</b>	Montgomery	Traditionally Underserved, Disabilities, Older Adults	Member	Returning
<b>Gaithersburg HELP</b>	Montgomery	Low Income, Limited English, Disabilities, Older Adults	Member	Returning
<b>WMATA Access Advisory Committee Liaison</b>	WMATA Compact	Disabilities	Member	Returning
<b>COMTO D.C. Chapter</b>	DC, Montgomery, Fairfax, Alexandria	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Member	New
<b>Seabury Resources for Aging</b>	DC, Montgomery, Arlington	Older Adults	Member	Returning
<b>Fairfax County Transportation Advisory Commission</b>	Fairfax	Older Adults	Member	New
<b>Dulles Area Transportation Association</b>	Fairfax, Loudoun, Prince William, Fairfax City, Falls Church	Low income, Traditionally Underserved, Disabilities, Older Adults	Member	New
<b>Centers for Independent Living</b>	Prince William	Disabilities	Member	Returning
<b>Capitol Hill Village</b>	DC	Low Income, Disabilities, Older Adults	Member	Returning

Nonprofit or Jurisdiction	Geographic Coverage	Population Served	AFA ROLE	New or Returning?
<b>Independence Now</b>	Montgomery, Prince Georges	Disabilities	Member	New
<b>Washington Area Bicyclist Association</b>	DMV	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Member	New
<b>Montgomery County Public Schools</b>	Montgomery, Gaithersburg, Rockville, Fairfax, Fairfax City	Low income, Limited English, Disabilities	Member	New
<b>The Arc of Greater Prince William/INSIGHT, Inc.</b>	Fairfax, Prince William, Manassas, Manassas Park	Disabilities	Member	Returning
<b>Korean Community Service Center of Greater Washington (KCSC)</b>	Montgomery, Gaithersburg, Rockville, Fairfax, Fairfax City	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Member	New
<b>The Arc of Northern Virginia</b>	DC, Montgomery, Prince Georges, College Park, Gaithersburg, Rockville, Arlington, Fairfax, Loudoun, Prince William, Alexandria, Fairfax City, Falls Church, Manassas, Manassas Park	Disabilities	Member	Returning
<b>Prince William Board of County Supervisors</b>	Prince William	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Ex-Officio	New
<b>The City of Laurel (MD)</b>	Prince Georges, Laurel	Low income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Ex-Officio	New

Nonprofit or Jurisdiction	Geographic Coverage	Population Served	AFA ROLE	New or Returning?
Maryland Department Of Disabilities	MD	Disabilities	Ex-Officio	Returning
Rockville Planning Commission	Rockville		Ex-Officio	Returning
Montgomery County DOT	Montgomery	Disabilities, Older Adults	Ex-Officio	Returning
Federal Highway Administration - DC Division	DC	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Ex-Officio	Returning
TPB CAC Liaison	TPB Jurisdictions	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Ex-Officio CAC	New
WMATA	WMATA Compact	Low Income, Limited English, Traditionally Underserved, Older Adults	Ex-Officio	Returning
Virginia Department of Transportation, Northern Virginia District	NoVA	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Ex-Officio	Returning
District Department of Transportation (DDOT)	DC	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Ex-Officio	Returning
Montgomery County Department of Transportation	Montgomery	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Ex-Officio Alternate	Returning



Nonprofit or Jurisdiction	Geographic Coverage	Population Served	AFA ROLE	New or Returning?
<b>Tri-County Council for Southern Maryland</b>	Charles	Disabilities, Older Adults	Ex-Officio	Returning
<b>DC Yellow Cab</b>	DC, Montgomery, College Park, Gaithersburg, Greenbelt, Laurel, Rockville, Takoma Park, Arlington, Fairfax, Alexandria, Fairfax City	Low Income, Traditionally Underserved, Limited English, Disabilities, Older Adults	Ex-Officio	Returning



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, TPB Plan Development and Coordination Program Director  
**SUBJECT:** VDOT Response to April Public Comments  
**DATE:** May 15, 2025

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The Virginia Department of Transportation was asked to respond to public comments received during the Item 1 Comment presentation in April 2025. Transportation Planning Board (TPB) Members also were asked to provide any additional questions on the I-495 Southside Express Lanes project to TPB staff, so VDOT could also respond to them.

On April 24, 2025, Prince George's County Councilmember Eric Olson wrote a letter to which VDOT responded on May 14, 2025 (see attached). On April 25, 2025, Virginia Senator Scott Surovell also wrote a letter, which is also attached.

VDOT also provided a link below to the I-495 Southside Express Lanes Study Public Information Meeting Comment Summary Report, found [here](#).



# COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION  
4975 Alliance Drive  
Fairfax, Virginia 22030

Stephen C. Brich, P.E.  
Commissioner

May 14, 2025

The Honorable Eric C. Olson  
Council Member, Prince George's County Council  
Wayne K. Curry Administration Building  
1301 McCormick Drive, 2nd Floor  
Largo, MD 20774

**SUBJECT:** I-495 Southside Express Lanes Study

Dear Council Member Olson:

Thank you for your letter on April 24th to the Transportation Planning Board regarding the I-495 Southside Express Lanes Study. Your feedback on the study is valuable, and we appreciate the opportunity to respond to your concerns and share the many benefits the project would bring to this critical corridor and the region.

- 1. What are the feasibility and costs of removing HOT lanes infrastructure mid-contract of a Public Private Concessionaire from future Metrorail right-of-way and who would pay these costs?** While WMATA has given information to VDOT since last summer on engineering, constructability, and operating considerations for Metrorail on the Woodrow Wilson Bridge and its approaches, VDOT has not shared any information to the public or decision-makers on the feasibility or costs of retrofitting the highway, removing HOT lanes infrastructure to accommodate future Metrorail. VDOT staff told the TPB board last year that they would work with WMATA to provide more information to board members on these issues. This information is critical before public hearings on a preferred alternative and TPB's September vote.

**Response:**

*WMATA provided information to VDOT in early 2024 regarding a potential typical section for a future rail project across the Woodrow Wilson Bridge (the bridge). In late 2024/early 2025 VDOT met with the WMATA team to discuss technical aspects of the project. To date, WMATA has not provided to VDOT any timeline or specific information relative to*

*engineering, constructability or operations.*

*The Woodrow Wilson Bridge (the bridge) which opened to traffic in 2008 was specifically designed to accommodate future transit. Removing a HOT lane to accommodate future Metrorail would not be significant as it would primarily require shifting of lane barriers. The cost to remove a HOT lane and reconfigure the lanes on the bridge would be a known condition to be incorporated by potential concessionaire should the project advance as a public-private partnership. By including conversion of a HOT lane to rail in the preferred alternative with Commonwealth Transportation Board's action and a FWH NEPA decision, VDOT is ensuring HOT accommodate rail transit across the bridge should it advance in the future.*

2. **We have heard from VDOT that the IAR starts after NEPA but possibly can be reviewed on a project-by-project basis. Given the public sentiment heard and comments received from local jurisdictions in both Maryland and Virginia, can the IAR process start concurrently with NEPA?** Isn't more traffic information needed for Maryland before a preferred alternative is chosen, including on the new bottleneck on the Maryland side of the highway, travel times to/from other points such as I-395 or other Maryland exits, earlier years (2030 or 2035), as well as info on traffic impacts to roads like MD 210?

**Response:**

*The project team has conducted a thorough and detailed traffic analysis, appropriate for determination of impacts and selection of a recommended preferred alternative. The IAR analysis would not influence the NEPA decision or the identification of the preferred alternative. The IAR is one of the many approvals that must occur before the project can advance to the detailed design and construction phases.*

*Per FHWA regulations (23 CFR 624), the IAR and the NEPA document must study the same preferred alternative. Therefore, adding the IAR to the process now would not alter the outcome of which alternative would be carried forward for FHWA's selected alternative. Should the IAR's safety and operational analysis identify areas impacted by the proposed project, it is incumbent upon VDOT to address such issues as part of the final design. Design refinements would be captured in any NEPA re-evaluation that is part of our standard project development process.*

3. **What type of approval/agreement is issued by FHWA for the IAR? What must be demonstrated in the study in order to have their approval/agreement?** Information contained within the IAR is also beneficial for Prince George's County to understand a broader scale of potential traffic impacts. Understanding FHWA's review process of the IAR will help us understand the outcomes of the report.

**Response:**

*For an IAR, the FHWA provides a determination on the safety, operations, and engineering aspects of a project. [Policy on Access to the Interstate System - Interstate System - Design - Federal Highway Administration](#)*

*Please see response above relative to IAR.*

4. **The Project's Preferred Alternative will be determined BEFORE analyzing traffic on connecting roads. Why not do the traffic impact analysis before selecting the preferred alternative?** VDOT should conduct additional traffic analysis on the project's impacts to connecting arterial roads before selecting a preferred alternative and before TPB considers adding the project to Visualize 2050. Without this additional information, TPB member jurisdictions (including Prince George's County) and the public will not be able to make informed comments at public hearings or an informed September TPB vote. We understand that a full Interstate Access Report (IAR) (containing more detailed traffic analysis VDOT can still conduct additional planning-level traffic analysis now, looking at the impact of additional higher traffic volumes resulting from the expanded 495 Southside on roads like MD 210. Can VDOT provide this analysis before its public hearings?

**Response:**

*Per CFR 624.9 (d) the FHWA does not determine the order in which state DOT's must advance transportation projects. Meaning a state DOT can advance either the NEPA process or the IAR first or in parallel.*

*For the traffic analysis supporting the NEPA review, VDOT uses the travel demand model that has been adopted and approved by the National Capital Region Transportation Planning Board (MPO). It is calibrated using regional household travel survey data, land use projections, and demographic assumptions that are subject to regular review and approval by planning agencies. It has been extensively validated and used for federal air quality conformity determinations and major transportation studies throughout the region.*

*The travel demand model is designed as a long-term forecasting tool, typically projecting travel demand 20 to 25 years or more into the future. It operates at a macroscopic level, focusing on regional travel behavior and land use interactions over decades. The travel demand model is the defensible standard appropriate for use in making and approving NEPA decisions.*

*The model remains a critical, standardized tool for consistent, policy-driven decision-making. The well-established project development process used in Virginia allows for refinement and as work continues on the project there will be opportunities to mitigate concerns.*

5. **Bicycle and Pedestrian Connections are presented as being included with the Build Alternatives. One proposed connection is presented for the Maryland side of the project in the Oxon Hill area.** Can the NEPA Environmental Assessment/ Finding of No Significant Impact be more descriptive in documenting connections to be included as part of the Project? Is there an opportunity to potentially include others and/or new BRT routes in the NEPA commitments as noted in 2023 Transit and Transportation Demand Management Study completed by DRPT?

**Response:**

*As part of VDOT's effort to incorporate new bicycle and pedestrian paths and connections, VDOT's team has identified locations to fill in gaps in the existing trail and sidewalk network or otherwise improve bicycle and pedestrian access throughout the corridor. This work is being coordinated with localities, and their existing trails and bicycle and pedestrian plans. VDOT will continue to work with its local partners to review and refine these improvements as NEPA and project development advances.*

6. **We acknowledge that the traffic analysis completed is commensurate with NEPA.** Given the multi-jurisdictional nature of this project and the sentiment heard at the public meetings regarding transit, can VDOT conduct a sensitivity analysis, or some other level of analysis occur regarding the impact of future transit on traffic volumes for the build and no build scenarios? We understand that there are a lot of unknowns with WMATA and future programming, but what would be needed from WMATA in terms of data to complete said sensitivity analysis?

**Response:**

*WMATA would need to provide timeframes for implementation in order to conduct a sensitivity analysis.*

*As cited by the WMATA World Class Transit Report issued on April 24, 2025, however, a Metrorail expansion would cost \$30-\$35 billion in capital costs and would take decades to implement and realize benefits. To meet the region's needs with a faster and more cost-effective approach, WMATA's strategy and focus is stated as advancing a regional bus network that connects high frequency bus service, as well as automation of their existing rail system and improvements to station access and capacity. This bus-focused approach is aligned with the goals and benefits of the 495 Southside Express Lanes Study, as the express lanes would encourage new bus service and ridership by providing faster and more reliable toll-free travel for buses. Along with Northern Virginia's existing express lanes, the 495 Southside Express Lanes is expected to generate toll revenue that could be used to fund new and expanded bus service, providing connections from the I-495 Southside corridor to existing Metro stations, and major employment and activity hubs across the region.*

7. **The current study alternatives are limited and are not inclusive of what many TPB member agencies, jurisdictions and the public sought. We ask that VDOT study additional alternatives to provide local jurisdictions and Maryland with more complete information on benefits, costs and impacts.** Unfortunately, VDOT chose to only advance highway widening and HOT lanes as Build Alternatives, presenting an either/or choice to the region: either expand 495 with private toll lanes or do nothing. But other worthwhile alternatives exist that should be studied, including: near-term bus/HOV shoulder lanes on available right-of-way, peak period flexible choice lanes, expanded incentive programs for carpool/transit/alternate commute hours, transit-oriented development and longer-term Metrorail.

**Response:**

*The two “build” alternatives of adding either one or two express lanes on the I-495 Southside corridor, as well as a third “no build” alternative that is required for baseline comparisons, were derived from a larger list of 10 potential alternatives studied. These three alternatives were determined to best meet the study’s identified transportation needs which are to: reduce congestion and improve travel reliability; provide additional travel choices, improve safety, provide continuity with the existing express lanes network on I-495 and in Northern Virginia, and adopt multimodal features such as bicycle and pedestrian access that are consistent with local and regional plans.*

*Constructing additional general-purpose lanes and part-time shoulder use were among the initial 10 alternatives reviewed. Elements of some of the transit and transportation demand management (TDM) alternatives considered are features of the two express lanes build alternatives (new bus transit and new bike/pedestrian accommodation).*

8. **More traffic information needed for Maryland before a preferred alternative is chosen,** including on the new bottleneck on the Maryland side of the highway, travel times to/from other points such as I-395 or other Maryland exits, earlier years (2030 or 2035), as well as info on traffic impacts to roads like MD 210. We are glad that VDOT pledges "the best possible project that provides the best deal for our public." and we want to ensure that this includes Maryland residents and communities.

**Response:**

*Additional traffic information is not needed to support the identification of a preferred alternative. Please see IAR response.*

9. **Please elaborate as to how the Purpose and Need for the SEL project is consistent and supportive of system continuity and supportive of local planning on the Maryland side of the WWB?**

**Response:**

*The purpose and need for the project was derived from TPB's Visualize 2045 which included expansion of the Express highway network as one of seven aspirational goals.*

10. **There were four Public Meetings held recently, three in Virginia and only one in Prince George's County/Maryland. However, the one in Oxon Hill was far and away the best attended, almost half of the total** (as VDOT shared at the TPB Meeting on April 16). In addition, it is understood that a significant number of the participants at the Virginia Meetings were Prince George's County residents as well. **To meet the very evident interest from the residents of Prince George's County, we are asking that at least two of the Hearings to be held in June as a formal part of the NEPA process be held in Prince George's County.**

**Response:**

*Public meeting locations are selected primarily based upon their proximity to the project corridor. The Oxon Hill High School location is located in close proximity to the MD210 interchange. The Virginia locations are adjacent to and disperse along the project corridor. The project team has attended additional events for Maryland officials as requested.*

*VDOT outreach and public engagement for the study has been underway since 2022, including two rounds of previous public information meetings in Maryland and Virginia, coordination meetings with state and local agency staff, and briefings with elected officials along the study corridor.*

Sincerely,



Michelle Shropshire, P.E., DBIA  
Megaprojects Director  
Northern Virginia District, VDOT





**Eric C. Olson**  
Council Member  
District 3

PRINCE GEORGE'S | COUNTY COUNCIL

*Together Strengthening Our Community*

April 24, 2025

Virginia Department of Transportation  
c/o Kanti Srikanth  
Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, NE  
Suite 300  
Washington, DC 20002

Dear Mr. Srikanth,

I was not able to stay on the April 15<sup>th</sup> Transportation Planning Board long enough to ask questions of VDOT, but Chair Walkinshaw provided assurance that questions could be submitted in writing, and Vic Weissberg contacted Lyn Erickson, who indicated we should get our questions in by close of business on Friday April 24<sup>th</sup>. Below please find my questions, which were coordinated with Prince George's County Department of Public Works and Transportation.

Prince George's County appreciates the opportunity to provide questions regarding VDOT's 495 Southside Express Lanes (SEL) Project following the TPB Meeting held on April 15, 2025. We respectfully provide the following questions:

- 1. What are the feasibility and costs of removing HOT lanes infrastructure mid-contract of a Public Private Concessionaire from future Metrorail right-of-way and who would pay these costs?** While WMATA has given

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Telephone: (301) 952-3060 | 1301 McCormick Drive, 2nd Floor  
Fax: (301) 952-4904 | Largo, Maryland 20774  
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information to VDOT since last summer on engineering, constructability, and operating considerations for Metrorail on the Woodrow Wilson Bridge and its approaches, VDOT has not shared any information to the public or decision-makers on the feasibility or costs of retrofitting the highway, removing HOT lanes infrastructure to accommodate future Metrorail. VDOT staff told the TPB board last year that they would work with WMATA to provide more information to board members on these issues. This information is critical before public hearings on a preferred alternative and TPB's September vote.

2. **We have heard from VDOT that the IAR starts after NEPA but possibly can be reviewed on a project-by-project basis. Given the public sentiment heard and comments received from local jurisdictions in both Maryland and Virginia, can the IAR process start concurrently with NEPA?** Isn't more traffic information needed for Maryland before a preferred alternative is chosen, including on the new bottleneck on the Maryland side of the highway, travel times to/from other points such as I-395 or other Maryland exits, earlier years (2030 or 2035), as well as info on traffic impacts to roads like MD 210?
3. **What type of approval/agreement is issued by FHWA for the IAR? What must be demonstrated in the study in order to have their approval/agreement?** Information contained within the IAR is also beneficial for Prince George's County to understand a broader scale of potential traffic impacts. Understanding FHWA's review process of the IAR will help us understand the outcomes of the report.
4. **The Project's Preferred Alternative will be determined BEFORE analyzing traffic on connecting roads. Why not do the traffic impact analysis before selecting the preferred alternative?** VDOT should conduct additional traffic analysis on the project's impacts to connecting arterial roads before selecting a preferred alternative and before TPB considers adding the project to Visualize 2050. Without this additional information, TPB member jurisdictions (including Prince George's County) and the public will not be able to make informed comments at public hearings or an informed September TPB vote. We understand that a full Interstate Access Report (IAR) (containing more detailed traffic analysis)

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cannot be completed and approved until after the NEPA process. However, VDOT can still conduct additional planning-level traffic analysis now, looking at the impact of additional higher traffic volumes resulting from the expanded 495 Southside on roads like MD 210. Can VDOT provide this analysis before its public hearings?

5. **Bicycle and Pedestrian Connections are presented as being included with the Build Alternatives. One proposed connection is presented for the Maryland side of the project in the Oxon Hill area.** Can the NEPA Environmental Assessment/ Finding of No Significant Impact be more descriptive in documenting connections to be included as part of the Project? Is there an opportunity to potentially include others and/or new BRT routes in the NEPA commitments as noted in 2023 Transit and Transportation Demand Management Study completed by DRPT?
6. **We acknowledge that the traffic analysis completed is commensurate with NEPA.** Given the multi-jurisdictional nature of this project and the sentiment heard at the public meetings regarding transit, can VDOT conduct a sensitivity analysis, or some other level of analysis occur regarding the impact of future transit on traffic volumes for the build and no build scenarios? We understand that there are a lot of unknowns with WMATA and future programming, but what would be needed from WMATA in terms of data to complete said sensitivity analysis?
7. **The current study alternatives are limited and are not inclusive of what many TPB member agencies, jurisdictions and the public sought. We ask that VDOT study additional alternatives to provide local jurisdictions and Maryland with more complete information on benefits, costs and impacts.** Unfortunately, VDOT chose to only advance highway widening and HOT lanes as Build Alternatives, presenting an either/or choice to the region: either expand 495 with private toll lanes or do nothing. But other worthwhile alternatives exist that should be studied, including: near-term bus/HOV shoulder lanes on available right-of-way, peak period flexible choice lanes, expanded incentive programs for carpool/transit/alternate commute hours, transit-oriented development and longer-term Metrorail.

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8. **More traffic information needed for Maryland before a preferred alternative is chosen**, including on the new bottleneck on the Maryland side of the highway, travel times to/from other points such as I-395 or other Maryland exits, earlier years (2030 or 2035), as well as info on traffic impacts to roads like MD 210. We are glad that VDOT pledges "the best possible project that provides the best deal for our public." and we want to ensure that this includes Maryland residents and communities.
9. **Please elaborate as to how the Purpose and Need for the SEL project is consistent and supportive of system continuity and supportive of local planning on the Maryland side of the WWB?**
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Thank you for the opportunity. We look forward to responses from VDOT.

Sincerely,



Eric Olson  
Council Member, District 3  
Prince George's County

cc: Oluseyi Olugbenle, Vic Weissberg, Lyn Erickson

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# SENATE OF VIRGINIA

SCOTT A. SUROVELL  
34TH SENATORIAL DISTRICT  
PART OF FAIRFAX COUNTY  
  
P.O. Box 289  
MOUNT VERNON, VIRGINIA 22121



COMMITTEE ASSIGNMENTS:  
COURTS OF JUSTICE, CHAIR  
COMMERCE AND LABOR  
FINANCE AND APPROPRIATIONS  
REHABILITATION AND SOCIAL SERVICES  
RULES

April 25, 2025

***by email and first class mail***

Hon. James Walkinshaw, Chair  
National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

Commissioner Stephen C. Brich  
Virginia Department of Transportation  
1221 East Broad Street  
Richmond, VA 23219

Re: I-495 Southside Express Lanes Project

Dear Chair Walkinshaw and Commissioner Brich:

Earlier this month, the Virginia Department of Transportation (VDOT) hosted a series of public hearings to gather public feedback on the I-495 Southside Express Lanes Study. Hundreds of my constituents along with representatives from my office attended the two meetings held in my district. **The community members who attended these meetings overwhelmingly expressed disapproval of the project,** citing their serious concerns about the traffic implications on I-495 and adjacent secondary and neighborhood streets, potential environmental impacts, and the likelihood that expanding express lanes over this stretch of I-495 would severely limit future options for multimodal transit, including rail, bicycle, and pedestrian transportation.

As the Transportation Planning Board considers whether VDOT's Southside Express Lanes project will be included in the region's transportation plan, Visualize 2050, I am writing on behalf of my constituents to ask that you vote against expanding toll lanes on I-495. **The half million residents who live between the Mixing Bowl and the Potomac River in Fairfax County and the City of Alexandria oppose this project along with the State of Maryland.** I am not clear why we continue to invest taxpayer dollars in a project that is not supported by the State of Maryland and requires their consent.

As someone who personally commutes on I-495 between the Woodrow Wilson Bridge and Braddock Rd. every day, I am acutely aware of the current traffic bottlenecks and exorbitant costs to use the existing HOT lanes. I share the concerns of the Washington Metropolitan Area Transit Authority (WMATA), Maryland Officials, the Mayor of the City of Alexandria, regional advocacy groups such as the Coalition for Smart Growth, and members of the public regarding the proposed use of the center lanes on the Woodrow Wilson Bridge for vehicle traffic.

Taxpayers have now invested:

- \$676 million on the Springfield Mixing Bowl;
- \$2.357 billion on the Woodrow Wilson Bridge;
- \$1.4 billion (and counting) on the I-495 HOT Express Lanes.

Traffic congestion is the same as it was in 1999 and the expansion of vehicle lanes has proven that it does not work. We need to be focused on making investments in high capacity transit instead of continuing to throw money at road expansions.

Constructing this project would create a major new traffic bottleneck on the Maryland side of the Woodrow Wilson Bridge. In this study, VDOT fails to consider any alternative to HOT lanes such as piloting express bus and HOV on shoulder lanes, or providing increased incentives for commuters to use public transit and carpool. The study's focus on HOT lanes alone without providing an analysis of their efficacy at reducing congestion in comparison to alternative proposals will inevitably lead to a skewed study conclusion that fails to accurately assess the best path forward for our region. Additionally, VDOT must conduct an in-depth study regarding how the impacts of climate change will affect this construction. Should it proceed to construction, the project will be heavily impacted by sea level rise and the increase in rainfall intensity that climate scientists expect to see over the coming century, and a failure to plan for these changes is shortsighted.

Finally, **the additional lanes on the Woodrow Wilson Bridge were reserved for transit pursuant to the Federal Highway Administration (FHA) Record of Decision dated June 16, 2000 - not vehicular traffic.** This is also consistent with the Woodrow Wilson Bridge Operating Agreement entered into by three states on September 7, 2001 **which cannot be changed without the consent of Maryland and the District of Columbia.** While I recognize that VDOT is taking steps to make it possible for the lanes to be converted to rail in future years, securing the political will to convert interstate vehicle lanes to rail is politically unrealistic and is not authorized by the FHA.

These comments are consistent with our position since this project was first proposed. I remain unconvinced that VDOT is adequately considering these issues. Given the volume and tenor of public opinion on this proposed project, it is clear that the residents of Northern Virginia see little benefit to expanding HOT lanes and have serious increasing concerns and the impact the project will have on their everyday lives. This proposal is far from ready to be included in the region's transportation plan, and I request that the Transportation Planning Board vote against including the I-495 Southside Express Lanes project in Visualize 2050 this fall.

Thank you for receiving these comments and taking our position and that of our constituents into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott A. Surovell", with a stylized flourish at the end.

Majority Leader Scott A. Surovell  
Virginia State Senate  
34th District

CC: Fairfax County Board of Supervisors, State Delegates and Senators  
City of Alexandria Mayor and City Council, State Delegates and Senators  
Transportation Planning Board Members  
Shep Miller, Virginia Secretary of Transportation  
Sandra Jackson, Federal Highway Administration, representative to the National Capital Region  
Transportation Planning Board  
Randy Clarke, General Manager & Chief Executive Officer, Metro  
WMATA Board of Directors  
Kanti Srikanth, MWCOG Deputy Executive Director for Metropolitan Planning  
Tiffany Robinson, Director, DRPT  
Todd Horsley, Virginia Department of Rail and Public Transit  
Bill Cuttler, Northern Virginia District Engineer, VDOT  
Stewart Schwartz, Executive Director, Coalition for Smarter Growth  
Senator Jennifer B. Boysko  
Delegate Paul E. Krizek  
Delegate David A. Reid  
Delegate Mark D. Sickles  
Senator Lamont Bagby, Chair Senate Transportation Committee  
Delegate Karrie K. Delaney, Chair House Transportation Committee  
Delegate Marc Korman  
Mayor Alyia Gaskins  
Supervisor Dan Storck  
Supervisor Rodney Lusk





## MEMORANDUM

**TO:** Transportation Planning Board Technical Committee  
**FROM:** Robert d'Abadie, TPB Transportation Engineer  
**SUBJECT:** EPA Approval: Determination of Attainment by Attainment Date and Clean Data  
Determination for the Washington DC-MD-VA Nonattainment Area for the 2015 Ozone  
National Ambient Air Quality Standard  
**DATE:** April 25, 2025

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The U.S. Environmental Protection Agency (EPA) has just officially certified that the region's air quality meets the current 2015 National Ambient Air Quality Standard (NAAQS or Standard) for ozone. The region has now attained all current NAAQS but will officially remain in nonattainment of the 2015 Ozone Standard until a redesignation request and 10-year maintenance plan are submitted by the Washington Area and approved by the EPA. This is great news for the region as all criteria pollutants now meet federal standards.

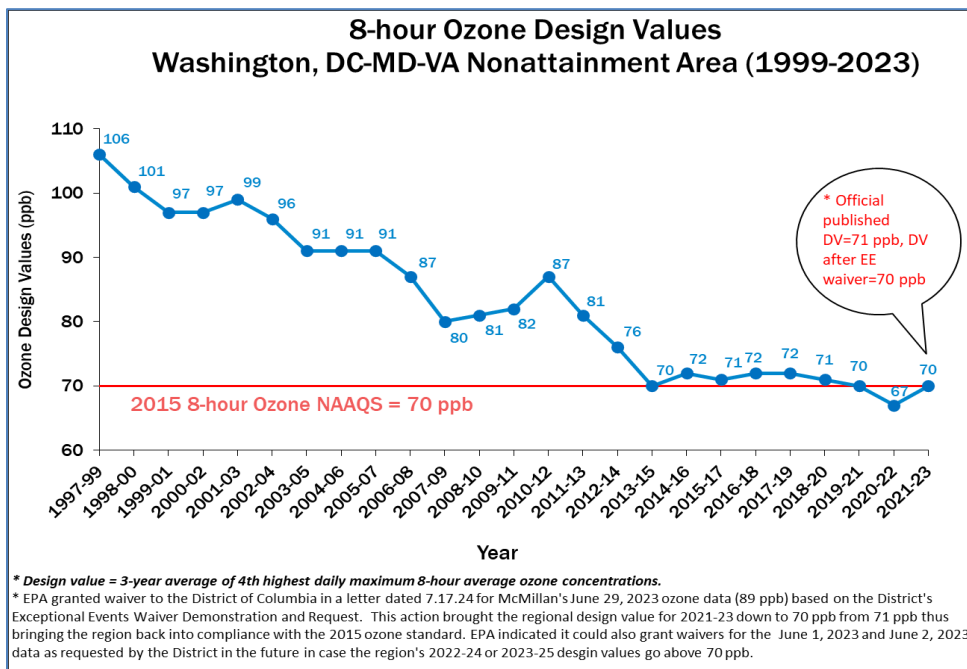
This memo provides background information on the federal requirements, agency responsibilities, and next steps.

## BACKGROUND

The federal Clean Air Act and Amendments (CAAA) of 1990 established standards and procedures for reducing human and environmental exposure to a range of pollutants generated by industry and transportation. The law allows the Environmental Protection Agency (EPA) to define the boundaries of "non-attainment" areas for various common pollutants such as ground-level ozone. These boundaries outline geographic areas where air quality does not meet Federal air quality standards. The law also established non-attainment area classifications ranked according to the severity of the area's air pollution problem. These classifications are: marginal, moderate, serious, severe, and extreme. EPA assigns each non-attainment area one of these categories, thus triggering various requirements that the area must comply with in order to meet a particular standard. The EPA is required to review these standards at least once every five years and to update the standard if new data show that the old standard does not protect human health and the environment. EPA set the current ozone standard in 2015. Once a non-attainment area attains a standard for a pollutant, the area must progress through a series of steps in order to be reclassified from "non-attainment" to "maintenance." The first of these steps is for the state departments of environment to share "certified" air quality monitor data with the EPA and have EPA approve a "Clean Data Determination" (CDD) and a "Determination of Attainment by Attainment Date" (DAAD). The next step is to develop and submit to EPA a "Redesignation Request" officially asking EPA to redesignate the region as being an attainment area. The last step is to develop and submit a "Maintenance Plan" showing how the region will maintain the standard into the future. The "maintenance" designation includes its own set of requirements that assure that the standard for that pollutant is maintained. The Metropolitan Washington Air Quality Committee (MWAQC), in conjunction with the National Capital Region Transportation Planning Board (TPB), develops both the redesignation request and the maintenance plan. These are then provided to the state air agencies for finalization and submission to the EPA for approval.

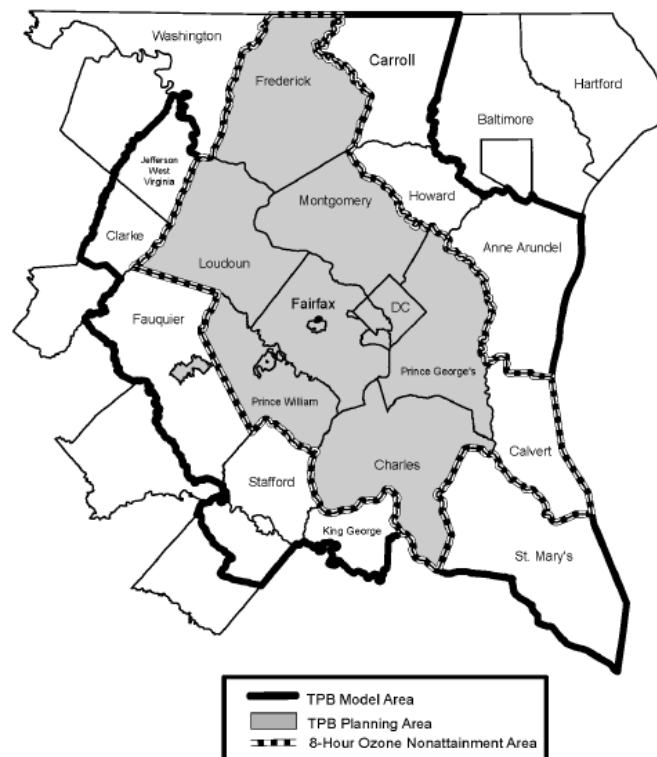


Here is a graphic showing the Washington DC region (DC-MD-VA) area's ozone levels through time as recorded on monitors around the region:



Here is a map of the Washington DC region (DC-MD-VA) non-attainment area, which is not the same as the Transportation Planning Board's (TPB) or COG's planning areas (please refer to the dashed line):

Figure 3 TPB Transportation Planning Areas Map



## MWAQC AND TPB RESPONSIBILITIES

The [Metropolitan Washington Air Quality Committee](#) (MWAQC) is the entity certified by the mayor of the District of Columbia and the governors of Maryland and Virginia to prepare an air quality plan for the DC-MD-VA Metropolitan Statistical Area under Section 174 of the CAAA. MWAQC members are elected officials of COG member jurisdictions plus members from Calvert and Stafford counties; the air management and transportation directors of the District of Columbia, Maryland, and Virginia; members of the Maryland and Virginia General Assemblies; and the chair of the Transportation Planning Board. TPB and MWAQC work together on conformity and each state's State Implementation Plan (SIP) – the Maintenance Plan discussed here is a type of SIP. TPB has authority over conformity actions and decisions. MWAQC has authority over SIP actions and decisions.

## CLEAN DATA DETERMINATION

On October 26, 2015, the EPA promulgated an updated ground-level ozone standard (the 2015 standard), tightening the NAAQS from 75 parts per billion (ppb) to 70 ppb.<sup>1</sup> This NAAQS retained the previous standard's averaging time (8 hours) and form (annual fourth-highest daily maximum, averaged over three years). The Washington Area was initially designated as Marginal nonattainment with an attainment date of August 3, 2021.<sup>2</sup> On November 7, 2022, the EPA determined that the Washington Area had failed to attain the 2015 ozone standard by the deadline and was subsequently reclassified as moderate nonattainment with a new attainment date of August 3, 2024.<sup>3</sup> While the Washington Area was on track to attain the standard early, Canadian wildfires resulted in several days with excessively high readings in 2023. Although the EPA was ready to announce the DAAD and CDD in February of 2023 based on the 2019 to 2021 monitor data,<sup>4</sup> this was not finalized due to a failing monitor during the 2023 Ozone season (the McMillan Monitor – Air Quality System (AQS) Site ID # 110010043). On March 20, 2024, the Department of Energy and the Environment (DOEE) on behalf of the District of Columbia submitted an exceptional events demonstration to show the maximum daily 8-hour average ozone concentrations at the McMillan monitor on June 29, 2023, were influenced by Canadian wildfires. The EPA concurred with this request on July 17, 2024.

With the granting of the exceptional events demonstration, the Washington Area attained the 2015 ozone NAAQS based on approved monitoring data for 2021 – 2023. This determination is further supported by the 2019-2021 and 2020-2022 monitoring data, with attainment also demonstrated in those respective time periods. This allowed the EPA to grant the DAAD and CDD for the region.<sup>5</sup>

## NEXT STEPS

The granting of the DAAD and CDD does not reclassify the Washington Area as attainment for the 2015 ozone NAAQS. The region must submit a redesignation request and a maintenance plan, including updated Motor Vehicle Emission Budgets (MVEBs) showing how the region will continue to maintain the NAAQS for the next 10 years. Once the EPA approves these items and publishes them in the Federal Register, the region will be officially redesignated as being in attainment of the 2015 ozone NAAQS with a maintenance status.

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<sup>1</sup> 80 FR 65292 October 26, 2015

<sup>2</sup> 83 FR 25776 June 4, 2018

<sup>3</sup> 87 FR 60897 October 7, 2022

<sup>4</sup> 88 FR 6688 February 1, 2023

<sup>5</sup> 90 FR 14730 April 4, 2025