ITEM 8 – ACTION
December 17, 2025

Approval of the Visualize 2050 National Capital Region Transportation Plan, the FY 2026-2029 Transportation Improvement Program (TIP), the Air Quality Conformity Analysis, and the MPO Self Certification Statement

Action 1: Adopt Resolution R3-2026 finding that Visualize 2050 and the FY 2026-2029 TIP conform with the requirements of the Clean Air Act Amendments of 199

Action 2: Adopt Resolution R4-2026 approving the Visualize 2050 and the FY 2026-2029 TIP.

Action 3: Adopt Resolution R5-2026 endorsing the appended Statement of Certification.

Background: Staff will review the outcomes of the public comment period, the updated materials, and recommend the following for Board Approval: draft Visualize 2050 and FY 2026-2029 TIP, draft Air Quality Conformity Analysis and the Self-Certification Statement.

The Joint Planning Regulations issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) require that "concurrent with the submittal of the entire proposed TIP…the state and MPO shall certify at least every four years that the metropolitan transportation planning process is addressing the major issues in the metropolitan planning area and is being carried out in accordance with all applicable requirements…" The board will be briefed on the Statement of Certification and asked to approve it.

Attachments

Item 8 - Presentation - Approval of V2050/TIP/AQC/Self-Certification
Item 8 - Memo 1: Public Comments Summary
Item 8 - Memo 2: Changes to Plan and TIP (Attachment of table Errata)
Item 8 - Memo 3: Overview of Resolutions (MDOT/MoCo Transit letters)
Item 8 - Action 1 - R3-2026 Conformity Determination (Resolution and AQC Report)
Item 8 - Action 2 - R4-2026 V50 and TIP Approval (Resolution, Executive Summary, Project List, Plan, and TIP plus appendices)
Item 8 - Action 3 - R5-2026 Self-Certification (Resolution, self-certification statement, PDF of Process docs)

TPB R3 -2026
December 17, 2025

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION FINDING THAT THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM CONFORM WITH THE REQUIREMENTS OF THE CLEAN AIR ACT AMENDMENTS OF 1990

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for the TPB to make a determination of conformity of its metropolitan transportation plan and transportation improvement program (TIP) with the State Implementation Plan (SIP) for air quality maintenance within the Metropolitan Washington non-attainment area; and

WHEREAS, on February 15, 2023, the TPB staff released the Technical Inputs Solicitation Submission Guide and asked for inputs to Visualize 2050 and the FY 2026-2029 TIP; and

WHEREAS, following the direction from TPB's resolution R19-2021, as part of the Visualize 2050 Technical Inputs Solicitation, TPB and agency staff conducted a process to re-examine the capacity-related projects in Visualize 2045, where such improvements are significant for consideration in the air quality conformity analysis, and resubmit an updated mix of projects supported by updated revenue and expenditure estimates for new capital projects through 2050 demonstrating that funding is reasonably expected to be available; and

WHEREAS, a scope of work was developed to address all procedures and requirements, including public and interagency consultation, and the scope was released for public comment on March 1, 2024, and approved by the TPB at its May 15, 2024, meeting; and

WHEREAS, highway and transit project inputs submitted for inclusion in the air quality conformity analysis of Visualize 2050 and the FY 2026-2029 TIP were released for public comment on March 1, 2024, and approved by the TPB at its May 2024 meeting; and

WHEREAS, on October 23, 2025, the draft results of the air quality conformity analysis of Visualize 2050 metropolitan transportation plan and FY 2026-2029 TIP were released for a 30-day public comment period with inter-agency consultation; and

WHEREAS, the Air Quality Conformity Analysis Report of Visualize 2050 and the FY 2026-2029 Transportation Improvement Program demonstrates adherence to all mobile source emissions budgets for ground level ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x), and meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of Visualize 2050 and the FY 2026-2029 TIP with the requirements of the CAAA; and

WHEREAS, as part of the TPB's interagency consultation process, the Metropolitan Washington Air Quality Committee (MWAQC) concurs with the regional air quality conformity determination of Visualize 2050 and the FY 20263-2029 TIP and provided other comments relating to the region's air quality.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board determines that Visualize 2050 and the FY 2026-2029 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

Air Quality Conformity Report
Visualize 2050 and the FY 2026-2029 Transportation Improvement Program

VISUALIZE 2050

National Capital Region
Transportation Planning Board

Draft December 11, 2025

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for the metropolitan Washington region. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 22 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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EXECUTIVE SUMMARY

This report documents the air quality conformity analysis of Visualize 2050, the region's metropolitan transportation plan, and the FY 2026-2029 Transportation Improvement Program (TIP). The analysis is carried out under the regulations contained in the U.S. Environmental Protection Agency's (EPA's) final rule, published in the November 24, 1993, *Federal Register,* with subsequent amendments and additional federal guidance published by the EPA, the Federal Highway Administration (FHWA), and the Federal Transit Administration (FTA). The process involved consultation with affected agencies such as the EPA, FHWA, FTA, and the Metropolitan Washington Air Quality Committee (MWAQC), as well as with the public. The analysis is the responsibility of the National Capital Region Transportation Planning Board (TPB).

"Conformity" is a requirement of the federal Clean Air Act (CAA) to ensure that transportation plans and transportation improvement programs are consistent with air quality goals and that progress toward achieving and maintaining federal air quality standards is being made. A conformity determination is undertaken to forecast air pollution from motor vehicles ("mobile source emissions") that use or are predicted to use an area's surface transportation system. The analysis must demonstrate that those emissions are within limits outlined in state air quality implementation plans, known as SIPs.

The EPA has designated the Metropolitan Washington, DC (DC-MD-VA) region as being in non-attainment of the 2015 Ozone National Ambient Air Quality Standards (NAAQS). Volatile Organic Compounds (VOCs) and Nitrogen Oxides (NO_x) mix with sunlight to form ground-level ozone. For the Visualize 2050 plan, emissions for ozone season VOC and NO_X were estimated for 2025, 2026, 2030, 2040, 2045, and 2050 forecast years. MWAQC developed mobile emissions budgets for VOC and NO_X in the 2023 revision of the 2008 Ozone Maintenance Plan. In October 2024, the EPA found these budgets adequate for use in conformity determinations.

This analysis shows that the Visualize 2050 plan and FY 2026-2029 TIP mobile emissions are within the mobile emissions budgets for ozone season VOC and NO_X for all forecast years. Thus, this analysis provides a basis for a determination of conformity for the Visualize 2050 plan and the FY 2026-2029 TIP.

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LIST OF ACRONYMS

AWDT	Average Weekday Traffic
BMC	Baltimore Metropolitan Council
CAAA	Clean Air Act Amendments of 1990
CAC	Citizens Advisory Committee
CLRP	Constrained Long-Range (Transportation) Plan
CMAQ	Congestion Mitigation & Air Quality
CO	Carbon Monoxide
C-SMMPO	Calvert-St. Mary's Metropolitan Planning Organization
DDOT	District of Columbia Department of Transportation
DTP	(COG's) Department of Transportation Planning
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HOT	High Occupancy Toll
HOV	High Occupancy Vehicle
I/M	Inspection and Maintenance
LOV	Low Occupancy Vehicle
LRTP	Long-Range Transportation Plan
MDOT	Maryland Department of Transportation
MPO	Metropolitan Planning Organization
MOVES	Motor Vehicle Emissions Simulator
MTP	Metropolitan Transportation Plan
MVEB	Motor Vehicle Emissions Budget
MWAQC	Metropolitan Washington Air Quality Committee
MWCOG	Metropolitan Washington Council of Governments
NAAQS	National Ambient Air Quality Standards
NOx	Nitrogen Oxides
$PM_{2.5}$	Particulate Matter, 2.5 micrometers in diameter and smaller
PNR	Park and Ride Lot
SIP	State Implementation Plan
TAZ	Transportation Analysis Zone
TCM	Transportation Control Measure
TERM	Transportation Emission Reduction Measure
TIP	Transportation Improvement Program
TPB	National Capital Region Transportation Planning Board
US DOT	United States Department of Transportation
US EPA	United States Environmental Protection Agency
VDOT	Virginia Department of Transportation
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
WMATA	Washington Metropolitan Area Transit Authority

DRAFT TPB R3 -2026
December 17, 2025

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION FINDING THAT THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM CONFORM WITH THE REQUIREMENTS OF THE CLEAN AIR ACT AMENDMENTS OF 1990

WHEREAS, the National Capital Region Transportation Planning Board (TPB) has been designated by the Governors of Maryland and Virginia and the Mayor of the District of Columbia as the Metropolitan Planning Organization (MPO) for the Washington Metropolitan Area; and

WHEREAS, the U.S. Environmental Protection Agency (EPA), in conjunction with the U.S. Department of Transportation (DOT), under the Clean Air Act Amendments of 1990 (CAAA), issued on November 24, 1993 "Criteria and Procedures for Determining Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Funded or Approved Under Title 23 U.S.C. or the Federal Transit Act," and, over the years, subsequently amended these regulations and provided additional guidance, which taken together provide the specific criteria for the TPB to make a determination of conformity of its metropolitan transportation plan and transportation improvement program (TIP) with the State Implementation Plan (SIP) for air quality maintenance within the Metropolitan Washington non-attainment area; and

WHEREAS, on February 15, 2023, the TPB staff released the Technical Inputs Solicitation Submission Guide and asked for inputs to Visualize 2050 and the FY 2026-2029 TIP; and

WHEREAS, following the direction from TPB's resolution R19-2021, as part of the Visualize 2050 Technical Inputs Solicitation, TPB and agency staff conducted a process to re-examine the capacity-related projects in Visualize 2045, where such improvements are significant for consideration in the air quality conformity analysis, and resubmit an updated mix of projects supported by updated revenue and expenditure estimates for new capital projects through 2050 demonstrating that funding is reasonably expected to be available; and

WHEREAS, a scope of work was developed to address all procedures and requirements, including public and interagency consultation, and the scope was released for public comment on March 1, 2024, and approved by the TPB at its May 15, 2024, meeting; and

WHEREAS, highway and transit project inputs submitted for inclusion in the air quality conformity analysis of Visualize 2050 and the FY 2026-2029 TIP were released for public

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WHEREAS, the Air Quality Conformity Analysis Report of Visualize 2050 and the FY 2026-2029 Transportation Improvement Program demonstrates adherence to all mobile source emissions budgets for ground level ozone precursors Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_x), and meets all regulatory, planning and interagency consultation requirements, and therefore provides the basis for a finding of conformity of Visualize 2050 and the FY 2026-2029 TIP with the requirements of the CAAA; and

WHEREAS, as part of the TPB's interagency consultation process, the Metropolitan Washington Air Quality Committee (MWAQC) concurs with the regional air quality conformity determination of Visualize 2050 and the FY 20263-2029 TIP and provided other comments relating to the region's air quality.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board determines that Visualize 2050 and the FY 2026-2029 Transportation Improvement Program conform to all requirements of the Clean Air Act Amendments of 1990.

Metropolitan Washington
Council of Governments

November 12, 2025

The Honorable Walter Alcorn, Chair
National Capital Region Transportation Planning Board
777 North Capitol Street, NE, Suite 300
Washington, D.C. 20002

Dear Chair Alcorn:

Thank you for providing an opportunity to comment on the draft air quality conformity analysis for the Visualize 2050 plan. MWAQC has reviewed the above analysis and concurs that the transportation sector emissions associated with the proposed transportation plans meet the motor vehicle emissions budgets (MVEBs) in the 2008 Ozone National Ambient Air Quality Standard (NAAQS) Maintenance Plan Update.

However, the Visualize 2050 plan continues to require the use of safety margins to meet the MVEBs and demonstrate conformity for volatile organic compounds (VOC) in 2025 and 2030. MWAQC urges TPB and its members to give particular focus to projects that would reduce air pollution emissions from the transportation sector so that future emissions from that sector remain below the MVEBs without safety margins to fully protect the health of our residents.

The draft Design Value data for ozone for the Washington region for the period 2023 through 2025 is 69 ppb parts per billion (ppb). This shows that the region is in compliance with the 2015 ozone NAAQS, however the region needs to continue reducing its emissions to maintain this compliance in the future. The projected year 2025 emissions inventory for the region in the above maintenance plan update submitted to EPA in 2023 shows onroad sources to be a significant contributor (26%) of NOx emission in the region. Therefore, it is essential that the region reduces its emissions further in order to keep complying with the 2015 ozone NAAQS from all sources, including onroad mobile sources.

MWAQC notes that the region also is experiencing an increase in total VMT along with an increase in population and job growth. Therefore, we urge TPB's continued investment in VMT and emission reduction strategies such as public transit, ride-sharing, pedestrian and bike infrastructure, other travel demand management strategies, and Transportation Emission Reduction Measures (TERMS) to reduce future growth in vehicle emissions.

Thank you again for the opportunity to comment on the draft conformity analysis for the Visualize 2050 plan.

Sincerely,

Hon. Thomas Dernoga
Chair, Metropolitan Washington Air Quality Committee

Alan Hew, Vice Chair

David Snyder, Vice Chair

777 NORTH CAPITOL STREET NE, SUITE 300, WASHINGTON, DC 20002
MWCOG.ORG (202) 962-3200

1. INTRODUCTION

The metropolitan Washington region is currently designated as being in nonattainment for the federal health standards for ground-level ozone, a harmful air pollutant. Clean air legislation in 1977 mandated that a Metropolitan Planning Organization (MPO) may not approve any transportation project that did not conform to the approved state implementation plan (SIP) for the attainment of clean air standards. This established the responsibility on the part of COG/TPB to review transportation plans and programs and affirm that they conform to air quality SIPs for the region.

This requirement means that TPB's plans, programs, and projects must be consistent with clean air objectives. In the 1990 Clean Air Act Amendments, conformity to an implementation plan is defined as conformity to an implementation plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards (NAAQS) and achieving expeditious attainment of such standards. In addition, federal activities may not cause or contribute to new violations of air quality standards, exacerbate existing violations, or interfere with timely attainment or required interim emissions reductions towards attainment.

This report documents the air quality conformity analysis of the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP) with respect to ozone season pollutants, specifically, Volatile Organic Compounds (VOC) and Nitrogen Oxides (NO_X), which are precursors to ozone pollution when they combine with sunlight in the atmosphere. The results of the analysis provide a basis for a determination of conformity of Visualize 2050 and the FY 2026-2029 TIP. All references in this report are listed on pages 28-30. Linked references are also available on the Metropolitan Washington Council of Governments (MWCOG) and federal websites

2. BACKGROUND

Conformity Regulations

The concept of transportation conformity was introduced in the Clean Air Act (CAA) of 1977, which included a provision to ensure that federal funding supports transportation improvements that are consistent with air quality goals. These goals are set in each state's air quality implementation plan (SIP).

On November 15, 1990, President Bush signed into law the Clean Air Act Amendments (CAAA) of 1990. The CAAA establishes standards and procedures for reducing human and environmental exposure to a range of pollutants generated by industry and transportation. The law allows the EPA to define the boundaries of “non-attainment” areas for various common pollutants known as “criteria pollutants.” 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 to meet a particular standard. The metropolitan Washington region is currently designated as being in “moderate” non-attainment for the federal health standards for ozone. Once a non-attainment area attains a standard for a pollutant, the area must progress through a series of steps to be reclassified from “non-attainment” to “maintenance.” The “maintenance” designation includes its own set of requirements that assure that the standard for that pollutant be maintained.

Conformity requirements were made substantially more rigorous in the CAA Amendments of 1990. The transportation conformity regulations (Reference 1) that detail implementation of the CAA requirements were first issued in the November 24, 1993, *Federal Register*, and have been amended several times, most recently in April 2012 (Federal Register notice: March 14, 2012). The

regulations establish the criteria and procedures for transportation agencies to demonstrate that air pollutant emissions from Metropolitan Transportation Plans (MTPs), Transportation Improvement Programs (TIPs), and projects funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA) are consistent with ("conform to") the State's air quality goals in the SIP.

Pollutants

The Clean Air Act requires EPA to set NAAQS for six common air pollutants. These air pollutants, also known as "criteria pollutants," are found throughout the United States. The six pollutants are particle matter, ground-level ozone, carbon monoxide, sulfur oxides, nitrogen oxides, and lead. EPA calls these pollutants "criteria" air pollutants because it sets standards for them based on human health and/or environmental criteria. The Clean Air Act identifies two types of national ambient air quality standards. **Primary standards** provide public health protection, including protecting the health of "sensitive" populations such as people with asthma, children, and older adults. **Secondary standards** provide public welfare protection, including protection against decreased visibility and damage to animals, crops, vegetation, and buildings.

Ozone Season Pollutants

1979 Ozone Standard

The Washington, DC-MD-VA region was originally classified in 1990 as being in “serious” non-attainment of the 1979 (124 parts per billion – ppb) 1-hour ozone standard, with an attainment date of 1999. The region did not attain the standard by 1999 and was subsequently reclassified as “severe” non-attainment, with a new attainment date of 2005.

1997 Ozone Standard

In 2004 the Washington, DC-MD-VA region was designated as being in “moderate” non-attainment of the 1997 (84 ppb) 8-hour ozone standard, with an attainment date of 2010. In 2007, MWAQC developed an 8-hour ozone SIP (Reference 2) to reduce ozone-causing emissions of VOCs and NOx with the goal of attaining the 1997 standard. As part of this SIP, MWAQC developed Motor Vehicle Emissions Budgets (MVEBs or “mobile emissions budgets”) for VOC and NO_x. As required by federal guidance, MWAQC established 2008 budgets to show “reasonable further progress” in addition to the 2009 and 2010 attainment year budgets. On February 7, 2013, EPA found adequate the 2009 Attainment and 2010 Contingency budgets included in the 2007 SIP, and the TPB was subsequently required to use those budgets to meet conformity requirements. These budgets were used to assess conformity of the Washington region’s transportation plans from 2013 through 2017.

2008 Ozone Standard

In 2012, EPA designated the Metropolitan Washington, DC, (DC-MD-VA) region as being in “marginal” non-attainment of the 2008 Ozone Standard. With this designation, EPA regulations do not require the development of MVEBs. Instead, as per EPA regulations, conformity analyses for the region’s plan and TIP were being demonstrated to meet previously approved MVEBs from the older 1997 Ozone Standard. In 2015, the region attained the 2008 Ozone Standard, based on the readings from ambient air quality monitors. MWAQC developed a Redesignation Request and Maintenance Plan (Reference 3), which the state air agencies submitted to the EPA in early 2018. The 2008 Ozone Maintenance Plan included MVEBs for VOC and NO_x. In August 2018, EPA found these mobile emissions budgets adequate for use in the region’s air quality conformity analyses. As such, these 2008 Ozone Maintenance Plan mobile emissions budgets were first used in the conformity assessment of the Visualize 2045 plan and FY 2019-2024 TIP, adopted on October 17, 2018.

The MVEBs for the 2008 Ozone standard were updated in September 2023 (Reference 4), and after submission by the state departments of the environment, the EPA granted an adequacy finding on October 4, 2024. VOC and NO_X emissions budgets were established for three specific periods: the attainment year for the 2008 ozone NAAQS (2014), an intermediate year (2025), and the out year (2030) of the Maintenance Plan. The mobile emission ozone budgets include a 20 percent safety margin for both VOC and NO_X. Details about these budgets are discussed in the *Emissions Forecasts* section (Chapter 5) of this report.

2015 Ozone Standard

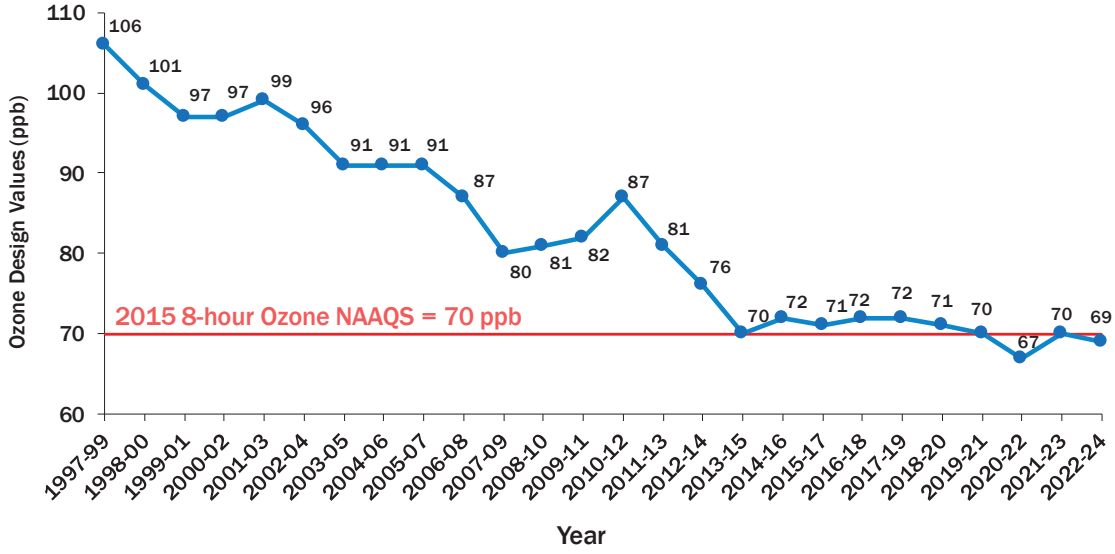
Effective August 3, 2018, EPA designated the Metropolitan Washington, DC, (DC-MD-VA) region as being in "marginal" non-attainment for the 2015 Ozone Standard. Under a "marginal" designation, it is not necessary to develop MVEBs. Consequently, there are no MVEBs specific to the 2015 Ozone Standard. Provisions of the conformity regulations, however, require that emissions from the Plan and TIP conform to previously approved (or "found adequate for conformity purposes") MVEBs. The current MVEBs for the DC-MD-VA non-attainment area are those developed for the Maintenance Plan for the 2008 Ozone Standard. The emissions from the Visualize 2050 Plan and FY 2026-2029 TIP adhere to these MVEBs.

Marginal non-attainment areas had three years from the date of designation to achieve the 2015 Ozone Standard. Accordingly, the DC-MD-VA area had an attainment year of 2021 (i.e., three years following the August 3, 2018 designation). Because the August 2021 attainment date falls in the middle of the region's ozone season (March 1-October 31), the region had to achieve the standard by the end of the 2020 ozone season. The region did not achieve the 2015 Ozone Standard by the deadline, but it did achieve the 2015 Ozone Standard by the end of the 2021 ozone season. Because the region did not meet the deadline, the region was reclassified as "moderate" non-attainment for this NAAQS.

Figure 1 shows the current (2015) ozone standard (red line) compared to the actual monitored ozone levels (blue dots), known as "design values," through time, from 1999 to 2024. The design value is an observed value, defined as the three-year average of the 4th highest daily maximum 8-hour average ozone concentration.

On April 4, 2025, the EPA promulgated a final rule (effective May 5, 2025) granting a Determination of Attainment by Attainment Date (DAAD) and Clean Data Determination (CDD) for the Washington DC-MD-VA Nonattainment Area (The Washington Area) for the 2015 Ozone standard (90 FR 14730, April 4, 2025). At the same time, an exceptional events request was also granted for the McMillan monitor (near the intersection of Bryant Street NW and First Street NW, Washington, DC), as the June 29, 2023 readings were determined to be detrimentally impacted by smoke from Canadian wildfires. Based on approved air quality monitoring data and taking into account the exceptional events request, the Washington Area was found to have met the 2015 ozone standard by the attainment date of August 3, 2024. The region will remain classified as nonattainment until a redesignation request and 10-year maintenance plan (the first of two) are submitted by the state air quality agencies and approved by the EPA.

FIGURE 1: 8-HOUR OZONE DESIGN VALUES



**** Design value = 3-year average of 4th highest daily maximum 8-hour average ozone concentrations.***

Note: EPA granted waiver to the District of Columbia on May 5, 2025 for McMillan's June 29, 2023 ozone data (89 ppb) based on the District's Exceptional Events Waiver Demonstration and Request. This action brought the regional design value for 2021-23 down to 70 ppb from 71 ppb and for 2022-24 to 69 ppb from 70 ppb thus bringing the region back into compliance with the 2015 ozone standard. EPA indicated it could also grant waivers for the June 1, 2023 and June 2, 2023 data as reuqested by the District in the future in case the region's 2022-24 or 2023-25 desgin values go above 70 ppb.

Revocation of the 1997 Ozone Standard

Effective April 6, 2015, EPA revoked the 1997 Ozone Standard and eliminated conformity requirements associated with that standard. However, on February 16, 2018, the United States Court of Appeals for the District of Columbia ruled that the revocation of the 1997 Ozone Standard does not waive transportation conformity requirements for all areas. On May 9, 2018, an EPA response letter to an inquiry by the American Association of State Highway and Transportation Officials (AASHTO) clarifies that areas such as the Washington, DC-MD-VA air quality region, which are designated as non-attainment or maintenance for the 2008 ozone NAAQS, are not affected by the lawsuit.

Fine Particle ($PM_{2.5}$) Pollutants

1997 $PM_{2.5}$ Standard

In 2004 the EPA designated the Washington, DC-MD-VA region as being in non-attainment of the 1997 (15 µg/m^3) fine particles ($PM_{2.5}$) standard. $PM_{2.5}$ standards refer to particulate matter less than or equal to 2.5 micrometers in diameter. In 2009, the EPA, using local monitored data, determined that the region had attained the 1997 $PM_{2.5}$ standard and issued a clean data determination for the area. The region subsequently withdrew the $PM_{2.5}$ Attainment SIP and decided to seek redesignation as a maintenance area for the 1997 $PM_{2.5}$ NAAQS.

In 2013 MWAQC approved a $PM_{2.5}$ redesignation request and a maintenance plan (Reference 5) for the Washington region. This maintenance plan includes forecast-year mobile emissions budgets for $PM_{2.5}$ direct and $PM_{2.5}$ Precursor NO_X for 2017 and 2025. On April 28, 2014, EPA found these mobile emissions budgets adequate for use in conformity analyses, with an effective date of May 13, 2014. These budgets were subsequently used for the first time officially in the conformity analysis of the 2014 Constrained Long-Range Plan (CLRP). On October 6, 2014, EPA approved the requests from the District of Columbia, Maryland, and Virginia to redesignate the Washington DC-MD-VA area as being in attainment of the 1997 NAAQS with an effective date of November 5, 2014.

2012 $PM_{2.5}$ Standard

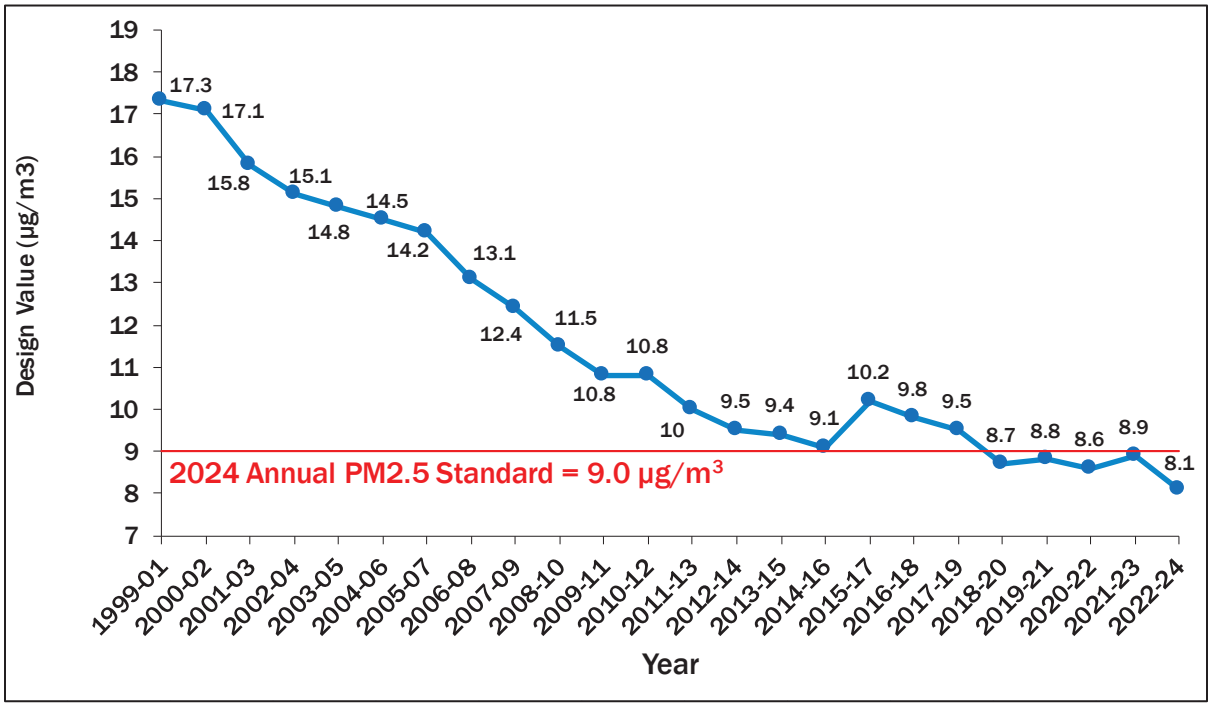
In 2012, the EPA set a new, tougher, annual $PM_{2.5}$ Standard of 12 µg/m³. The Washington region, with its steadily downward trend in the level of fine particle pollutants, based on the readings from ambient air quality monitors, was already in attainment of that standard at the time it was set. Therefore, there were no new requirements for the Washington region related to the 2012 Standard.

On August 24, 2016, EPA published a final rule (Reference 6) that resulted in the region no longer being required to demonstrate transportation conformity for any fine particles standard. As part of the rule, EPA revoked the 1997 fine particles standard, since the more stringent 2012 standard had been put in place. The revocation, combined with the decreasing levels of fine particles in our region, which was always remaining below the 2012 standard, resulted in our region no longer being required to analyze fine particles in the air quality conformity determinations of our transportation plans and TIPs. Since the region is no longer required to demonstrate transportation conformity for the $PM_{2.5}$ standard, there will no longer be any analysis associated with $PM_{2.5}$–related pollutants in this, or any future, air quality conformity reports, as long as the region remains in attainment of EPA's standard.

2024 $PM_{2.5}$ Standard

In 2024, the EPA set a new, tougher annual $PM_{2.5}$ Standard of 9 µg/m³. As was the case with the 2012 $PM_{2.5}$ NAAQS when they were first promulgated, the Washington region, based on the readings from ambient air quality monitors, was already in attainment of that standard at the time it was set. Therefore, there were no new requirements for the Washington region related to the 2024 Standard. Figure 2 shows the 2024 fine particles standard (red line) compared to the actual monitored $PM_{2.5}$ levels (blue dots), known as design values, from 1999 to 2024.

FIGURE 2: ANNUAL $PM_{2.5}$ DESIGN VALUES



Design Value = annual mean for $PM_{2.5}$, averaged over 3 years.

Wintertime CO

The Metropolitan Washington DC-MD-VA region attained the federal carbon monoxide (CO) standard in the 1990s and submitted a CO maintenance plan covering the 1996-2007 period. The maintenance plan included a mobile emissions budget of 1,671.5 tons/day. EPA approved this maintenance plan effective March 16, 1996. The region was required to submit a second maintenance plan within eight years of its redesignation as an attainment area. This revised plan (Reference 7) was completed on February 19, 2004, and provided for attainment of the CO standard in the Washington DC-MD-VA attainment area through March 16, 2016. After March 2016, the region no longer has to include Wintertime CO in any conformity analysis as long as it remains in attainment of EPA's standard.

3. WORK ACTIVITIES AND TECHNICAL INPUTS

In developing the scope of work for the conformity analysis of Visualize 2050, as shown in Appendix A, staff identified the latest planning assumptions/modeling techniques and considered the requirements of the conformity regulations. The requirements associated with, and comments received about, past conformity analyses were also considered. Staff presented the work program to regional technical and policy committees. Staff also coordinated the draft work program with EPA, FHWA, FTA, and the state and local air management agencies through the TPB consultation procedures (Reference 8). The TPB adopted this scope on May 15, 2024.

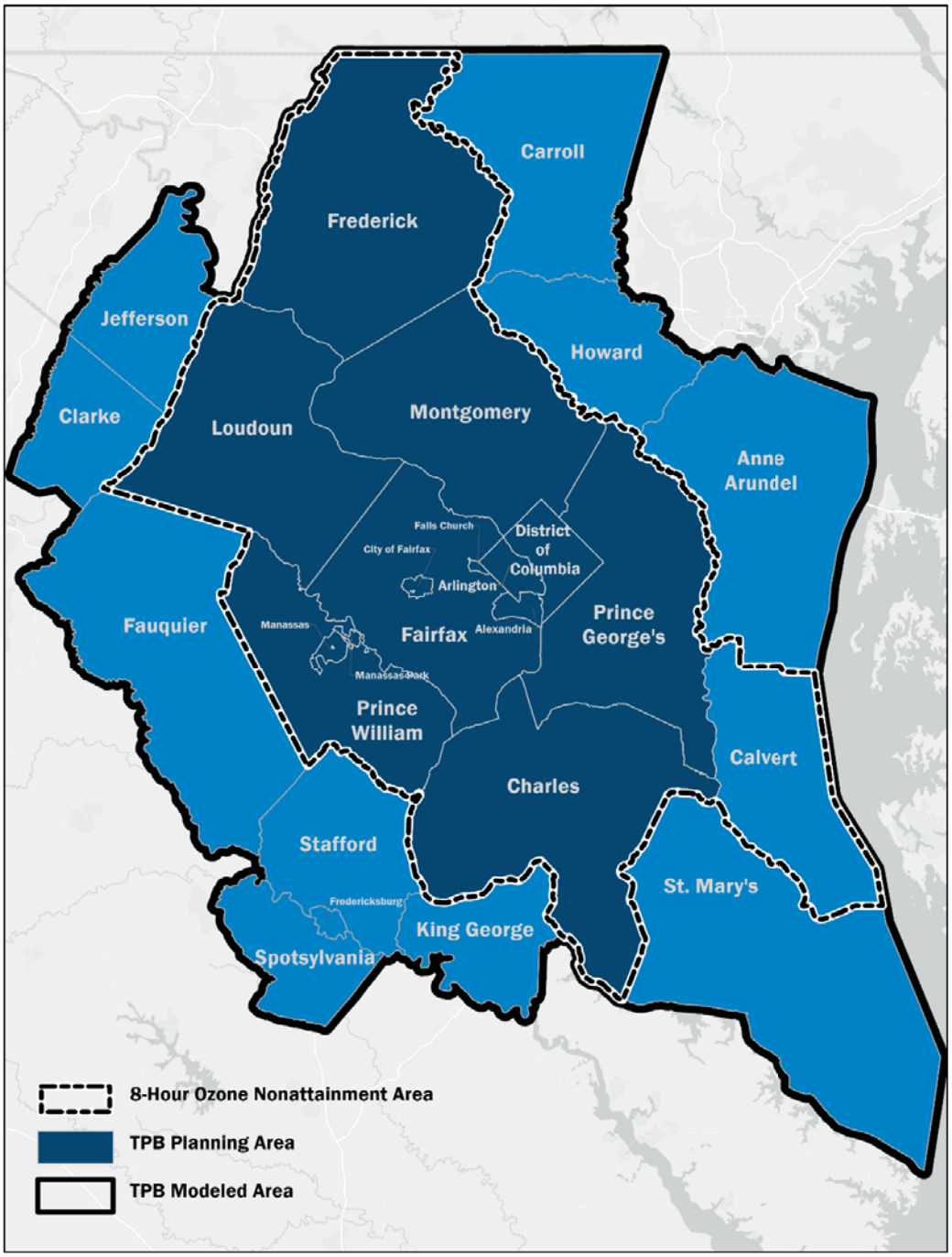
Key technical planning assumptions and methods include:

- New Cooperative Forecasts for land activity: Round 10.0
- New vehicle registration data: December 2023 (DC/MD/VA)
- New transportation projects and updates to existing projects
- EPA's MOVES 4.0.1 Mobile Emissions Model
- TPB Gen2/Version 2.4.6 Travel Demand Model

Mobile emissions inventories were developed for ozone season VOC and NO_x for six forecast years (2025, 2026, 2030, 2040, 2045 and 2050). These inventories address a primary conformity requirement to demonstrate that emissions associated with the metropolitan transportation plan do not exceed the EPA-approved mobile emissions budgets.

Figure 3 depicts the geographic areas for travel modeling and for emissions reporting.

FIGURE 3: TPB TRANSPORTATION PLANNING AREAS MAP



Cooperative Forecasts

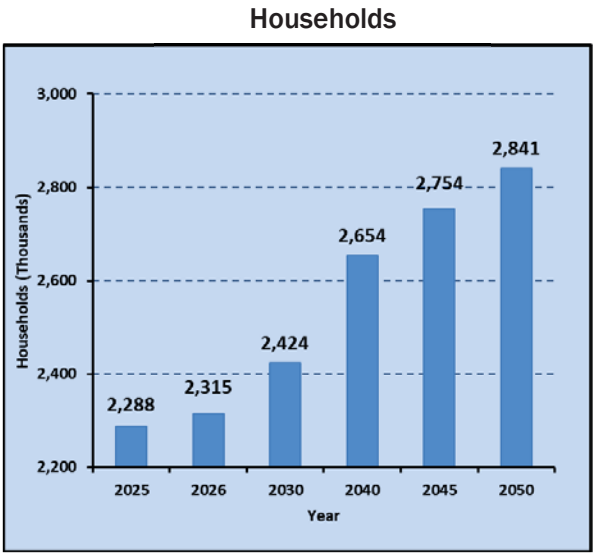
The COG Board of Directors approved, on June 14, 2023, the draft Round 10.0 Cooperative Forecasts of households, population, and employment for use in the air quality conformity analysis of the Visualize 2050 Plan and FY 2026-2029 TIP. In addition to forecasts from the TPB Planning Area, the Round 10.0 Cooperative Forecasts include the Baltimore Metropolitan Council's (BMC) Round 10 (endorsed July 15, 2022), the George Washington Regional Commission (GWRC)/Fredericksburg Area Metropolitan Planning Organization's (FAMPO) 2050 Socioeconomic Data Projections (revised May 2023), and the Maryland Department of Planning's Historical and Projected Total Population for Calvert and St. Mary's counties (December 2023). TPB staff revised employment definition

adjustment factors to ensure a consistent definition of employment is used for all jurisdictions in the modeled area. The Round 10.0 data were used for the conformity analysis of the Visualize 2050 plan and are summarized in Figure 4.

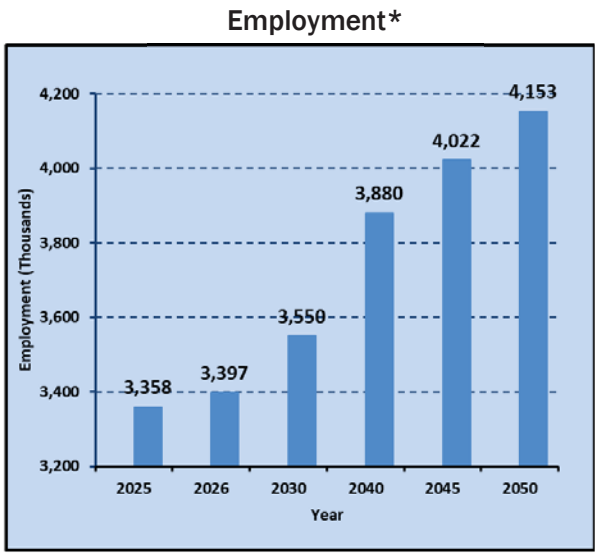
Round 10.0 shows a steady predicted growth in households and jobs through the 2050 out-year of the plan. Table 1 presents Round 10.0 forecasted households for each year in the non-attainment area's conformity analysis (BMC, GWRC/FAMPO, and St. Mary's Counties totals are not included).

Table 2 presents the forecasted employment, and Table 3 shows the forecasted population. The employment forecasts reflect adjustments made by applying employment definition adjustment factors to ensure that a consistent definition is used for employment throughout the modeled area. These adjustment factors were recently updated for this analysis (References 9 & 10).

FIGURE 4: ROUND 10.0 COOPERATIVE FORECASTS, HOUSEHOLDS AND EMPLOYMENT, IN THE NON-ATTAINMENT AREA



NOTE: Values are for the Non-Attainment Area



NOTE: Values are for the Non-Attainment Area
*Includes Employment Definition Adjustment

TABLE 1: FORECASTED HOUSEHOLDS

NON-ATTAINMENT AREA:	2025	2026	2030	2040	2045	2050
DISTRICT OF COLUMBIA	344,205	348,720	366,783	407,616	426,040	441,413
MONTGOMERY COUNTY	398,439	402,029	416,517	450,020	463,176	474,320
PRINCE GEORGE'S COUNTY	353,735	356,464	367,432	400,542	413,702	425,909
ARLINGTON COUNTY	118,188	119,793	126,223	140,067	146,906	153,656
CITY OF ALEXANDRIA	85,715	87,852	96,396	115,419	122,035	126,026
FAIRFAX COUNTY[1]	449,404	454,091	472,946	507,394	524,054	539,165
LOUDOUN COUNTY	148,943	151,486	161,652	174,668	178,245	181,738
PRINCE WILLIAM COUNTY[2]	185,441	187,417	195,346	208,306	212,759	216,238
FREDERICK COUNTY	106,157	107,831	114,535	133,226	144,269	155,652
CHARLES COUNTY	64,318	65,678	71,196	79,954	85,157	89,719
CALVERT COUNTY	33,715	34,018	35,223	36,722	37,175	37,327
TOTAL	2,288,260	2,315,379	2,424,249	2,653,934	2,753,518	2,841,163

SOURCE:

-MWCOG Round 10.0 Cooperative Forecasts

[1]Includes the cities of Fairfax and Falls Church

[2]Includes the cities of Manassas and Manassas Park

-Maryland Department of Planning, Historical and Projected Total Households, prepared by COG Staff based on input from the Maryland Department of Planning and local government staff, April 2023 for Calvert County

TABLE 2: FORECASTED EMPLOYMENT

NON-ATTAINMENT AREA:	2025	2026	2030	2040	2045	2050
DISTRICT OF COLUMBIA	846,101	854,133	886,264	954,371	989,020	1,021,569
MONTGOMERY COUNTY	522,906	527,422	545,620	591,048	613,758	636,471
PRINCE GEORGE'S COUNTY	356,661	358,690	366,816	396,614	415,921	434,742
ARLINGTON COUNTY	212,030	214,603	224,894	253,053	261,576	269,512
CITY OF ALEXANDRIA	96,935	96,606	95,287	108,276	112,144	118,313
FAIRFAX COUNTY[1]	725,647	738,172	788,434	852,817	873,412	884,976
LOUDOUN COUNTY	210,253	213,583	226,966	251,540	258,704	265,849
PRINCE WILLIAM COUNTY[2]	201,095	204,320	217,255	246,639	258,933	269,896
FREDERICK COUNTY	115,616	117,243	123,767	141,834	151,833	162,537
CHARLES COUNTY	46,107	46,838	49,759	57,388	59,962	62,194
CALVERT COUNTY	24,941	24,986	25,178	26,096	26,687	27,259
TOTAL	3,358,292	3,396,596	3,550,240	3,879,676	4,021,950	4,153,318

SOURCE:

-MWCOG Round 10.0 Cooperative Forecasts

[1]Includes the cities of Fairfax and Falls Church

[2]Includes the cities of Manassas and Manassas Park

-Maryland Department of Planning, Historical and Projected Total Households, prepared by COG Staff based on input from the Maryland Department of Planning and local government staff, April 2023 for Calvert County

Note: Employment in non-COG member counties is affected by Employment Definition Adjustment Factors

TABLE 3: FORECASTED POPULATION

NON-ATTAINMENT AREA:	2025	2026	2030	2040	2045	2050
DISTRICT OF COLUMBIA	697,644	703,832	728,600	787,138	816,422	844,405
MONTGOMERY COUNTY	1,082,979	1,089,953	1,118,033	1,189,610	1,222,193	1,250,646
PRINCE GEORGE'S COUNTY	997,753	1,004,785	1,032,926	1,122,675	1,159,554	1,193,713
ARLINGTON COUNTY	245,871	248,754	260,277	285,292	298,075	311,296
CITY OF ALEXANDRIA	180,524	184,819	201,989	239,827	252,914	261,847
FAIRFAX COUNTY[1]	1,245,725	1,256,205	1,298,135	1,375,769	1,413,184	1,446,801
LOUDOUN COUNTY	456,234	463,776	493,926	529,632	539,237	548,507
PRINCE WILLIAM COUNTY[2]	577,951	583,028	603,366	634,987	645,095	652,438
FREDERICK COUNTY	293,183	297,813	316,345	368,302	397,399	428,794
CHARLES COUNTY	176,348	179,808	193,640	216,539	230,440	242,668
CALVERT COUNTY	95,507	95,874	97,344	100,089	100,984	101,436
TOTAL	6,049,719	6,108,647	6,344,581	6,849,860	7,075,497	7,282,551

SOURCE:
-MWCOG Round 10.0 Cooperative Forecasts
[1]Includes the cities of Fairfax and Falls Church
[2]Includes the cities of Manassas and Manassas Park
-Maryland Department of Planning, Historical and Projected Total Households, prepared by COG Staff based on input from the Maryland Department of Planning and local government staff, April 2023 for Calvert County

Note: Includes Household and Group Quarters Population

Vehicle Registration Data

TPB staff have analyzed the region's motor vehicle fleet regularly since 2005. Motor vehicle registration data, also known as Vehicle Identification Number (VIN) data, are used to understand the vehicle type composition and vehicle age distributions, which are important determinants of mobile emissions. Periodic inventory reviews enable staff to refresh mobile emissions modeling inputs with recent information. The current data are from December 2023 for all states, where the District of Columbia is treated as a state. TPB staff analyzed the 2023 VIN data (Reference 11), and the analysis was reviewed by the COG/TPB technical oversight committees prior to being used in transportation planning applications.

Figure 5 and Table 4 show characteristics of the region's vehicle fleet through time. The graphs indicate that the fleet is continuing to grow, and that light-duty trucks (sport utility vehicles, or SUVs) are growing faster than other vehicle types. In general, light-duty trucks have a higher emissions rate than light-duty cars. The vehicle fleet has also continued to age, with more people holding on to vehicles for a longer period. These two trends are predicted to have a negative impact on vehicle emissions.

FIGURE 5: HISTORICAL GROWTH IN VEHICLES BY TYPE

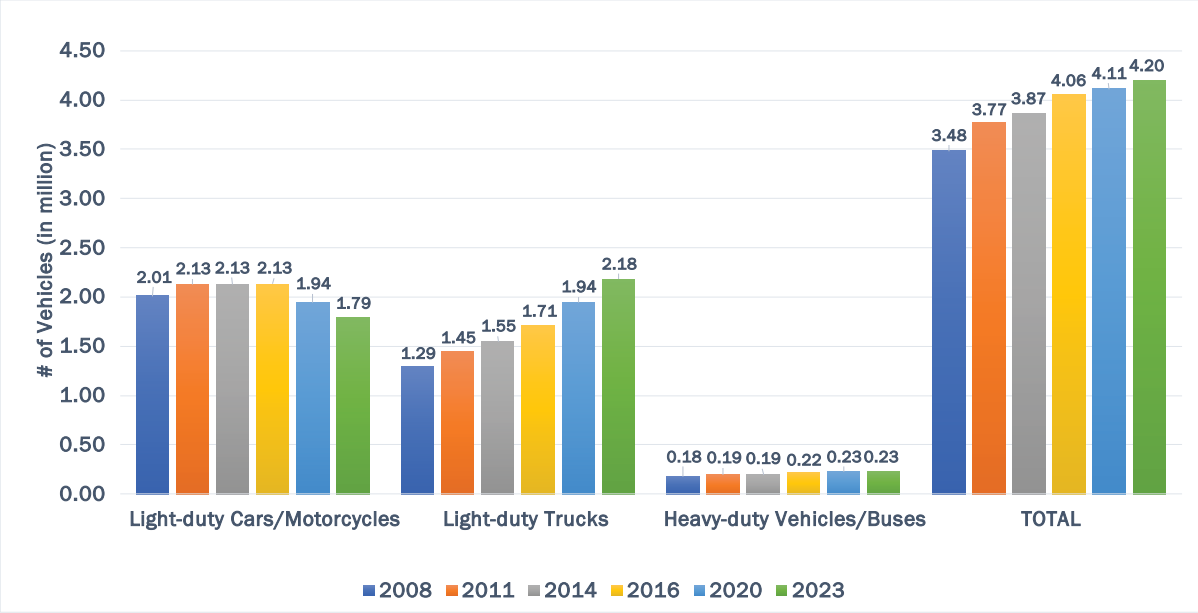


TABLE 4: AVERAGE AGE OF REGIONAL VEHICLE FLEET BY YEAR

Year	Light-duty Cars/Motorcycles	Light-duty Trucks	Heavy-duty Vehicles/Buses	All Vehicle Types
2008	8.51	7.53	9.21	8.18
2011	9.25	8.55	10.56	9.05
2014	9.62	9.09	11.30	9.49
2016	9.32	8.68	11.29	9.16
2020	10.05	8.74	11.51	9.51
2023	11.04	8.87	12.07	9.97

Project Inputs

Appendix B contains a complete list of highway and transit projects analyzed in the Visualize 2050 Plan and the FY 2026-2029 TIP conformity analysis. It highlights changes to the project list that have occurred since the 2022 Amendment to Visualize 2045. The list contains transit, highway, and High Occupancy Vehicle/Express Toll (HOV/HOT) projects, all summarized by state, agency, project characteristics and completion date. The projects are also displayed on an online interactive map on the COG website here: http://www.mwcog.org/V50FutureTransportationMap.

The listed projects are coded in digital highway and transit networks, which are used as inputs to the travel model in the analysis. The Visualize 2050 Plan and FY 2026-2029 TIP include other projects not included in the list. These other projects are not included in the regional networks since they do not involve changes in capacity (e.g., transit operating assistance, highway rehabilitation, bridge reconstruction) or were too small to influence the modeling results at the regional level (e.g., intersection improvements, improvements to a facility that is not contained in the regional networks).

A notable project was the I-495 Southside Express Lanes Study (I-495 SEL), a proposed 11-mile extension of Virginia's express lanes along the southern Capital Beltway from the Springfield

Interchange (I-95/I-395/I-495) in Fairfax County to the MD 210 Interchange in Prince George's County, Maryland. The project would add two High Occupancy Toll (HOT) lanes in each direction, with vehicles carrying three or more occupants traveling toll-free. It also includes a new express transit route between the Branch Avenue Metro Station and Tysons Corner. In June 2024, the TPB deferred a decision on whether to include the project in Visualize 2050 to allow for additional consideration and public input and requested that the conformity analyses be completed both with and without the I-495 SEL to minimize any delay to the final approval of Visualize 2050. In October 2025, the TPB voted not to include the project in Visualize 2050, which is reflected in this report's analysis and documentation.

Table 5 presents mileage summaries for the fixed-guideway transit (rail and BRT) and the highway system for the non-attainment area.

TABLE 5: ROAD LANE MILES AND FIXED GUIDEWAY TRANSIT CENTERLINE FOR THE NONATTAINMENT AREA

Year	LOV (Lane Miles)	HOV/HOT (Lane Miles)	Metrorail (Miles)	Commuter Rail* (Miles)	BRT** (Miles)	Streetcar, Light Rail *** (Miles)
2025	17,197	294	129	173	14	2
2026	17,197	302	129	173	16	2
2030	17,337	327	129	173	54	20
2040	17,549	344	129	173	69	20
2045	17,642	365	129	173	93	20
2050	17,663	365	129	173	93	20

* Includes MARC & VRE
** Includes Metroway, US29, US1 (VA), Veirs Mill Rd, Randolph Rd, Bethesda, New Hampshire Ave., MD 355 BRT, Van Dorn St
*** Includes Purple Line, & DC Streetcar
NOTE: If a lane operates as HOV/HOT during any part of the day, it is counted in the HOV/HOT column

4. TRAVEL FORECASTS

Travel Demand Forecasting Model

The preparation of travel forecasts for each of the conformity alternatives was carried out using the Gen2/Version 2.4.6 Travel Model (Reference 12). The Gen2/Ver. 2.4.6 Travel Model is an aggregate, trip-based model (a.k.a. a "4-step model"). The modeled area, covering the District of Columbia, Northern Virginia, suburban Maryland, and one county in West Virginia, is divided into 3,722 transportation analysis zones (TAZs). The Gen2 Model was initially calibrated and validated to year-2007 conditions using the 2007/08 Household Travel Survey and many other data sources, including numerous transit on-board surveys, the 2007 American Community Survey data, and the 2007 COG/TPB Air Passenger Survey (Reference 13). The Gen2 Model was subsequently validated to year-2010 conditions using 2010 data including traffic counts, Metrorail electronic counts, the American Community Survey, and the Geographically Focused Household Travel Survey (Reference 14). More recently, the model was re-validated to year-2014 and year-2018 conditions using data that included traffic counts and Metrorail boardings (References 15 & 16).

In addition to existing toll facilities, the Visualize 2050 plan includes portions of I-95, I-66, and the Capital Beltway in Virginia, and parts of the Beltway in Maryland and parts I-270 as managed

facilities. These facilities have time-of-day tolls used to ensure that an acceptable level of service is maintained throughout the day. The Gen2/Ver. 2.3 Travel Model Calibration Report and two HOT Lanes modeling memos (References 17 & 18) document these procedures which did not change with the Gen2/Ver. 2.4.6 Travel Model.

Travel Networks

Digital representations of the highway and transit networks, incorporating all regionally significant project inputs, were coded for each analysis year. Transit fares include the latest assumptions for all coded transit services and reflect policies such as price differentials for those riders who use SmarTrip cards versus those who use cash. Highway tolls reflect current costs for tolled facilities. All prices in the model are brought to a common base year (currently 2007) using deflation factors.

Travel Model Forecasts

Travel demand forecasts were developed for each of the analysis years. A summary of the mode choice results for the non-attainment area is shown in Table 6 and Table 7. VMT summaries for the non-attainment area are shown in Table 8.

TABLE 6: MODE CHOICE SUMMARY: HOME-BASED WORK TRIP PURPOSE*

Year	Total Motorized Person Trips	Total Auto Person Trips	Single Occupant Person Trips	Multiple Occupant Auto Person Trips	Total Auto Driver Trips	Auto Occupancy	Total Transit Trips	Transit Mode Share (%)
2025	3,491,073	2,627,884	2,208,438	242,182	2,385,703	1.10	863,189	23.60
2026	3,528,996	2,654,286	2,229,399	245,649	2,408,637	1.10	874,709	23.60
2030	3,678,282	2,743,472	2,304,171	253,574	2,489,898	1.10	934,810	24.10
2040	3,987,260	2,936,710	2,461,062	276,258	2,660,452	1.10	1,050,551	24.90
2045	4,125,205	3,027,213	2,532,829	288,389	2,738,824	1.11	1,097,992	25.10
2050	4,247,305	3,107,753	2,594,689	300,393	2,807,361	1.11	1,139,552	25.20

*All values are for the non-attainment area

TABLE 7: MODE CHOICE SUMMARY: ALL TRIP PURPOSES*

Year	Total Motorized Person Trips	Total Auto Person Trips	Single Occupant Person Trips	Multiple Occupant Auto Person Trips	Total Auto Driver Trips	Auto Occupancy	Total Transit Trips	Transit Mode Share (%)
2025	16,464,440	15,179,734	7,668,253	4,518,570	10,661,164	1.42	1,284,706	6.90
2026	16,611,152	15,310,513	7,723,740	4,565,199	10,745,314	1.42	1,300,639	6.90
2030	17,186,008	15,792,500	7,923,625	4,738,573	11,053,927	1.43	1,393,508	7.10
2040	18,370,079	16,810,080	8,336,238	5,113,232	11,696,848	1.44	1,559,999	7.30
2045	18,899,009	17,273,100	8,534,485	5,276,775	11,996,325	1.44	1,625,908	7.40
2050	19,363,449	17,683,269	8,707,103	5,423,803	12,259,467	1.44	1,680,179	7.40

*All values are for the *All values are for the non-attainment area
-attainment area

TABLE 8: VEHICLE MILES TRAVELED (VMT) SUMMARY*

Year	Total Auto Trips	Medium and Heavy-Duty Truck Trips	Commercial Vehicle Trips	Total Vehicle Trips	Total Vehicle Miles of Travel
2025	12,116,753	579,326	1,208,899	13,904,978	124,555,429
2026	12,216,152	583,948	1,219,653	14,019,753	125,564,246
2030	12,582,386	603,919	1,262,617	14,448,922	129,528,225
2040	13,357,520	645,587	1,355,916	15,359,023	137,959,030
2045	13,717,404	665,657	1,396,941	15,780,002	141,566,051
2050	14,031,120	683,413	1,432,958	16,147,491	144,661,326

*All values are for the non-attainment area

5. EMISSIONS FORECASTS

Mobile Emissions Budgets

When the region achieved the 2008 Ozone Standard, MWAQC developed a Redesignation Request and Maintenance Plan, which the State Air Agencies submitted to the EPA in early 2018. The 2008 Ozone Maintenance Plan included MVEBs for VOC and NO_X. In August 2018, EPA found these mobile emissions budgets adequate for use in the region's conformity analyses.

On January 7, 2021, the EPA officially released a new version of their MOtor Vehicle Emissions Simulator model, MOVES3, and required its use in transportation conformity analyses by January 2023. TPB staff completed sensitivity test runs which showed that, using the same inputs, MOVES3 resulted in significantly different emissions estimates than the previous version of MOVES which had been used, solely due to the changes in modeling methodology. The analysis showed that NO_X emissions estimates generated using MOVES3 were higher than those generated by MOVES2014b for the years 2021, 2023, 2025, 2030, 2040, and 2045 by 1%, 4%, 9%, 26%, 52%, and 54% respectively (Reference 19). The same analysis showed VOC emissions generated using MOVES3.0.4 were lower than those generated by MOVES2014b for the years 2021, 2023, 2025, 2030, 2040, and 2045 by 17%, 17%, 18%, 14%, 8%, and 7% respectively.

TPB staff shared these results with the Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) in September 2022, and informed the committee that, with the change in MOVES models, the region would find it challenging to remain below the current MVEBs, which were established in the 2008 ozone maintenance SIP with a different MOVES model (MOVES2014a). The MWAQC TAC, including representatives of the state air agencies, agreed to update the MVEBs in the 2008 ozone maintenance plan and completed the update in September 2023. On October 4, 2024, EPA found these mobile emissions budgets adequate for the region's conformity analyses (89 FR 80745, Oct 10, 2024). The revised 2008 Ozone Maintenance Plan established VOC and NO_x emissions budgets for three specific periods: the attainment year (2014), an intermediate year (2025), and for the out year (2030) of the Maintenance Plan. The MVEBs development included a 20% "conformity buffer" (discussed in the next section) and are summarized in Table 9 below.

TABLE 9: MOBILE EMISSIONS BUDGETS

Year	VOC On-Road Emissions (tpd*)	NO_x On-Road Emissions (tpd*)
Attainment Year 2014 Emission & Budget	61.25	136.84
2025 Predicted Emissions without Conformity Buffer	27.92	46.52
2025 Conformity Buffer	5.58	9.30
Intermediate Year 2025 Emissions Budgets	**33.50**	**55.82**
2030 Predicted Emissions without Conformity Buffer	21.75	34.26
2030 Conformity Buffer	4.35	6.85
Final Year 2030 Emissions Budgets	**26.10**	**41.11**

*Tpd = Tons per day.

Budget Setting versus Conformity

An air quality conformity analysis is conducted to formally demonstrate that projected motor vehicle emissions associated with the regional transportation plan and TIP are less than or equal to the mobile emissions budgets for each analysis year. The conformity regulations require the use of the "latest planning assumptions," meaning that each conformity analysis must incorporate the most up-to-date planning inputs and technical methods available at the beginning of the process. Therefore, the inputs used in regional air quality conformity analyses change with time. Mobile emissions budgets in air quality plans are established based on analyses that incorporate the "latest planning assumptions" when the air quality plan is developed and generally do not change with time.

Changes to inputs used in the air quality conformity analysis are not limited to transportation projects. They include other assumptions, such as vehicle fleet mix and demographics. Such changes to inputs in the conformity analysis relative to inputs used to establish mobile emissions will inevitably yield differences that are not strictly attributable to the transportation plan itself. Input assumptions are summarized in Table 10.

Anticipating such situations, federal air quality conformity regulations (Reference 1) allow air quality (Attainment and Maintenance) plans to provide a "conformity buffer" while establishing MVEBs. Accordingly, the DC-MD-VA 2008 Ozone Maintenance Plan established mobile emissions budgets with a 20% buffer to address uncertainty introduced when inconsistent assumptions are used between budget-setting and the conformity analysis.

TABLE 10: INPUT ASSUMPTIONS

Input	Maintenance SIP Mobile Budgets	Visualize 2050
Cooperative Forecasts	Round 9.2	Round 10.0
Vehicle Fleet	2020 VIN	2023 VIN
Travel Demand Model	Gen2/Ver 2.4	Gen2/Ver 2.4.6
Project Inputs	2022 Update to Visualize 2045	Visualize 2050
Mobile Emissions Model	MOVES3.0.4	MOVES4.0.1

MOVES Inputs

Emissions estimates were developed using the MOVES 4.0.1 model which was released by EPA in 2023. Input data from ten broad categories were used in the MOVES County Manager to generate the mobile emissions inventories for each analysis year. Five of these categories are travel-related (i.e., derived from the regional travel demand model or its associated speed post processor model), and the remaining five are obtained either directly from state agencies (i.e., air agencies and Departments of Motor Vehicles), or developed based on actual meteorological data.

Average Speed Distribution refers to average vehicle speeds stratified by vehicle type, road type, time of day, and type of day (i.e., weekday vs. weekend). Average vehicle speed data are used to derive Vehicle Hours of Travel (VHT). Speed data from the travel demand model are stratified, using a post processor (Reference 20), into hourly VHT for each jurisdiction by 3 vehicle types, 4 road types, and 16 speed bins. The VHT distribution for trash trucks, school buses, and transit buses is derived using locally observed data.

Road Type Distribution is the percentage of VMT allocated to each road type by vehicle type. The VMT by road type is stratified into 13 vehicle types and 4 road types.

The average annual weekday VMT by five HPMS vehicle types from the travel demand model is input into the EPA-provided annual VMT converter with local monthly adjustment factors and weekend-day adjustment factors. The converter develops annual VMT for five HPMS vehicle types as required for MOVES and provides two additional outputs, “monthVMTfraction” and “dayVMTfraction”. The local “hourlyVMTfraction” is also provided as part of the annual VMT input.

Table 11 summarizes these categories and indicates the methodology used to develop these data.

Age Distribution and Source Type Population refer to vehicle fleet characteristics and are developed using regional vehicle registration/identification number (VIN) data. Age Distribution refers to the age of the vehicle fleet by vehicle type. For Age Distribution, registered vehicles are divided into 13 vehicle classes and 31 age categories in a series of steps, using a commercial decoding software program and an EPA-developed converter. Source Type Population refers to the specific types of vehicles in the fleet. Trendlines (Reference 21) derived from actual vehicle population data from the 1975-2023 analysis timeframe serve as the basis for developing total vehicle population projections by jurisdiction for each analysis year. For each forecast year, the population is then converted into 13 vehicle types using a population mapping table included in EPA’s technical guidance.

TABLE 11: MOVES LOCAL INPUT DATA CATEGORIES

Data Category	Data Table Name	Locality	Data Source
Age Distribution	sourceTypeAgeDistribution	County	based on VIN
Average Speed Distribution	avgSpeedDistribution	County	based on TDM's post-processor outputs + school bus/refuse truck data from Fairfax Co. + Transit bus from WMATA
Road Type Distribution	roadTypeDistribution	County	based on TDM's post-processor outputs
Source Type Population	sourceTypeYear	County	based on CLRP Vehicle Projection & VIN
Vehicle Type VMT	HPMSVTypeYear	County	based on TDM's post-processor outputs
	monthVMTFraction	Region	based on Regional Data
	dayVMTFraction	Region	based on Regional Data
	hourVMTFraction	Region	based on Regional Data
Meteorology Data	FuelSupply	State	from state air agency (state-wide data)
	FuelFormulation	State	from state air agency (state-wide data)
I/M Programs	IMCoverage	State	from state air agency (state-wide data)
Meteorology Data	zoneMonthHour	Region	from DEP (region-wide data)
AVFT	AVFT	State	from state air agency (state-wide data)
State II Program	Countyyear	State	from state air agency (state-wide data)

With the MOVES model, local data are used to provide bus VMT estimates. Local bus VMT is substituted for heavy-duty vehicle VMT from the travel model. With the MOVES model, auto access to transit VMT is added to the travel model VMT. To develop auto access VMT, TPB staff gathered capacity information for current and future parking lots. Parking lot capacities were kept constant throughout all forecast years because high-quality historical data is unavailable to develop future growth trends. However, this assumption may change in subsequent conformity analyses if reliable data becomes available. A regional average home-to-transit travel distance of 4.5 miles was assumed for most parking lots. This assumption was based on findings from Commuter Connections surveys and the 2012 Geographically Focused Household Travel Survey (Reference 22). An average home-to-transit travel distance of 7.5 miles was used for certain parking lots where longer commuting distances were assumed to apply. The parking capacity was multiplied by twice the average travel distance to provide auto-access-to-transit VMT.

Ramp Fraction is the percentage of driving time on ramps by road type. Local data indicate that ramp time represents 8 percent of VHT, which coincidentally is the national default value.

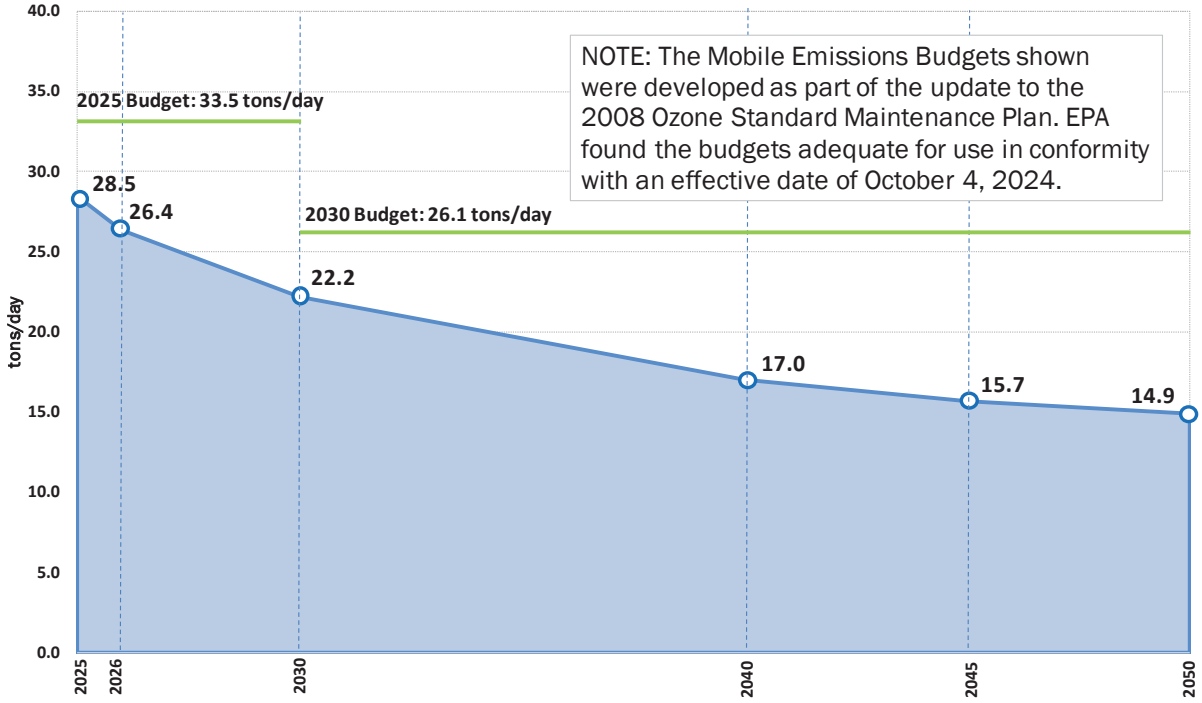
Appendix C includes a detailed description of how the MOVES inputs were developed. TPB staff developed the travel-related MOVES inputs based on the regional travel demand model (Gen2/Version 2.4.6). COG's Department of Environmental Programs (DEP) staff provided inputs related to Fuel Supply and Formulation and Inspection and Maintenance (I/M) programs and Meteorology Data. Fuel and I/M program data were supplied directly from DC, Maryland, and Virginia air agencies in MOVES-ready formats. Meteorological data were developed by DEP staff and supplied

as hourly records of temperature and relative humidity in MOVES format. The federal conformity regulations require that the meteorological data used for each conformity analysis is the same as that used in the development of the motor vehicle emissions budgets.

Mobile Emissions Inventories

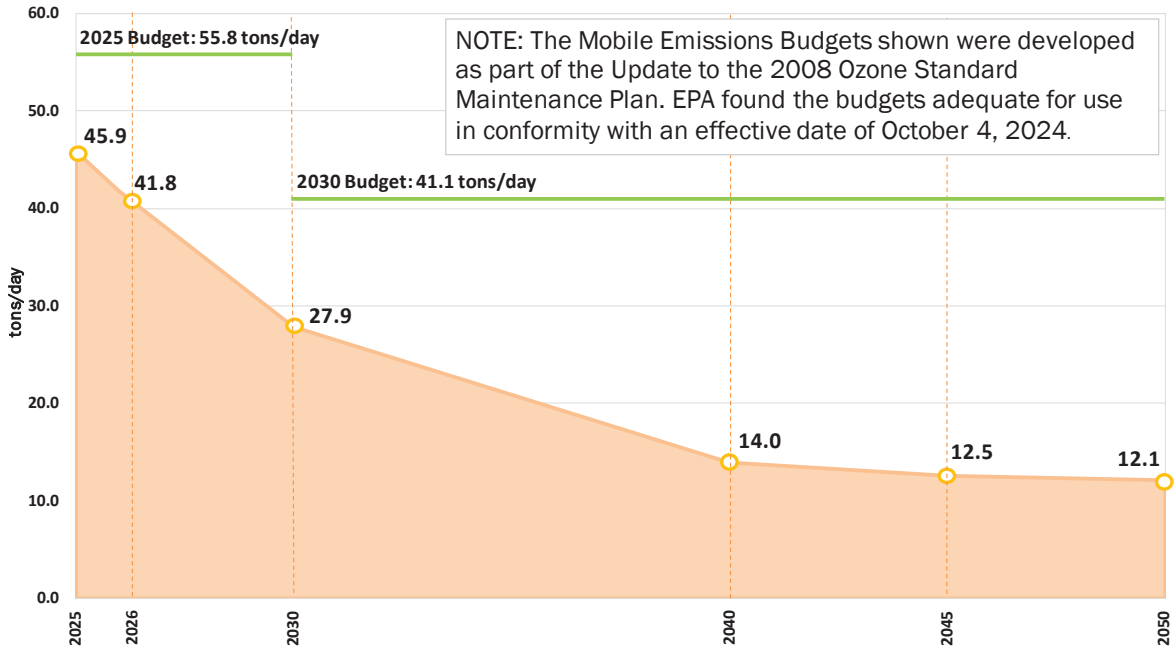
Estimated ozone season emissions totals are illustrated in Figure 6 and Figure 7. The estimated emissions are shown in relation to the mobile emissions budgets for each pollutant. The MVEBs are used to demonstrate conformity for the Visualize 2050 transportation plan and FY 2026-2029 TIP with respect to VOC and NO_X. Emission levels for VOC and NO_X are well below the mobile budgets for all analysis years.

FIGURE 6: ESTIMATED MOBILE SOURCE EMISSIONS, OZONE SEASON VOC



TCMs and TERMS are not included in totals.

FIGURE 7: ESTIMATED MOBILE SOURCE EMISSIONS, OZONE SEASON NO_X



TCMs and TERMS are not included in totals.

Transportation Emission Reduction Measures

Transportation Emission Reduction Measures (TERMs) are strategies or actions that the TPB can employ to further reduce emissions from mobile sources. TERMs are generally intended to reduce either the number of motor vehicle trips (VT), vehicle miles traveled (VMT), or both. These strategies may include ridesharing and telecommuting programs, improved transit and bicycling facilities, clean fuel vehicle programs or other possible actions. These types of considerations, while not explicitly accounted for in the travel demand model, will continue to reduce the emissions levels in the region.

The emission benefits associated with the TERMs have not been needed to pass conformity for over ten years. During this time TERMs emissions benefits were calculated for reference purposes only. While TERMs are beneficial, their associated emission reductions are minimal compared to the overall emissions inventories. Calculating the transportation and emissions benefits of the TERMs is a time and resource intensive task. Given these factors, a quantitative analysis of TERMs was not undertaken for this report. The need for quantification and potential inclusion of the TERMs in emission inventories will be re-evaluated in future conformity determinations/plan updates.

Transportation Control Measures (TCMs)

A Transportation Control Measure, or TCM, is any measure that is specifically identified in a SIP for the purpose of reducing emissions or concentrations of air pollutants from transportation sources. These on-road mobile source measures typically reduce vehicle use or change traffic flow or congestion conditions. A few examples of TCMs are programs for improved public transit, employer-based transportation management plans, trip-reduction ordinances, programs to control extended idling of vehicles, reducing emissions from extreme cold-start conditions, employer-sponsored programs to permit flexible work schedules, and programs to encourage removal of pre-1980 vehicles.

Section 93.113 of the conformity regulations requires the timely implementation of TCMs. All adopted TCMs for this region were included in the 1-Hour Ozone SIP (Reference 23) and the 8-Hour Ozone Attainment SIP. MWAQC adopted the 1-Hour Ozone SIP on February 19, 2004. The 8-Hour

Ozone Attainment SIP was adopted by MWAQC on May 23, 2007, and replaced the 1-Hour Ozone SIP when EPA found the Reasonable Further Progress (RFP) mobile emissions budgets adequate for use in conformity in September 2009. All TCMs included in these SIPs were implemented in a timely manner, as documented in Appendix D of this report.

6. CONFORMITY CRITERIA AND PROCEDURES

EPA's conformity regulations identify criteria and procedures for the determination of conformity. The April 2012 amendments to EPA's regulations represent the current transportation conformity requirements. The following sections indicate (1) the appropriate sections of the regulations that must be adhered to in this conformity analysis and (2) how the regulations have been met.

Conformity Criteria

This section identifies the criteria (sections of the regulations) the MTP must meet to conform to current state implementation plans in the District of Columbia, Maryland, and Virginia. Figure 8 lists the sections of the regulations relevant for analyzing the Visualize 2050 Plan and the FY 2026-2029 TIP. The following discussion indicates the way each criterion was met.

Sec. 93.110 Criteria and procedures: Latest planning assumptions

The conformity analysis is based upon the current planning assumptions available for the Washington region. Round 10.0 Cooperative Forecasts were approved for use in the conformity analysis of the Visualize 2050 plan and FY 2026-2029 TIP. These forecasts were developed and reviewed, taking into consideration transportation and land use interaction.

Travel demand modeling methods incorporating the latest available data were used in this study. The refinements include the development and use of a comprehensive set of transit and HOV networks. As with previous conformity analyses, transit fares are modeled explicitly in the mode choice process. The analysis includes current fares, with increases through time as a function of historical increases in the consumer price index. Base-year fares are modeled to reflect the WMATA tariff #45, effective June 30, 2024, and other actual charges levied by each transit provider. Transit operating policies, such as hours and frequency of service, are modeled explicitly to reflect actual conditions in the peak and off-peak periods. The overall travel demand modeling process is continually monitored and refined, incorporating the newest data available at the time of each update.

Sec. 93.111 Criteria and procedures: Latest emissions model

The current analysis used EPA's MOVES4.0.1 emissions estimation model, taking advantage of the two-year grace period that was granted with the publication of *Official Release of the MOVES5 Motor Vehicle Emissions Model for SIPs and Transportation Conformity* (89 FR 99862).

FIGURE 8: CONFORMITY CRITERIA

Conformity Criteria

All Actions at all times:	
§93.110	Latest planning assumptions.
§93.111	Latest emissions model.
§93.112	Consultation.
Transportation Plan:	
§93.113(b)	TCMs.
§93.118 and/or §93.119	Emissions budget and/or Interim emissions.
TIP:	
§93.113(c)	TCMs.
§93.118 and/or §93.119	Emissions budget and/or Interim emissions.
Project (From a Conforming Plan and TIP):	
§93.114	Currently conforming transportation plan and TIP.
§93.115	Projects from a transportation plan and TIP.
§93.116	Localized CO, PM_{10}, and $PM_{2.5}$ violations (hotspots).
§93.117	Compliance with PM_{10} and $PM_{2.5}$ control measures.
Project (Not From a Conforming Plan and TIP):	
§93.113(d)	Timely implementation of TCMs.
§93.114	Currently conforming transportation plan and TIP.
§93.116	Localized CO, PM10, and PM2.5 violations (hotspots).
§93.117	Compliance with PM10 and PM2.5 control measures.
§93.118 and/or §93.119	Emissions budget and/or Interim emissions.

Source: EPA Transportation Conformity Regulations, April 2012, EPA-420-B-12-013

Sec. 93.112 Criteria and procedures: Consultation

The TPB offers many opportunities for public comment. Since the initial consultation procedures were developed, TPB has expanded the opportunities for public involvement through a series of initiatives. Examples include: the public comment period at the start of each TPB meeting; regular public forums and workshops on major topics; COG's Community Advisory Committee and its Access For All Committee; website posts, and postings on social media (e.g., X/Twitter and Facebook). TPB staff updated the region's participation plan. The document, TPB Participation Plan (Reference 24), was completed in Spring 2020.

Sec. 93.113 Criteria and procedures: Timely implementation of TCMs

Transportation Control Measures were included in the 1-Hour Ozone SIP, the 8-Hour Ozone Attainment SIP, and the $PM_{2.5}$ SIP. Documentation regarding the timely implementation of each project is included as Appendix D of this document.

Sec. 93.114 Criteria and procedures: Currently conforming transportation plan and TIP

There is a currently conforming plan and program in the Washington region. This current conformity analysis is designed to update and supersede the (conforming) 2022 Amendment to Visualize 2045 plan, adopted by the TPB in June 2022 and approved by the FHWA/FTA on August 25, 2022.

Sec. 93.115 Criteria and procedures: Projects from a plan and TIP

All projects advanced for implementation come from a conforming plan and TIP.

Sec. 93.116 Criteria and procedures: Localized CO and PM_{10} violations (hot spots)

Projects advancing to the current TIP have met this criterion as an element of their environmental study prior to being included in the TIP. (The Washington area is in attainment for both carbon monoxide and PM_{10}.)

Sec. 93.117 Criteria and procedures: Compliance with PM_{10} and $PM_{2.5}$ control measures

The Washington area is in attainment for PM_{10}. Prior to the region attaining the 1997 $PM_{2.5}$ NAAQS, a SIP for the Washington non-attainment area was developed and submitted to EPA in April 2008. That SIP was never approved. After attaining the 1997 $PM_{2.5}$ NAAQS, MWAQC submitted, and EPA approved, a $PM_{2.5}$ Redesignation Request and Maintenance Plan for the Washington region. The On-Road control measures in that Maintenance Plan include only measures directly impacting vehicles and fuels which would not be pertinent for project-level conformity determinations. These are the 2007 heavy-duty engine rule, Tier 1 federal motor vehicle emissions standards, Tier 2 vehicle and gasoline sulfur program, and enhanced motor vehicle emissions and maintenance programs.

Sec. 93.118 Criteria and procedures: Motor vehicle emissions budget

As discussed earlier in this report, this analysis includes use of the existing budgets developed as part of the 2023 revision of the 2008 Ozone Maintenance Plan and found adequate for use in conformity analyses by EPA in October 2024. Approved budgets exist for ozone season VOC and NO_X. The mobile emissions inventories for all analysis years were compared to these budgets. Total on-road mobile VOC and NO_X emissions for all plan milestone analysis years are within their respective emissions budgets.

Sec. 93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets

All assessed pollutants have motor vehicle emissions budgets.

NOTE: See EPA's conformity regulations for the full text associated with each section's requirements.

7. CONSULTATION AND PUBLIC PARTICIPATION

Consultation

The conformity regulations require that MPOs make Transportation Plans, TIPs, and conformity determinations available to the public, and accept and respond to public comment. The Transportation Planning Board (TPB) staff went through a lengthy process involving EPA and state and local air quality agencies to develop the region's transportation and air quality conformity consultation procedures. These procedures have been organized into a report, *Transportation Planning Board Consultation Procedures with Respect to Transportation Conformity Regulations Governing TPB Plans and Programs* (Reference 8). They were adopted by the Board initially on September 21, 1994, and subsequently updated in response to EPA's August 15, 1997 amendments, and formally adopted by the TPB on May 20, 1998. The procedures seek early involvement of the air agencies in the transportation planning process through concurrent mailings to the TPB and consultation agencies of all material relevant to transportation conformity, including announcements of work sessions and public forums in which the materials will be discussed.

Public Participation

Federal law and regulations require all MPOs in the U.S. (such as the TPB) to conduct public participation activities as part of the development of their metropolitan transportation plans (referred to below as Long-Range Transportation Plan, LRTP). Public participation is recognized as an integral part of the planning process.

The region's fifth *TPB Participation Plan* (Reference 24), adopted by the TPB on October 21, 2020, provides an overall framework for participation in the TPB process. The *Participation Plan* describes the policies of the TPB regarding public involvement activities relating to the development of TPB Plans and Programs, including the air quality conformity analysis. The *Participation Plan* ensures that the TPB follows federal requirements for public involvement by including the following comment periods and comment policies:

- The provision of a 30-day comment period prior to approval of federally required plans and programs, with the ability for the public to comment via mail, email, and on the TPB website.
- The posting of all publicly available TPB documents on the TPB website.
- The development and consideration of written responses to comments received.
- The provision of an additional opportunity for public comment if the final Long-Range Transportation Plan or TIP differs significantly from the version that was made available for public comment by the TPB and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
- When significant written and oral comments are received on the draft Long-Range Transportation Plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final Long-Range Transportation Plan and TIP.
- The provision of a period of time at the beginning of each TPB meeting for public comment on transportation issues under consideration by the TPB and provide follow-up acknowledgement and response as appropriate.
- The distribution of relevant reports and technical information free of charge at the TPB meetings and meeting of its committees and sub-committees.
- The scheduling of at least one formal public meeting during the TIP development process

The TPB maintains and supports two public advisory committees: The Community Advisory Committee (CAC) and the Access for All Advisory Committee (AFA). These committees are intended to promote public involvement and represent the opinions of a variety of communities and interests. The CAC includes members of the public and representatives of environmental, business, and civic interests concerned with regional transportation matters. The AFA advises the TPB on transportation issues, programs, policies, and services that are important to low-income communities, minority communities, and people with disabilities. Participants in the AFA include individuals and organizations considered underrepresented and underserved.

The TPB also maintains a comprehensive website; Bluesky, Facebook, Instagram, and X/Twitter accounts; and shares information through the COG LinkedIn account. Staff uses social media to announce meetings, events, public comment periods, and the release of key publications and reports.

Since 2015, TPB has live-streamed audio and video of TPB, TPB Technical Committee meetings, and the majority of the TPB subcommittees. The YouTube audio/video recordings are available on the meeting web pages.

The Visualize 2050 planning process kicked off in early 2023 when the TPB approved the plan's schedule, including creating a unique Visualize 2050 Public Engagement Plan (PEP) and Communications plan.

- The first public outreach phase occurred from February to November in 2023, when public opinion on Visualize 2045 projects proposed for resubmittal to the 2050 plan was collected.
- The second period was during March 2024 and focused on regionally significant for air quality project inputs, land use inputs, and the air quality analysis scope of work.
- The third period took place in fall 2025, when the TPB initiated a 30-day public comment period from October 23 - November 21, 2025, for the draft *Visualize 2050 National Capital Region Transportation Plan*, the draft *FY 2026-2029 Transportation Improvement Program* (TIP), and the draft *Air Quality Conformity Analysis Report*.
- The TPB held a virtual TIP Forum on November 13, 2025. At the TIP Forum planners presented highlights from the FY2026-2029 TIP and representatives from the state-level departments of transportation and WMATA were available to answer questions.

TPB staff developed a website specific to Visualize 2050, sharing information about the Plan update. The website is Visualize2050.org. The public was able to submit comments about Visualize 2050 at any time through email or through the TPB's website.

Details related to the extensive public outreach for Visualize 2050 can be found in the Public Engagement and Communications Process Document found on the Visualize 2050 website, while the details regarding the public involvement specific to the conformity analysis are included in Appendix E of this document.

Table 12 shows the schedule for the conformity analysis of the MTP and TIP.

Coordination with Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO)

Calvert County, Maryland is in the Washington DC region's ozone non-attainment area, and is also a member of the southern Maryland MPO, C-SMMPO. Projects in Calvert County have always been included in the TPB's conformity analysis, but, with the establishment of the C-SMMPO, it was necessary to formalize coordination between the TPB and the C-SMMPO. On January 20, 2016, the TPB approved a resolution with the C-SMMPO and Calvert County where all parties agreed upon procedures for ensuring that transportation plans, programs, and projects in Calvert County are

assessed for regional air quality conformity. The TPB/C-SMMPO agreement, and documentation about how each task in the agreement was completed, is included in Appendix F.

TABLE 12: AIR QUALITY CONFORMITY SCHEDULE

2023	
February 2023	• The TPB releases the Technical Inputs Solicitation document to initiate the Call for Projects for the region's MTP/LRTP update, Visualize 2050, and the FY2026-2029 Transportation Improvement Program (TIP)
2024	
Jan – Feb 2024	• TPB staff reviews and compile the conformity project input table showing changes and send draft table with changes to agencies for review by February 1
March 2024	• The Technical Committee and TPB receive a briefing on the draft inputs for the conformity analysis, the draft AQC scope of work, and the draft financial plan • Public comment period (March 1-30) on inputs to the plan, conformity analysis, and AQC scope of work
April 2024	• The TPB receives summary of public comments; agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses • The TPB reviews responses to comments
May 2024	• The TPB asked to accept comments and approve inputs and AQC scope of work, authorizing staff to begin analysis • TPB staff commences Air Quality Conformity technical analysis
June 2024	• The TPB approves a second set of inputs, including the I-495 Southside Express Lanes (SEL), as an additional option for the AQC analysis and extends Visualize 2050 and FY2026-2029 TIP development approval to December 17, 2025
Aug - Dec 2024	• The EPA finds new Motor Vehicle Emissions Budgets (MVEBs) in the updated 2008 ozone maintenance plan adequate for use in AQC analyses (October 2024)
2025	
July 2025	• The TPB receives a briefing on draft results of the AQC and system performance analyses for both options, with and without the I-495 SEL project
September 2025	• The Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) and MWAQC review draft results of the AQC analysis for Visualize 2050 and the FY 2026–2029 TIP
October 2025	• The TPB votes to move forward with or without the I-495 SEL project in Visualize 2050 • TPB staff finalizes the draft Visualize 2050 plan, TIP, and AQC documents, website, reflecting TPB's action • TPB staff releases above draft documents for a 30-day public comment period
November 2025	• The TPB is briefed on all aspects of Visualize 2050, the FY 2026-2029 TIP, the conformity analysis, and comments received to date • Public comment period closes
December 2025	• The TPB receives a briefing on additional comments and responses and is asked to approve the results of the AQC analysis and adopt Visualize 2050 and the FY 2026-2029 TIP

8. FISCAL CONSTRAINT

EPA's conformity regulations require that MTPs and TIPs must be fiscally constrained in order to be found in conformity. The Visualize 2050 plan represents a "major" update to the plan, which occurs at a minimum of every four years. The Visualize 2050 includes a full financial analysis of the constrained regional transportation plan and program in Chapter 5 of the Visualize 2050 plan, which is available on the COG and Visualize 2050 websites. The financial plan demonstrates that the Visualize 2050 plan, covering the period from 2026 through 2050, is financially constrained.

The plan is financially realistic, balancing all proposed new project investments and system maintenance/operating costs with reasonable revenue expectations. The plan demonstrates that the forecast revenues reasonably expected to be available cover the estimated costs of expanding and adequately maintaining and operating the highway and public transportation system in the region.

A total of $297.4 billion in transportation expenditures is projected for the metropolitan Washington region for the 25-year period of 2026 to 2050. The majority, $251.9 billion (85 percent), of future transportation revenues will be devoted to the operations and maintenance of the public transportation and highway systems. Funding for expansion of the transportation system makes up the remainder: $45.5 billion (15 percent). Evaluating expenditures by mode, WMATA expenditures constitute 50 percent and other public transportation 23 percent of the total through 2050. Expenditures on highways and pedestrian and bicycle systems constitute 27 percent of the total. Funding is identified for significant capital projects, including, the I-270 and I-495 Traffic Relief Plan (Ops Plan) in Maryland (G13825), the operation, maintenance, replacement, and upgrading of traffic signal systems throughout the District of Columbia (G13680), and construction of the Richmond Highway (U.S. 1) Bus Rapid Transit line from Huntington Metrorail Station to Fort Belvoir. The financial plan also demonstrates full funding for WMATA's forecast needs for both operations and state of good repair through 2050.

Graphics illustrating the revenues and expenditures for Visualize 2050 can be found in Figure 9 and Figure 10.

FIGURE 9: REVENUES BY FUNDING SOURCE IN YEAR OF EXPENDITURE DOLLARS (BILLIONS), 2026-2050

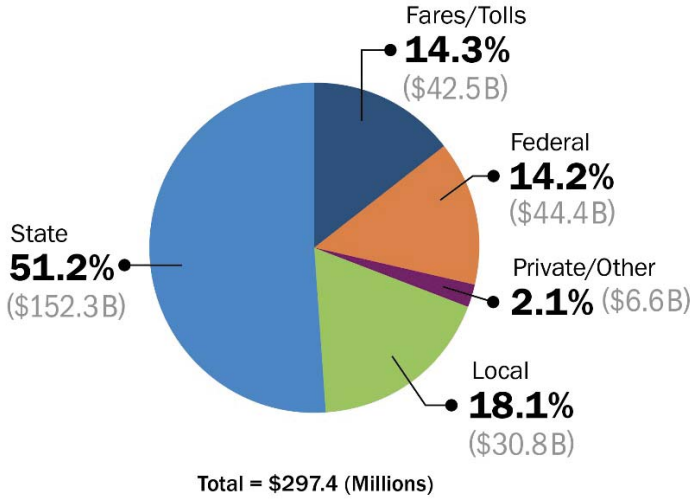
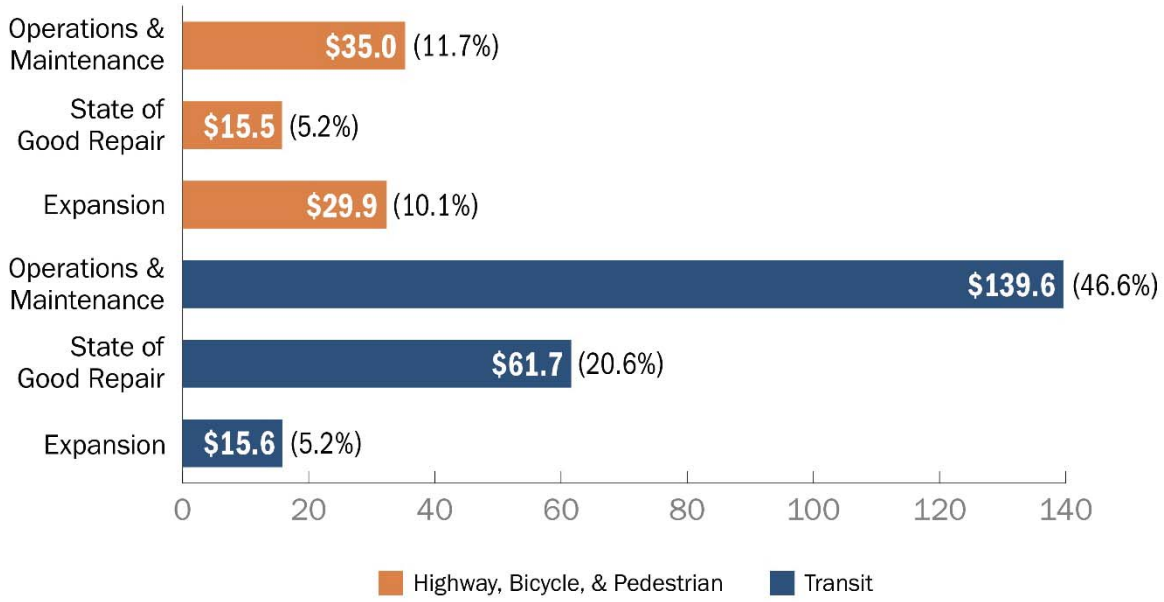


FIGURE 10: EXPENDITURES BY TYPE AND MODE IN YEAR OF EXPENDITURE DOLLARS (BILLIONS), 2026-2050



9. CONCLUSION

The analytical results described in this report provide a basis, in relation to U.S. EPA conformity regulations, for a determination by the TPB of conformity of Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program for the National Capital Region, with requirements of the Clean Air Act Amendments of 1990.

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APPENDIX A

Scope of Work

Air Quality Conformity Analysis

National Capital Region
Transportation Planning Board

National Capital Region
Transportation Planning Board

May 15, 2024

AIR QUALITY CONFORMITY ANALYSIS: VISUALIZE 2050 & FY 2026-2029 TIP

SCOPE OF WORK

I. INTRODUCTION

The list of projects solicited for the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP) is scheduled to be finalized at the May 15, 2024 meeting of the National Capital Region Transportation Planning Board (TPB). This work effort addresses requirements associated with attainment of the ozone National Ambient Air Quality Standards (NAAQS). Volatile organic compounds (VOC) and nitrogen oxides (NOx) are ozone precursor pollutants.

The amended plan must meet air quality conformity regulations: (1) as originally published by the Environmental Protection Agency (EPA) in the November 24, 1993 Federal Register, and (2) as subsequently amended, most recently on March 14, 2012, and (3) as detailed in periodic Federal Highway Administration (FHWA) / Federal Transit Administration (FTA) and EPA guidance. These regulations specify both technical criteria and consultation procedures to follow in performing the assessment.

This scope of work provides a context in which to perform the conformity analyses and presents an outline of the work tasks required to address all regulations currently applicable.

II. FEDERAL REQUIREMENTS

As described in the 1990 Clean Air Act Amendments, conformity is demonstrated if transportation plans and programs:

1. Are consistent with most recent estimates of mobile source emissions budgets
2. Contribute to annual emissions reductions

The federal requirements governing air quality conformity compliance are contained in §93.110 through §93.119 of the Transportation Conformity Regulations (printed April 2012), as follows:

CONFORMITY CRITERIA & PROCEDURES	
All Actions at all times	
§93.110	Latest Planning Assumptions
§93.111	Latest Emissions Model
§93.112	Consultation
§93.113	TCMs
§93.114	Currently conforming Plan and TIP
§93.115	Project from a conforming Plan and TIP
§93.116	CO, PM10 and PM2.5 hot spots
§93.117	PM10 and PM2.5 Control Measures
§93.118 and/or §93.119	Emissions Budget and/or Interim Emissions

§ 93.110 Criteria and procedures: Latest planning assumptions - The conformity determination must be based upon the most recent planning assumptions in force at the time of the conformity determination.

§ 93.111 Criteria and procedures: Latest emissions model - The conformity determination must be based on the latest emission estimation model available.

§ 93.112 Criteria and procedures: Consultation – The conformity must be determined according to the consultation procedures in this subpart and in the applicable implementation plan, and according to the public involvement procedures established in compliance with 23 CFR part 450.

§ 93.113 Criteria and procedures: Timely implementation of TCMs - The transportation plan, TIP, or any FHWA/FTA project which is not from a conforming plan and TIP must provide for the timely implementation of TCMs from the applicable implementation plan.

§93.114 Criteria and procedures: Currently conforming transportation plan and TIP - There must be a currently conforming transportation plan and currently conforming TIP at the time of project approval.

§93.115 Criteria and procedures: Projects from a plan and TIP - The project must come from a conforming plan and program.

§93.116 Criteria and procedures: Localized CO, PM10, and PM2.5 violations (hot spots) -The FHWA/FTA project must not cause or contribute to any new localized CO, PM10, and/or PM2.5 violations or increase the frequency or severity of any existing CO, PM10, and /or PM2.5 violations in CO, PM10, and PM2.5 nonattainment and maintenance areas.

§93.117 Criteria and procedures: Compliance with PM10 and PM2.5 control measures -The FHWA/FTA project must comply with PM10 and PM2.5 control measures in the applicable Implementation Plan.

§93.118 Criteria and procedures: Motor vehicle emissions budget - The transportation plan, TIP, and projects must be consistent with the motor vehicle emissions budget(s).

§93.119 Criteria and procedures: Interim emissions in areas without motor vehicle budgets - The FHWA/FTA project must satisfy the interim emissions test(s).

Assessment Criteria:

Ozone season pollutants will be assessed by comparing the forecast year pollutant levels to the EPA-approved mobile emissions budgets in the 2008 Ozone NAAQS Maintenance Plan. The 2008 Ozone NAAQS Maintenance Plan includes mobile emissions budgets for 2014 (attainment year), 2025 (intermediate year), and 2030 (out year). The 2014 budgets will be used for any analysis year between 2014 and 2024, the 2025 budgets will be used for any analysis year between 2025 and 2029, and the 2030 budgets will be used for any analysis year beyond 2029.

III. POLICY AND TECHNICAL APPROACH

The table below summarizes the key elements of the Policy & Technical Approach:

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES4
Conformity Test	Budget Test: Using EPA approved mobile emissions budgets from the 2008 Ozone NAAQS Maintenance Plan
Vehicle Fleet Data	December 2023 vehicle registration data
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 10
HOV/HOT	VA: I-66, I-95, I-395, and I-495 are all HOT3+; all HOV facilities will be HOV2+ through 2050 MD: HOV facility on US 50 will remain HOV2+ through 2050; HOV facility on I-270 will convert from HOV2+ to HOT3+ when additional lanes are added;
Roadway Restrictions	Roadway restrictions, such as truck prohibitions, are reflected in the travel model network using information supplied by the Departments of Transportation
Analysis Years	2025, 2026, 2030, 2040, 2045, and 2050
Modeled Area	6,800 square mile area with 3,722 Transportation Analysis Zones (TAZs)
Travel Demand Model	Gen2/Version 2.4 or latest

IV. CONSULTATION

The TPB adheres to the specifications of the consultation procedures (as outlined in the consultation procedures report adopted by the TPB on May 20, 1998). The TPB will participate in meetings of the Metropolitan Washington Air Quality Committee (MWAQC), its Technical Advisory Committee (MWAQC-TAC), and its Conformity Subcommittee to discuss the Scope of Work, project inputs, and other elements as needed.

V. WORK TASKS

The work tasks associated with the air quality conformity analysis are as follows:

1. Receive project inputs from programming agencies and organize into conformity documentation listings by:
   - Project type, limits, etc.
   - Phasing with respect to forecast years
   - Transit operating parameters, e.g., schedules, service

2. Update Travel Model Base Transit Service to reflect:
   - Service current to December 2023
   - Fares current to May 2024

3. Determine Characteristics of the Motor Vehicle Fleet by Preparing 2023 Vehicle Registration/Vehicle Identification Number (VIN) Data
   - Purchase VIN decoding software
   - Set up and test VIN decoding software
   - Collect and decode VIN data for the District, Maryland, and Virginia

4. Review and Update Land Activity files to reflect Round 10 Cooperative Forecasts:
   - Develop zonal data files
   - Ensure consistent definition of employment throughout the modeled area by applying the "employment definition adjustment factors" to the land activity forecasts.
   - Estimate households by auto ownership, size and household income (done as part of the travel model)
   - Coordinate with agencies outside the MWCOG Cooperative Forecast area, e.g., the Baltimore Metropolitan Council (BMC), the Fredericksburg Area Metropolitan Planning Organization (FAMPO), and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO).
   - Develop trip tables for exogenous/residual travel: 1) through vehicle trips; 2) external-to-internal and internal-to-external vehicle trip ends; 3) taxi, visitor/tourist and school vehicle trips; and 4) airport-passenger auto-driver trips.

5. Prepare forecast-year highway and transit networks including regionally significant projects, as follows:
   - 2025, 2026, 2030, 2040, 2045, and 2050 highway networks
   - 2025, 2026, 2030, 2040, 2045, and 2050 transit network input files
   - Update highway tolls and transit fares as necessary

6. Execute travel demand modeling for years 2025, 2026, 2030, 2040, 2045, and 2050

7. Derive mobile emissions estimates for years 2025, 2026, 2030, 2040, 2045, and 2050 using inputs from the 2008 Ozone NAAQS Maintenance Plan mobile budgets

8. Summarize key inputs and outputs (VMT, mode share, emissions, etc.) of the conformity determination

9. Assess conformity and document results in a report

    - Document methods
    - Draft conformity report
    - Forward to technical and policy committees
    - Make available for public and interagency consultation
    - Receive comments
    - Respond to comments and present to TPB for action
    - Finalize report and forward to FHWA, FTA, and EPA

SCHEDULE:

Timeframe		Activity
	January – February 2024	• Preliminary inputs due December 29 for the LRTP and Air Quality Conformity (AQC) analysis for staff review and coordination. • Staff will review and compile the conformity table showing changes. Staff to send draft table with changes to agencies for review on February 1. Agencies to provide corrections by February 15. • TPB member agencies submit technical corrections to preliminary inputs and updates based on TPB/interagency consultation to produce final inputs for comment period. • Final project inputs for Visualize 2050 and AQC analysis due to TPB staff for inclusion in comment period documentation on February 15. • TPB staff will reconcile draft financial analysis results and produce preliminary financial plan to reflect project submissions.
	March 2024	• March 1 - The TPB Technical Committee will review the draft financial plan; projects proposed for inclusion in the conformity analysis, and the draft AQC scope of work. Public comment period starts March 1 on projects and AQC scope of work. • The TPB will receive a briefing on the draft inputs to the plan/AQC analysis and the draft AQC scope of work and the draft financial plan. • Public comment period runs March 1 through March 30 on inputs to the plan/AQC analysis and AQC scope of work. MWAQC TAC will review this information during its March meeting.
	April 2024	• The TPB will receive a summary of the public comments on the draft inputs to the plan and AQC analysis; agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses. • The TPB will review responses to comments and updates to inputs to the plan and scope of work for the AQC analysis.
	Early 2024	• EPA anticipated to find new Motor Vehicle Emissions Budgets (MVEBs) in the updated 2008 ozone maintenance plan adequate for use in air quality conformity analyses.
	May 2024	• The TPB will be asked to accept the comments and approve the inputs and scope, authorizing staff to begin analysis. • Continue financial analysis: (May 2024-March 2025) final revisions, report production
	May 2024	• TPB staff commence Air Quality Conformity technical analysis after TPB approval
	Winter 2024	• Transportation Improvement Program (TIP) inputs due for the FY 2026-2029 TIP January 26, 2025. • TPB staff complete financial plan: final revisions, report production.

		• TPB staff complete Air Quality Conformity technical analysis and draft report. • TPB staff draft performance analysis for the plan and TIP.
	April 2025	• Public comment period on the plan, TIP and the results of AQC analysis for the updated plan and FY 2026-2029 TIP from April 1 – April 30 • The TPB Technical Committee and MWAQC and MWAQC TAC will review the draft results of AQC analysis for the updated plan and FY 2026-2029 TIP during their meetings. • The TPB will receive a briefing on the draft results of the AQC analysis for the plan and TIP.
	May 2025	• The TPB will receive a summary of the comments received on the analysis, plan and TIP; the agencies sponsoring the projects will have the opportunity to advise staff on responses to comments.
	June 2025	• The TPB will be asked to approve the results of the AQC analysis and adopt the updated plan and the FY 2026-2029 TIP.

APPENDIX B

Project Inputs

Air Quality Conformity Analysis

National Capital Region
Transportation Planning Board

Key to the Air Quality Conformity Table: Transit Projects

PIT Project ID	Project identification number
Con ID	Conformity identification number
Scenario	Identifier in travel demand model network database
Improvement	**Construct** = Build a new facility **Implement** = Service Improvements **Study** = To review alternative transportation improvements- project planning or preliminary engineering only
Facility	Name of the facility or service
From and To	Limits of the project
Completion Date	If only a year is given, it is when the project will be open for use. Already completed projects are indicated as such "not coded" indicates that project is not included in the conformity analysis

Key to the Air Quality Conformity Table: Highway Projects

<table>
<tr><td>PIT ID</td><td>Project identification number</td></tr>
<tr><td>Con ID</td><td>Conformity identification number</td></tr>
<tr><td>Project ID</td><td>Project identification number (for reference purposes)</td></tr>
<tr><td>Agency ID</td><td>Agency project identification number (for reference purposes)</td></tr>
<tr><td>Type of improvement</td><td>Defined as follows:

<table>
<tr><td>Construct</td><td>Build a new facility</td></tr>
<tr><td>Close</td><td>Facility cease operation</td></tr>
<tr><td>Convert to 2-way</td><td>Two lanes in each direction</td></tr>
<tr><td>Demolish</td><td>Facility cease operation</td></tr>
<tr><td>Downgrade</td><td>Reduce the number of lanes on an existing facility</td></tr>
<tr><td>Expansion</td><td>Increase the number of lanes on an existing facility</td></tr>
<tr><td>Widen</td><td>Increase the number of lanes on an existing facility</td></tr>
<tr><td>Upgrade</td><td>Improve the facility type of a roadway</td></tr>
<tr><td>Re-Align Intersection</td><td>Improve the alignment for intersection</td></tr>
<tr><td>Reduce Capacity</td><td>Reduce the number of lanes on an existing facility</td></tr>
<tr><td>Relocate</td><td>Construct an existing facility on a new right-of-way</td></tr>
<tr><td>Reconstruct</td><td>Modify an existing facility with no capacity increase i.e., shoulder paving, geometric improvements</td></tr>
<tr><td>Rehabilitate</td><td>Repair existing structures - no capacity increase</td></tr>
<tr><td>Remove</td><td>Facility cease operation</td></tr>
<tr><td>Revise Operations</td><td>Facility changed operation restriction</td></tr>
<tr><td>Study</td><td>To review alternative transportation improvements- project planning or preliminary engineering only</td></tr>
</table>
</td></tr>
<tr><td>Facility</td><td>Name of facility to be studied or improved</td></tr>
<tr><td>From and To</td><td>Limits of the project</td></tr>
<tr><td>Facility Type
(Fr and To)</td><td>1 = Interstate
2 = Major Arterial
3 = Minor Arterial
4 = Collector
5 = Expressway or Freeway with at-grade intersections

If a facility is being upgraded, the old facility type is in the "Fr" (from) column, and the new facility type is in the "to" column. If the facility is not being upgraded, the "Fr" (From) and "To" columns are the same.</td></tr>
<tr><td>Number of Lanes
(Fr and To)</td><td>Previous (Fr) and new (To) number of lanes – if changing</td></tr>
<tr><td>Project Completion Date</td><td>If only a year is given, it is when the project will be open for use.
Already completed projects are indicated as such
“not coded” indicates that project is not included in the conformity analysis</td></tr>
</table>

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(transit)

12/11/2025

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
WMATA								
1			MOREPEAK	Implement	WMATA Metrorail Service Changes			2025
DDOT								
2	~~6103~~	~~794~~	~~UHOWEXT~~	~~Implement~~	~~DC Circulator Expansion~~	~~Rosslyn to Dupont Circle Route~~	~~Extension to U St./Howard University~~	~~2026~~
3	T5754	613	DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	~~2026~~ 2030
4	~~CE3081~~	~~610~~	~~DCSTGTWN~~	~~Implement~~	~~Union Station/Georgetown Streetcar~~	~~K Street/34th Street NW~~	~~3rd Street/H Street NE~~	~~2040~~
5	T3212			Implement	H St. and I St Bus lanes Phase 2	13th St. NW	Pennsylvania Ave NW	2021 completed
6	~~3212~~ T13580	7835 32666		~~Study~~ Implement	H St. NW Bus Improvements	14th St. NW	North Capitol St.	~~not coded~~ 2022 completed
7	~~CE3081~~			~~Construct~~	~~K St. NW Transitway~~	~~9th St. NW~~	~~21st St. NW~~	~~2025~~
8	T13585	32690	UST	Implement	U St. NW Bus Improvements	18th St. NW	9th St NW	2025
9	~~3212~~ T13588	31057 31058 ~~31059~~	8THST	Implement	8th St. SE Bus Improvements			2024
10	T13583	32646	11THST	Implement	11th St. NW Bus Improvements	Pennsylvania Ave NW	G Street NW	2024
11	T13583	32647	11THST	Implement	11th St. NW Bus Improvements	H Street NW	L Street NW	2024
12	T13583	32648	11THST	Implement	11th St. NW Bus Improvements	L Street NW	E Street NW	2024

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(transit)

12/11/2025

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
13	T6638	989		Implement	16th St. Bus Priority Improvements	H St. NW	Arkansas Ave NW	2022 completed
14	T13590	32016	FLAVE	Implement	Florida Ave. NW Bus Improvements	9th Street NW	1st Street NE	2024
15	T13591	32016	GAAVE	Implement	Georgia Ave. NW Bus Improvements	Eastern Ave.	Barry Place NW	2026
16	~~3212~~ T13582	32595 32673		~~Study~~ Implement	Minnesota Avenue SE Bus Improvements (southbound)	Nelson Pl SE	Burns St SE	~~not coded~~ 2023 completed
17	T13586	32728	STHRNAVE	Implement	Southern Ave SE Bus Improvements (NB)	South Capitol St SE	Barnaby Road SE	2026
MDOT/MTA								
18	~~CE3427~~ CE3787	~~617~~ 15642	MARCFRQ	Implement	Brunswick Line Service Improvements			~~2029~~ 2045
19	~~CE3427~~ CE3788	~~618~~ 15646	MARCFRQ	Implement	Camden Line Service Improvements			~~2029~~ 2045
20	~~CE1649~~	~~481~~	~~CCTBRT~~	~~Construct~~	~~Corridor Cities BRT~~	~~Shady Grove~~	~~Comsat~~	~~2035~~
21	~~CE3427~~ CE3855	~~619~~ 34252	MARCFRQ	Implement	Penn Line Service Improvements			~~2029~~ 2045
22	T2795	479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	~~2023~~ 2027
Montgomery County								
23	CE3662		RANDBRT	Implement	Randolph Road BRT	US 29	MD 355	~~2030~~ 2045
24	~~CE3663~~ T3663	~~5062~~ 963	NBETHBRT	Implement	North Bethesda Transitway BRT	Montgomery Mall Transit Center	White Flint	~~2030~~ 2045
25	~~CE3424~~ CE3856 T6396		MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2030

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(transit)

12/11/2025

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
26	CE3103	485	VEIRSBRT	Implement	Veirs Mill Road BRT	~~MD 355 Rockville Pike~~ Montgomery College, Rockville	~~MD 97 Georgia Ave.~~ Wheaton Metro Station	~~2025~~ 2030
27	CE3672 ~~T12004~~	982	NHBRT	Implement	New Hampshire Ave. BRT	Colesville Park and Ride	~~Takoma Metro Station~~ Fort Totten Metro Station	2045
28	~~CE1249~~	~~483~~	~~MCT7~~	~~Construct~~	~~Olney Transit Center~~	~~adjacent to or north of MD 108~~		~~2045~~
29	CE1253	487	TIGERVEIR	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2021 completed
30	CE3857	487	GSTN	Construct	Great Seneca Transit Network Bus Service Improvements			2025
31				Construct	Md 193 (University Blvd) Bus Lanes	Amherst Ave	Dennis Ave	2024
	VDOT/VDRPT							
32	T6727	1028		Construct	Long Bridge	Control Point RO (Arlington) Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia	L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia	2030
33	~~CE3758~~ T11581	3680		Construct	VRE L'Enfant Station and 4th Track Improvements	L'Enfant Interlocking	Virginia Interlocking	2028
34	CE3708 T6673	1029		Construct	Alexandria 4th Track Project	Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway	Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road	~~2028~~ 2026
35	T6706	1030		Construct	Franconia to Occoquan 3rd Track Project	One mile north of the Franconia-Springfield VRE station (CFP 98.8)	Approximately 400 feet north of Furnace Road, just north of the Occoquan River (CFP 90.08)	2028
36	CE2832	504	VREFREQ	Implement	VRE Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines		2035

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(transit)

12/11/2025

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
37	CE2831	630		Construct	VPRA 3rd Track - RF&P	Arkendale, Stafford Co.	Powell's Creek, Prince William County	2024
38	~~CE2420~~ T12003	9841		Construct	Broad Run Expansion- 3rd Track Project	Broad Run	Manassas (Wellington Road)	~~2025~~ 2027
39	~~CE1942~~	~~795~~	~~US1VABUS~~	~~Widen~~	~~US 1 (bus/right-turn lanes)~~	~~VA 235 North~~	~~SCL Alexandria (I-95 Capital Beltway)~~	~~2035~~
40	CE3496 T6680	808	US1BRT	Construct	US 1 Richmond Highway Bus Rapid Transit (BRT)	Huntington Metro	Ft. Belvoir ~~and to Woodbridge VRE~~	~~2030~~ 2031
41	CE3521	861		Construct	Crystal City Transitway: Northern Extension - complete dedicated lanes	Crystal City Metro Station	~~Army Navy Drive Transit Station (Army Navy Dr halfway between Hayes St and Joyce St)~~ Pentagon City Metro Station	~~2022~~ 2026
42			MWAYEXT2	Construct	Crystal City Transitway: Southern Extension - complete dedicated lanes	South Glebe Road	Alexandria city line	2025
43	T6672	18600	MWAYROW	Construct	Crystal City/Potomac Yard Transitway- realign with dedicated right-of-way	East Glebe Road	Evans Lane	2030
44	CE3013	489	POTYDS	Construct	Metro Station	Potomac Yard		~~2022~~ 2023 completed
45	CE2188	493		Construct	Park-and-Ride Garage	Springfield CBD	vic. I-95 & Old Keene Mill Road	2023 completed
46	CE2875	499		Construct	Park and Ride Lot	Arcola Center 300 spaces		2024
47	CE1981	503	SILVER 2	Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station	Ashburn Station	2022 completed
48	CE3802			Study	Orange Line Metrorail Extension	Vienna Metrorail Station	Prince William County	not coded

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(transit)

12/11/2025

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
49	CE3803			Study	Yellow Line Metrorail Extension	Huntington Metro	Hybla Valley/Gum Springs Community Business Center	not coded
50	CE3839			Study	Route 7 BRT	West Falls Church	Spring Hill via International Drive	not coded
51	CE3700	1019	SILVER 2	Construct	Park-and-Ride Garage	Innovation Station	2000+ parking spaces	2020 completed
52	CE2831	629	POTSHRS	Construct	VRE - Potomac Shores Commuter Rail Station	Potomac Shores	Prince William County	~~2022~~ 2030
53	CE2930	505	VANDBRT	Construct	West End Transitway (City Funded)	Van Dorn Street Metro	Pentagon	~~2026 & 2035~~ 2028
54	CE2930	1034	VANDBRT2	Construct	West End Transitway Phase II (Southern Segment)	Van Dorn Street Metro	Landmark Mall	2026
55	CE3071	~~507~~ 32580	~~NRS~~	Construct	Landmark Transit Center	Duke Street and Van Dorn Street		~~2023~~ 2027
56	CE2933	508	ALEXBUS	Implement	DASH Service Expansion	citywide		2030
57		~~821~~	~~BELTHOT~~	~~Implement~~	~~Beltway HOT lanes transit service~~			~~2030~~
58	CE2932	509	DUKEBUS	Construct	Duke Street Transitway	King Street Metro	Fairfax County Line	~~2027~~ 2028
59	~~CE2695~~	~~672~~		~~Construct~~	~~Leesburg Park and Ride Lot (new location)~~	~~Crosstrails Blvd (approx)~~	~~300 Spaces~~	~~2018~~
60		674		Construct	One Loudoun Park and Ride Lot	VA 7 & Loudoun County Parkway	200 Spaces	2019 completed
61	CE3359	675		Construct	Western Loudoun Park and Ride Lot	at VA 7 & VA 690	250 Spaces	2024
62	CE3484	797	I66HOTI	Implement	I-66 Multimodal Corridor Improvements	Inside the beltway		through 2050
63	CE3448	799	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		2022 completed

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(transit)

12/11/2025

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
64	CE3448	800	~~I66HOTO~~ I66EXPO	Implement	I-66 Corridor Enhanced Bus Service	Outside the beltway		through 2050
65	CE3448	801		Construct	I-66 Corridor Park and Ride lot	Haymarket		2021 completed
66	CE3448	802		Construct	I-66 Corridor Park and Ride lot	University Blvd. in Gainesville		2021 completed
67	CE3448	803		Construct	I-66 Corridor Park and Ride lot	Balls Ford Road in Manassas		2021 completed
					FAMPO			
68				Construct	New Chatham Heights Road PNR	80 spaces		2038
69				Construct	VA 3 East PNR	150 spaces		2038
70				Construct	US 17 Business New Warrenton Road PNR	1000 spaces near Olde Forge Dr.		2038
71				Construct	US 1 at Commonwealth Dr. PNR			2027

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS
(highway)

12/11/2025

	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
DDOT													
72	CE2860	605	DI9		Reconstruct	I 295 Interchange at Malcolm X Blvd.	Add above grade ramp connection from NB I-295 off ramp to new St. Elizabeth's Access Road						2022 completed
73	T13597	33037	NRS		Reduce Capacity	Alabama Ave SE (eastbound)	5th Street SE	MLK Elementary School			2	1	2030
74	T13597	33038	NRS		Reduce Capacity	Alabama Ave SE (eastbound)	Jasper St. SE	James M. McGee Sr. St. SE			2	1	2030
75	T13597	33039	DS45D		Reduce Capacity	Alabama Ave SE (eastbound)	Gainesville St. SE	Aigner Pl. SE			2	1	2030
76	T13597	33040	DS45A		Reduce Capacity	Alabama Ave SE (eastbound)	25th Street SE	Naylor Rd. SE			2	1	2030
77	T13597	33041	DS45B		Reduce Capacity	Alabama Ave SE (westbound)	Marion Barry Ave SE	Branch Ave. SE			2	1	2030
78	T13597	33042	NRS		Reduce Capacity	Alabama Ave SE (westbound)	Randle Pl. SE	7th Street SE			2	1	2030
79	T13597	33043	NRS		Reduce Capacity	Alabama Ave SE (westbound)	Congress St. SE	15th Street SE			2	1	2030
80	T13597	33044	DS45C		Reduce Capacity	Alabama Ave SE (westbound)	24th Street SE	Irving St. SE			2	1	2030
81	T13597	33045	duplicate of part of DS45B		Reduce Capacity	Alabama Ave SE (westbound)	Naylor Rd. SE	31st Street SE			2	1	2030
82	T13597	33046	DS45E		Widen	Alabama Ave SE (westbound)	Irving St. SE	Aigner Pl. SE			1	2	2030
83	T13597	33047	duplicate of part of DS45B		Reduce Capacity	Alabama Ave SE (westbound)	31st Place SE	Branch Ave. SE			2	1	2030
84	T13597	33048	DS45F		Reduce Capacity	Alabama Ave SE (westbound)	34th Street SE	Suitland Rd. SE			2	1	2030
85	T13597	33049	NRS		Reduce Capacity	Alabama Ave SE (westbound)	38th Street SE	Pennsylvania Ave SE			2	1	2030
86	T3232	31473	DP45		Reduce Capacity - bike lanes	Arizona Ave NW (north/eastbound)	Carolina Place NW	Loughboro Rd NW			3	2	2024

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87	T13596	32873	DS46		Reduce Capacity	Bladensburg Rd. NE	Eastern Ave.	Benning Road			6	4	2028
88	T3232	31566	DS47		Reduce Capacity - bike lanes	Branch Ave SE	Randle Circle SE	Alabama Ave SE			4	2	2025
89	T13599	34039	DP46		Reduce Capacity	Constitution Ave.	Louisiana Ave NW	Pennsylvania Ave NW			6	5	2026
90	T3232	1008	DS28		Reduce Capacity - bike lanes	Dalecarlia Pkwy NW	Loughboro Road	Westmoreland Circle			4	2	~~2040~~ 2030
91	T6315	567	DP16		Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	~~2021~~ 2030
92	T13592	32401	DS48		Reduce Capacity	Eastern Ave NE	Whittier St NW	New Hampshire Ave NE			3	2	2028
93	T13590	32016	DP47		Reduce Capacity Bus Lanes	Florida Avenue NW	9th Street NW	1st Street NE			4	2	2025
94	6195	710	DP46		Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2023 completed
95	6195	717	DS13		Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2023 completed
96	T13591	32180	DP48		Reduce Capacity Bus Lanes	Georgia Avenue NW	Eastern Ave.	Barry Place NW			4	2	2026
97	T3232	860	DS23		Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			2	1	~~2022~~ 2024
98	T3232	31668	DS49		Reduce Capacity - bike lanes	Kansas Ave NW	Peabody St NW	Chillum Place NW			4	2	2024
99	T3232	31704	NRS		Reduce Capacity - bike lanes	Lincoln Rd NE	V St NE	4th St NE			3	2	2025

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100	T3232	835	DP22		Reduce Capacity - bike lanes	Louisana Avenue NW	~~Columbus Circle NE/ Mass Ave NE~~ North Capitol St.	Constitution Avenue NW			~~4~~ 5	~~3~~ 4	~~2040~~ 2026
101	T13587	31053			Reduce Capacity Bus Lanes	MLK Jr. Ave SE	W Street	Marion Barry Ave			2	1	2024
102	T13593	32442	DS50		Reconstruct	MLK Jr. Ave SE	South Capitol St. SE	Upsal St. SE			4	2	2027
103	CE3075 T6014	585	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	2021 completed
104	T13596	36004	NRS		Reduce Capacity	Maryland Ave. NE	Bladensburg Rd. NE	Neal St. NE			4	1	2028
105	T13599	34486	DS51		Reduce Capacity	Massachusettes Ave NE	1st Street NE	6th Street NE			4	3	2024
106	T13582	32595	DS52A		Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (southbound) (Phase B)	Nelson Pl SE	Burns St SE			2	1	2023 completed
107	T13581	32593	DS52B		Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (Phase A)	Nelson Pl SE	East Capitol St. SE			2	1	2023 completed
108	T13581	32668	part of DS52A and DS52B		Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (Phase A)	L'Enfant Square SE	A St. SE			2	1	2023 completed
109	T3232	31503	NRS		Reduce Capacity - bike lanes	Missouri Avenue NW (Eastbound)	17th St NW	16th St NW			2	1	2030
110	T3232	1006	DS30		Reduce Capacity - bike lanes	Mount Olivet Rd NE	Brentwood Parkway	~~West Virginia Ave~~ 17th Street NE			4	3	~~2022~~ 2024
111	T3232	1010	DP40		Reduce Capacity - bike lanes	Nebraska Ave NW	New Mexico Ave	Loughboro Road			4	3	~~2022~~ 2030
112	CE3399	608			Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					2021 completed
113	~~CE3081~~	~~842~~	~~DS26~~		~~Reduce Capacity - Streetcar~~	~~New Jersey Avenue NW~~	~~H St NW~~	~~K Street NW~~			~~3 lanes - 1-way~~	~~1 lane each 2-way~~	~~2040~~
114	T3232	707 31741	NRS		Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	~~2~~ 3	~~2021~~ 2024
115	~~T3212~~ T3232	~~7836~~ 10675	DS42		Reduce Capacity -	Park Place/5th Street NW	Grant Circle	Kenyon St NW	3	3	2	1	2022 completed

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116	~~CE3447~~ T6595	712	DS15		Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2025
117	~~CE3447~~ T6595	713	DS14		Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2025
118	~~CE3447~~ T6595	714	~~DS18~~ DS18A		Reduce Capacity	Pennsylvania Avenue NW	20th Street	~~26th Street~~ 22nd Street			6	4	~~2040~~ 2025
119	CE3447	714	DS18		Reduce Capacity	Pennsylvania Avenue NW	~~20th Street~~ 22nd Street	26th Street			6	4	2040
120	CE3447	715	DS16		Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2040
121	CE3447	716	DS17		Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2040
122	CE3654 ~~T3232~~	~~1009~~ 947	~~DP36A~~ DP35		Reduce Capacity - bike lanes	Pennsylvania Ave SE	2nd Street SE	~~17th Street~~ 14th Street SE	2	2	6	4	2023 completed
123	CE3654	948	DP36		Reduce Capacity - bike lanes	Pennsylvania Ave SE	14th Street SE	Barney Circle			8	6	~~2024~~ 2023 completed
124	T3232	31949	NRS		Reduce Capacity - bike lanes	Potomac Ave SE	18th St SE	19th St SE			2	1	2024
125	T3423	541	DP9A	AW011, AW024A, AW001A, AW025A, CKTB6	Widen	South Capitol Street Corridor: Frederick Douglass Bridge	Independence Avenue (East)	Martin Luther King, Jr. Blvd. (west)	2	2	5	6	~~2025~~ 2021 completed
126	T5803	542	DP9C		Construct	South Capitol Street Intersection	at Potomac Avenue						2022 completed
127	T6114	609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4 5	2022 completed

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128	T13586	31051	DS53A		Reduce Capacity	Southern Ave SE (northbound)	South Capitol St. SE	Barnaby Road SE			2	1	2026
129	T13599	34038	DS53B		Reduce Capacity	Southern Ave SE	Pennsylvania Ave SE	Benning Road SE			4	2	2024
130	T6038	543	DP9D		Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						2021 completed
131	T13599	34053	DS54		Reduce Capacity	Taylor St. NE	North Capitol St NW	7th Street NE			3	2	2024
132	T3232	31780	NRS		Reduce Capacity - bike lanes	Van Buren St NW	Blair Rd NW	3rd St NW			2	1	2025
133	~~T3212~~ T3232	~~7825~~ 11119	DS43		Reduce Capacity -	Virginia Ave NW	Rock Creek and Potomac Pkwy NW	18th St NW	3	3	6	5	2021 completed
134	~~T3212~~ T3232	~~7837~~ 10614	DS44		Reduce Capacity - bike lanes	Warder Street/7th Street NW	Kenyon St NW	New Hampshire Ave NW	4	4	2	1	2022 completed
135	T13599	34050	DS55A		Reduce Capacity	Western Ave NW	Park Ave	River Road NW			3	2	2024
136	T13599	34051	DS55B		Reduce Capacity	Western Ave NW	River Road NW	45th Street NW			4	3	2024
137	T13599	34052	DS55C		Reduce Capacity	Western Ave NW	45th Street NW	Jenifer Street NW			5	4	2024
138	~~3232~~ T13578	~~709~~ 29860	DS19		Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	~~2021~~ 2027
139	CE3077	558	DP42B	ED0C2A	Reduce Capacity	C Street (westboound only)	~~Oklahoma Avenue~~ 16th Street NE	14th Street NE			~~5~~ 2	~~3~~ 1	2022 completed
140	CE3077	~~558~~ 33201	DP42A	ED0C2A	Reduce Capacity	N. Carolina Avenue	14th Street NE	~~Oklahoma Avenue~~ 16th Street NE			~~5~~ 4	~~3~~ 2	2022 completed

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141	CE3077	~~558~~ 33202	DP42	ED0C2A	Reduce Capacity	C Street~~/N. Carolina Avenue~~	~~Oklahoma Avenue~~ 22nd Street NE	~~14th Street NE~~ 16th Street NE			5	3	2022 completed
142	~~CE3081~~	~~841~~	~~DP25~~		~~Reduce Capacity - Streetcar~~	~~H Street NE/NW~~	~~3rd Street NE~~	~~New Jersey Ave NW~~			~~6~~	~~4~~	~~2040~~
143	3212	11116	DP43A		Reduce Capacity Bus Lanes	H Street NW	Pennsylvania Ave	Connecticut Ave	2	2	4	3	2021 completed
144	3212	11117	DP43B		Reduce Capacity Bus Lanes	H Street NW	Connecticut Ave	Vermont Ave	2	2	4	2	2021 completed
145	~~3212~~ T3232	11118	DP43C		Reduce Capacity Bus Lanes	H Street NW	Vermont Ave	15th Street	2	2	4	3	2021 completed
146	~~3212~~ T3232	11119	DP43D		Reduce Capacity Bus Lanes	H Street NW	15th Street	14th Street	2	2	3	2	2021 completed
147	T13580	32584	DP43E		Reduce Capacity Bus Lanes	H Street NW	13th Street	9th Street	2	2	6	3	2022 completed
148	T13580	32585	DP43F		Reduce Capacity Bus Lanes	H Street NW	9th Street	6th Street	2	2	6	4	2022 completed
149	T13580	32586	DP43G		Reduce Capacity Bus Lanes	H Street NW	6th Street	5th Street	2	2	6	3	2022 completed
150	T13580	32587	DP43H		Reduce Capacity Bus Lanes	H Street NW	New Jersey Avenue NW	North Capitol St	2	2	6	4	2022 completed
151	T13584	30503	DP43I		Reduce Capacity	H Street NE	3rd Street NE	Benning Ave NE	2	2	4	2	2024
152	T3232	31823	DP44E		Reduce Capacity - bike lanes	I St NW	15th St NW	Vermont Ave NW			3	2	2024
153	~~3212~~ T3232	11122	DP44C		Reduce Capacity Bus Lanes	I Street NW	17th Street	18th Street	2	2	3	2	2021 completed
154	~~3212~~ T3232	11123	DP44D		Reduce Capacity Bus Lanes	I Street NW	19th Street	20th Street	2	2	3	2	2021 completed
155	T3232	31633	DP34A		Reduce Capacity - bike lanes	K St NE	1st St NE	2nd St NE			4	2	2024

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156	CE3652	946	DP34		Reduce Capacity - bike lanes	K Street NW	7th St NW	1st Street NE			4	2	2021 completed
157	~~CE3081~~	~~844~~	~~DP26A~~		~~Reduce Capacity - Streetcar~~	~~K Street NW~~	~~New Jersey Avenue NW~~	~~7th Street NW~~			~~3~~	~~2~~	~~2040~~
158	~~CE3081~~	~~845~~	~~DP27~~		~~Reduce Capacity - Transitway~~	~~K Street NW~~	~~9th Street NW~~	~~12th St NW~~			4	~~2~~	~~2025~~
159	~~CE3081~~	~~846~~	~~DP28~~		~~Reduce Capacity - Transitway~~	~~K Street NW~~	~~12th St NW~~	~~21st St NW~~			~~6~~	4	~~2025~~
160	~~CE3081~~	~~847~~	~~DP29~~		~~Reduce Capacity - Streetcar~~	~~K Street NW~~	~~21st Street NW~~	~~25th Street NW~~			~~4~~	~~2~~	~~2040~~
161	~~CE3081~~	~~848~~	~~DP30~~		~~Reduce Capacity - Streetcar~~	~~K Street NW~~	~~25th Street NW~~	~~29th Street NW~~			~~6/4~~	4	~~2040~~
162	~~CE3081~~	~~849~~	~~DP31~~		~~Reduce Capacity - Streetcar~~	~~K Street NW~~	~~29th Street NW~~	~~Wisconsin Avenue NW~~			4	~~2~~	~~2040~~
163	T3232	31599	NRS		Reduce Capacity - bike lanes	M St NE	1st St NE	1st St NW			2	1	2026
164	T3232	~~1005~~ 31904	~~DS31~~ NRS		Reduce Capacity - bike lanes	M Street SE	~~Half St~~ 1st Street SE	11th Street SE			6	~~5~~ 3	~~2022~~ 2023 completed
165	T13585	30507	DP49		Reduce Capacity Bus Lanes	U Street NW	18th Street	9th Street			4	2	2025
166	T3232	31781	NRS		Reduce Capacity - bike lanes	4th St NW	Butternut St NW	Van Buren St NW			2	1	2030
167	T3232	1013 831	NRS		Reduce Capacity - bike lanes	9th St NW	Massachusetts Ave	Florida Ave			4	~~3/2~~ 2	~~2030~~ 2023 completed
168	T3232	1012	DP39		Reduce Capacity - bike lanes	9th St NW	Constitution Ave	Massachusetts Ave			6/4	4/2	~~2030~~ 2023 completed

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169	T3232	829	DS21		Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			6 peak- 4 offpeak	4 peak - 2 offpeak	2030
170	T3232	830	DS22		Reduce Capacity - bike lanes	6th Street NW	Massachusettes Avenue	Florida Ave NW			4	3	2030
171	T3232	702	DS9		Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	~~2021~~ 2016 completed
172	T13599	34040	DS9A		Reduce Capacity	7th Street NW	Pennsylvania Ave NW	Constitution Avenue NW			6	3	2025
173	T13599	34041	DS9B		Reduce Capacity	7th Street NW	Constitution Avenue NW	C Street/ Maryland Ave SW			7	4	2025
174	T13599	34042	DS9C		Reduce Capacity	7th Street NW	C Street/ Maryland Ave SW	G Street SW			6	3	2025
175	T13599	34043	DS9D		Reduce Capacity	7th Street NW	G Street SW	Maine Ave SW			6	3	2025
176	T13588	31056			Reduce Capacity Bus Lanes	8th Street SE	I Street	L Street			3	2	2024
177	T13588	31057			Reduce Capacity Bus Lanes	8th Street SE	D Street	L Street				1	2024
178	T13588	31058			Reduce Capacity Bus Lanes	8th Street SE	E Street	Pennsylvania Ave				1	2024
179	T13583	30480	DS56		Reduce Capacity Bus Lanes	11th St NW	E Street NW	L Street NW			4	2	2024
180	T13583	32645	NRS		Reduce Capacity Bus Lanes	11th St NW	Pennsylvania Ave NW	E Street NW			4	2	2024
181	~~T3212~~ T3232	~~7820~~ 11123	DS35		Reduce Capacity - bike lanes	15th Street Cycletrack	Pennsylvania Ave NW	East Basin Dr. SW	3	3	4	3	~~2021~~ 2022 completed
182	T3232	31822	NRS		Reduce Capacity - bike lanes	15th St NW	H St NW	I St NW			4	4	2024
183	T6638	839	DP23		Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			6	4	2022 completed
184	T6638	840	DP24		Reduce Capacity - Bus Priority	16th Street NW	Columbia Road NW	W Street NW			5	4	2022 completed
186	CE3651 ~~T3212~~	944	DP32		Reduce Capacity - bike lanes	17th Street NW	New Hampshire Avenue	~~K St. NW~~ Massachusettes Ave.	3	3	2	1	2021 completed
187	T3232	31534	DP12		Reduce Capacity - bike lanes	17th St NE/SE	Benning Rd NW	Potomac Ave SE			2	1	2023 completed

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188	T3232	31996	DS57		Reduce Capacity - bike lanes	19th St SE	Potomac Ave SE	East Capitol St NE			2	1	2024
189	~~T3212~~ T3232	~~7821~~ 11122	DS37		Reduce Capacity - bike lanes	20th St. NW Bike Lanes	G St.	Massachusetts Ave.	4	4	4	2	2022 completed
190	~~T3212~~ T3232	~~7827~~ 11118	DS38		Reduce Capacity - bike lanes	21st St. NW (one way)	~~Constitution Ave.~~ C Street NW	~~Massachusettes Ave~~. G Street NW			3	2	2021 completed
MDOT													
		Interstate											
191	T3044	126	MI2Q	MO8391	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020 completed
192	~~T6432~~ ~~T11582~~ ~~CE1186~~ CE3281	125	MI2U1	~~AW0731~~ AW0754	Construct/Widen	I 270 Toll Lanes	I 270Y ~~on the entire~~ western spur~~, and on the eastern spur from MD187 north to the main I-270~~		1	1	4 + 2 HOV	4 + 4 HOT	~~2025~~ 2030
193	~~T6432~~ ~~T11582~~ ~~CE1186~~ CE3281	125	MI2U1A	~~AW0731~~ AW0754	~~Construct/Widen~~ Convert	I 270 Toll Lanes	I 270Y~~ on the entire western spur, and~~ on the eastern spur from MD187 north to the main I-270		1	1	4 + 2 HOV	4 + 2 ~~4~~ HOT	~~2025~~ 2040
194	~~T6432~~ ~~T11582~~ ~~CE1186~~ CE3281	892	MI2U2	~~AW0731~~ AW0754	Construct	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT	~~2025~~ 2045
195	~~T6432~~ CE1186 T11583	893	MI2U3	~~AW0731~~ AW0754	~~Construct/Widen~~ Study	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB	~~2030~~ not coded
196	~~T6432~~ CE1186 T11583	893	MI2U4	~~AW0731~~ AW0754	~~Construct/Widen~~ Study	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB	~~2030~~ not coded
197	~~T6432~~ CE1186 T11583	894	MI2U5	~~AW0731~~ AW0754	~~Construct/Widen~~ Study	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB	~~2030~~ not coded
198	~~T6432~~ CE1186 T11583	894	MI2U6	~~AW0731~~ AW0754	~~Construct/Widen~~ Study	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB	~~2030~~ not coded

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199	~~T6432~~ CE1186 T11583	895	MI2U7	~~AW0731~~ AW0754	~~Construct/Widen~~ Study	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT	~~2030~~ not coded
200	6444	953	MI2TSB7		Construct	I270 southbound auxiliary lane (innovative congestion management)	MD 28 on-ramp	MD 189 off-ramp	1	1			~~2021~~ 2024
201	6444	957	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			~~2021~~ 2024
202	6444	958	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	South of MD 28 slip ramp to express lanes	North of MD 28 slip ramp to local lanes	1	1			~~2021~~ 2024
203			MI2TNB3		Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019 completed
204			MI2TNB4		Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019 completed
205			MI2TNB4		Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019 completed
206	CE1187	210	MI4		Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
207	CE2250	151	MI4a	FR5801	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2022 completed
208	~~CE1479~~ T2894	108	MI1P MI1PR	PG3331	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
209	~~T6432~~ ~~T11582~~ ~~CE3281~~ CE3863	696	MI1Q	~~AW0731~~ AW0754	Construct/Widen	I 495 Toll Lanes	Virginia State line/Potomac River (including American Legion Bridge)	I 270Y - western spur (including access/egress ramps eastward on the Beltway toward MD 187)	1	1	8/10	8/10 + 4 HOT	~~2025~~ 2035
210	~~T6432~~ ~~T11582~~ ~~CE3281~~ ~~CE3863~~	~~856~~	~~MI1R~~	~~AW0731~~ ~~AW0754~~	~~Construct/Widen Study~~	~~I 495 Toll Lanes~~	~~I 270Y - western spur~~	~~MD 355~~	~~1~~	~~1~~	~~6~~	~~6 + 4 HOT~~	~~2025 not coded~~
211	~~T6432~~ ~~CE3281~~	~~905~~	~~MI1S~~	~~AW0731~~	~~Study~~	~~I 495 Toll Lanes~~	~~MD 355~~	~~I 95~~	~~1~~	~~1~~	~~8~~	~~8 + 4 HOT~~	~~not coded~~
212	~~T6432~~ ~~CE3281~~	~~906~~	~~MI1T~~	~~AW0731~~	~~Study~~	~~I 95 / I 495 Toll Lanes~~	~~I 95~~	~~Baltimore Washington Parkway~~	~~1~~	~~1~~	~~8~~	~~8 + 4 HOT~~	~~not coded~~
213	~~T6432~~ ~~CE1182~~	~~907~~	~~MI1U~~	~~AW0731~~	~~Study~~	~~I 95 / I 495 Toll Lanes~~	~~Baltimore Washington Parkway~~	~~Glenarden Parkway~~	~~1~~	~~1~~	~~8~~	~~8 + 4 HOT~~	~~not coded~~
214	~~T6432~~ ~~CE1182~~	~~908~~	~~MI1V~~	~~AW0731~~	~~Study~~	~~I 95 / I 495 Toll Lanes~~	~~Glenarden Parkway~~	~~MD 202F~~	~~1~~	~~1~~	~~10~~	~~10 + 4 HOT~~	~~not coded~~
215	~~T6432~~ ~~CE1182~~	~~909~~	~~MI1W~~	~~AW0731~~	~~Study~~	~~I 95 / I 495 Toll Lanes~~	~~MD 202F~~	~~Potomac River (not including Wilson Bridge)~~	~~1~~	~~1~~	~~8~~	~~8 + 4 HOT~~	~~not coded~~

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		Primary											
216	T3108	139	MP10A	PG2531	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	~~2023~~ 2024
217	CE1200	370	MP9	CA4131	Widen	MD 2/4 Solomons Island Road	North of Stoakley Road/Hospital Drive	South of MD 765A (south junction) just south of Parkers Creek	2	2	4	6	2045
218	CE1200	913	NRS	CA4131	Construct	MD 2 / MD 4 Interchange	at Stoakley Road/Hospital Drive and at MD 765A (south junction)		2	5	4	6	2045
219	~~T6394~~	~~127~~	~~MP2C~~	~~AT1981~~	~~Widen~~	~~MD 3 Robert Crain Highway~~	~~I595/US 50/US 301~~	~~Anne Arundel County Line~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2035~~
223	CE1194	212	MP3A	PG9171	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040
225	~~T3469~~ CE1196	205	MP4F	PG3916	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2035
227	CE3567 T6431	914 34276	MP15B	FR1881	Construct/Widen	US 15	MD 26	North of Biggs Ford Road with grade separated interchange at Biggs Ford Road	5	5	4	6	2040
228	CE3566 T6431	~~915~~ 34269	MP15A	FR1881	Construct/Widen	US 15	~~US 340 / South Jefferson Street~~ I-270	MD 26	5	5	4	6	2030
230	~~CE1197~~	~~551~~			~~Construct~~	~~US 29 Columbia Pike~~	~~at Tech Road / Industrial Road~~		~~5~~	~~5~~	~~6~~	~~6~~	~~2030 2035~~
231	~~CE1197~~	~~552, 919, 918~~	~~MP19A MP19B MP19C~~		~~Construct~~	~~US 29 Columbia Pike Interchange~~	~~at Stewart Lane, Greencastle Road, & Blackburn Road~~		~~5~~	~~5~~	~~6~~	~~6~~	~~2045~~
234	CE1210	858	FP2B		Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035
235	CE1210	859	FP2C	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	~~4~~	6	2035
236	T6483	391	FP2A	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	4	6	~~2022~~ 2023 completed
237	CE1190	387	~~MP14~~ NRS	PG6191	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045
238	~~T4879~~ T6524 CE1199	124	MP6D	PG2211	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040
239	T5527	384	MP18		Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	~~2023~~ 2025
240	~~CE1004 CE1619~~	~~940~~	~~MP8E~~		~~Widen~~	~~US 301~~	~~Harry Nice Bridge~~	~~I-595 / US 50~~	~~2~~	~~5~~	~~4/6~~	~~6~~	~~2045~~

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
		Secondary											
241	~~T3476~~ CE1462	206	MS2F	MO8861	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	~~2-4~~ 4	2045
242	T3106	137	MP12C	MO7461	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	~~2021~~ 2025
243	~~CE2618~~ T5420	931 ~~33680~~ ~~35167~~	~~NRS~~ MP20	MO2241	~~Reconstruct~~ Widen	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	~~6/~~ 7	~~6/7~~ 8	2030
244	CE1211	392	NRS	MO8521		MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
245	CE1203	115	MS32		Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	3	3	4	4	2030
246	CE1203	921	~~NRS~~ MS32A		Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2	3	2035
247	~~3057~~ ~~CE1206~~	~~118~~	~~MS6B~~	~~MO632~~	~~Widen~~	~~MD 124 Woodfield Road~~	~~Midcounty Highway~~	~~South of Airpark Drive~~	~~3~~	~~3~~	~~2~~	~~6~~	~~2035~~
243	~~3057~~ ~~CE1206~~	~~1~~	~~MS6D~~	~~MO6323~~	~~Widen~~	~~MD 124 Woodfield Road~~	~~North of Fieldcrest Road~~	~~Warfield Road~~	~~3~~	~~3~~	~~2~~	~~6~~	~~2035~~
244			MP21		reduce capacity bus lanes	MD 193 (University Blvd)	Amherst Ave.	Dennis Ave.			6	4	2024
245	CE2253 ~~T13579~~ ~~T4887~~	356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	~~2030~~ 2050
246	~~CE2261~~	~~924~~	~~MS36A~~	~~FR5491~~	~~Construct/Widen~~	~~MD 180~~	~~Greenfield Drive~~	~~I 70 (west junction)~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2035~~
247	~~CE1204~~	~~359~~	~~MS10B~~	~~PG9491~~	~~Widen~~	~~MD 201 Edmonston Rd. / Old Baltimore Pike~~	~~Cherrywood Lane~~	~~Ammendale Way~~	~~3~~	~~3~~	~~2/3~~	~~4~~	~~2045~~
248	~~CE1204~~	~~965~~	~~MS10E~~	~~PG9491~~	~~Construct/Widen~~	~~MD 201 Extended (Cedarhurst Dr.)~~	~~Muirkirk Road~~	~~US 1~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2045~~
245	CE1207	175	MS18D	PG6541	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	~~2030~~ 2035
246	~~T3542~~ CE1217	516	same as MC15B	MO3441	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	~~2020~~ 2045
		Frederick County											
		Secondary											
247		648	MS36C	FR5491	Widen/Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020 completed
248	CE3594	880	FS3		Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	~~2020~~ 2024

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
249	T5494	993	FS3A		Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Rd./Walter Martz Rd.	3	3	2	4	2024
250	CE1181	651	FS2a		Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	~~2019~~ 2020 completed
		Montgomery County											
		Secondary											
251	CE1577	199	MC43		Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	~~Milestone Center Dr.~~ Observation Dr.	0	3	0	4	~~2030~~ 2040
252	T3049	112	MC7A		Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	~~2030~~ 2040
253	T7503	11221			Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
254		~~113~~	~~MC12F~~		~~Widen~~	~~MD 118 Germantown Road Extended~~	~~MD 355~~	~~M 83 at Watkins Mill Road~~	~~2~~	~~2~~	~~3~~	~~4~~	~~2020~~
255	~~CE1229~~	~~161~~	~~MC14G~~		~~Widen~~	~~Middlebrook Road Ext.~~	~~MD 355~~	~~M 83~~	~~2~~	~~2~~	~~3~~	~~4~~	~~2045~~
256	~~3703~~	~~214~~	~~MC15B~~		~~Construct~~	~~Montrose Parkway East~~	~~Eastern Limit of MD 355/Montrose Interchange~~	~~Veirs Mill Road/Parkland Road Intersection~~	~~0~~	~~2~~	~~0~~	4	~~2045~~
257	T7503	11220			Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
258	T7503	11222			Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
259	CE1236	119	MC34		Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2021 completed
		Urban											
260	~~T5986~~ CE305(	423		501116-5	Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2030
		Prince George's County											
		Secondary											
261	~~6367~~	~~361~~	~~PGS3a~~		~~Widen~~	~~Addison Road~~	~~Walker Mill Road~~	~~MD 214 Central Avenue~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2026~~
262	~~CE1270~~	~~386~~	~~PGS5~~		~~Construct~~	~~Allentown Road Relocated~~	~~MD 210 Indian Head Highway~~	~~Brinkley Road~~		~~3~~		~~4~~	~~2028~~
263	~~CE1320~~	~~365~~	~~PGS73~~	~~PGS73~~	~~Widen~~	~~Ardwick-Ardmore Road~~	~~MD 704~~	~~91st Ave.~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2030~~
264	~~CE1272~~	~~388~~	~~PGS9a~~		~~Widen~~	~~Bowie Race Track Road~~	~~MD 450 Annapolis Road~~	~~Clearfield Road~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2024~~
265	~~CE1277~~	~~140~~	~~PGS16a~~		~~Construct~~	~~Campus Way North~~	~~Lake Arbor Way~~	~~south of Lottsford Road~~	~~0~~	~~4~~	~~0~~	4	~~2023~~

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266	~~CE1277~~	~~138~~	~~PGS16b~~		~~Construct~~	~~Campus Way North Extended~~	~~south of Lottsford Road~~	~~Evarts Drive~~	~~0~~	~~4~~	~~0~~	~~4~~	~~2020~~
267	~~CE1279~~	~~142~~	~~PGS18~~		~~Widen~~	~~Church Road~~	~~Woodmore Road~~	~~Central Ave. (MD 214)~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2028~~
268	~~CE1280~~	~~143~~	~~PGS20a~~		~~Widen~~	~~Columbia Park Road~~	~~Cabin Branch Road~~	~~Columbia Terrace~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2020~~
269	~~CE1288~~	~~162~~	~~PGS30a~~		~~Widen~~	~~Good Luck Road~~	~~MD 201 Kenliworth Avenue (east of)~~	~~Cipriano Road~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2025~~
270	~~3132~~	~~163~~	~~PGS34B~~		~~Widen~~	~~Hill Road~~	~~Consideration Lane~~	~~MD 214 Central Avenue~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2028~~
271	T5806	165	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2025
272	~~CE1291~~	~~417~~	~~PGS38a~~		~~Widen~~	~~Livingston Road~~	~~MD 210 Indian Head Highway at Eastover~~	~~Kerby Hill Rd.~~	~~4~~	~~3~~	~~2~~	~~4~~	~~2028~~
273		213	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021 completed
274			~~PGS40b~~		~~Reduce Capacity - bike lanes~~	~~Lottsford Road~~	~~MD 202 (Landover Rd.)~~	~~Largo Dr. West~~	~~3~~	~~3~~	~~6~~	~~4~~	~~2020~~
275	~~CE1295~~	~~360~~	~~PGP4a~~		~~Construct~~	~~MD 193 Greenbelt Road~~	~~Baltimore-Washington Parkway (ramp to)~~		~~0~~	~~5~~	~~0~~	~~4~~	~~2025~~
276	~~CE1294~~	~~2~~	~~PGS42C~~		~~Widen~~	~~MD 223 Woodyard Road Relocated~~	~~Piscataway Creek/Floral Park Road~~	~~MD 4 /Livingston Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2017~~
277	~~CE1295~~	~~169~~	~~PGS44b~~		~~Widen~~	~~Metzerott Road~~	~~Adelphi Road~~	~~MD 193 University Boulevard~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2020~~
278	~~CE1297~~	~~173~~	~~PGS47~~		~~Widen~~	~~Oak Grove and Leeland Roads~~	~~MD 193 Watkins Park Road~~	~~US 301 Robert Crain Highway~~	4	4	~~2~~	4	~~2028~~
279	~~CE1299~~	~~649~~	~~PGS50~~		~~Widen~~	~~Old Branch Avenue~~	~~MD 223 Piscataway Road (north of)~~	~~MD 337 Allentown Road~~	4	4	~~2~~	4	~~2028~~
280		~~369~~	~~PGS51a~~		~~Widen~~	~~Old Gunpowder Road~~	~~Powder Mill Road~~	~~Greencastle Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2018~~
281	~~CE2623~~	~~153~~	~~PGS55b~~		~~Widen~~	~~Ritchie-Marlboro Road~~	~~White House Road~~	~~Old Marlboro Pike~~	~~2~~	~~2~~	~~2~~	~~4~~	~~2028~~
282	~~CE1304~~	~~178~~	~~PGS58~~		~~Widen~~	~~Rosaryville Road~~	~~US 301~~	~~MD 223 Woodyard Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2020~~
283	~~CE1309~~	~~181~~	~~PGS63~~		~~Widen~~	~~Sunnyside Avenue~~	~~US 1~~	~~MD 201 Kenilworth Avenue~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2022~~
284	t3159	182	PGS64		Widen	Surrats Road	Beverly Ave.	Brandywine Rd	4	4	2	4	~~2025~~ Completed 2018
285	~~CE1314~~	~~187~~	~~PGS67a~~		~~Widen~~	~~Van Dusen Road~~	~~Contee Road~~	~~MD 198 Sandy Springs Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2020~~
286		188	PGS68		Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014 completed

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287	~~CE1316~~	~~429~~	~~PGS69a~~		~~Widen~~	~~Walker Mill Road~~	~~Silver Hill Road~~	~~I-95~~	~~3~~	~~3~~	~~2~~	4	~~2028~~
288	~~CE2624~~	~~154~~	~~PGS91~~		~~Widen~~	~~Westphalia Road~~	~~MD 4 Pennsylvania Avenue~~	~~Ritchie-Marlboro Road~~	~~2~~	~~2~~	~~2~~	4	~~2028~~
289		~~436~~	~~PGS40b~~		~~Construct~~	~~Woodmore Road~~	~~MD 193 Enterprise Road~~	~~Church Road~~	~~3~~	~~3~~	~~2~~	4	~~2025~~
	Anne Arundel County												
290			~~AA14D~~		~~Widen~~	~~US 50~~	~~I-97~~	~~MD 2~~	~~1~~	~~1~~	~~6/8~~	~~8~~	~~2045~~
291					widen	I-97 HOV lanes	MD 32	US 50/301		2	4	6	2045
292			AA15A		Widen	I-295 with interchange at Hanover Road	I-195	MD 100	1	1	4	6	~~2035~~ 2045
293			AA3E		Widen	MD 2	US 50	~~I-695 MD100~~			4	6	~~2035~~ 2045
294			AA4E		Widen	MD 3	~~MD 32~~ Waugh Chapel Road	~~MD 424~~ St. Stevens Church Road	2	2	4	6	~~2025~~ 2024 Complete
295			AA4F		Widen	MD 3 NB	St. Stevens Church Road	MD 32	2	2	4	5	2030
296					~~Widen~~	~~MD 32 HOV?~~	~~I-97~~	~~Howard County Line~~		~~2~~	~~6~~	~~8~~	
297			AA6E		Widen	MD 100	~~Howard Co. Line~~ I-97	~~I-97~~ MD 170		5/1	4	6	~~2035~~ 2024 Complete
298			~~AA6E~~		~~Widen~~	~~MD 100~~	~~MD 170~~	~~MD 713~~					
299			AA6EA		Widen	MD 100	MD 713	Howard County Line			4	6	2024 Complete
300			AA36		Widen	MD170	Norcross Ln.	Wieker Road			2	4	2026
301			AA8B		Widen	MD 175	MD 170	~~295 BW Parkway~~ Reece Road		2	4	6	~~2025~~ 2045
302			AA8D		Widen	MD 175	Reece Rd	Sellner Rd/Race Rd			4	6	2025
303			AA35		Widen	MD 177	MD 2	Lake Shore Dr.			2	4	2045
304			AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4	~~2030~~2035
305			AA37		Widen	MD 214	MD 424	Shoreham Beach Rd.			2	4	2045
306			AA34A		Widen	MD 713	MD 175	MD 176		2	2	4	~~2040~~ 2045
	Carroll County												
307			CA2A		Widen	MD 26	MD 32	Liberty Reservoir			4	6	~~2035~~ 2050
308			CA7		Widen	MD 27	Carroll County Line	Leishear Road			2	4	2040
309			CA4A		widen	MD 32	MD 26	Howard County Line		2	2	~~5~~ 4	2040
310			CA5		Widen	MD 97	MD 140	Bachmans Valley Rd.		2	2	~~4~~ 5	~~2035~~ 2028
311			CA1B		Widen	MD 140	Sullivan Road	Market St.		1	6	8	~~2035~~ 2050
	Howard County												
312			~~HW1B~~		~~Widen~~	~~I-70~~	~~US 29~~	~~MD 32~~	~~1~~	~~1~~	~~4~~	~~6~~	~~2035~~
313			HW19		Widen	I-95 Peak period shoulder use	MD 32	MD 100	1	1	4	4+1	~~2035~~ 2034
314			HW20		Widen	US 1	Howard/PG line	Howard/Balt. Co. line			4	6	2045
315			HW10B		Widen	US 29 NB	Middle Patuxent River	Seneca Dr.		5	4	6	2030
316			HW23		Construct	US 29/Brokenland Parkway Interchange & North South Connector Rd.							2025

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317			~~HW3c~~		~~Widen~~	~~MD 32~~	~~Cedar Lane~~	~~Anne Arundel County Line Brock Bridge Rd.~~	~~-~~	~~1~~	~~4/6~~	~~8~~	~~2045~~
318			HW3B		Widen	MD 32	MD 108	I-70		2	2	4	~~2021~~ 2022 Completed
319			HW3D		Widen	MD 32	I-70	Howard/ Carroll County Line River Rd			2	4	2045
320			HW5F		Widen	MD 100	I-95	AA/Howard Line	1	1	4	6	~~203~~5 2045
321			~~HW6c~~		~~Widen~~	~~MD 108~~	~~Trotter Rd.~~	~~Guilford Rd.~~	~~2~~	~~2~~	~~2~~	~~4~~	~~2035~~
322			HW7C		Widen	MD 175	Oceano Ave	Howard/AA Col Line			2	4	~~204~~5 2040
323			HW8B		Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4	2015 completed
324			HW22		Widen	Marriotsville Road	US 40	MD 99			2	4	2025
325			HW14C		Widen	Snowden River Parkway	Oakland Mills Road	Broken Land Parkway		3	4	6	~~2023~~ 2030
	Calvert-St. Mary's MPO												
326	CE2246	644	MP9B	C-SMMPO	~~Construct~~ Study	Thomas Johnson Bridge replacement	over the Patuxent River		2	2	2	4	~~2031~~ not coded
327			MP9C	C-SMMPO	Widen	MD 4 (in St. Mary's County)	Thomas Johnson Bridge	MD 235	2	2	2	4	~~2031~~ 2032
328			NRS	C-SMMPO	Construct	MD 4/ MD 235 Interchange	in Lexington Park		2	2	--	--	~~2028~~ 2032
329			MP9D	C-SMMPO	Widen	MD 4 (in Calvert County)	Thomas Johnson Bridge	Patuxent Point Parkway	2	2	2	4	~~2031~~ 2034
330			NRS	C-SMMPO	Reconstruct	MD 5 Great Mills Project	MD 471 Indian Bridge Road	MD 246 Great Mills Road			2	2	~~2026~~ 2030
	VDOT												
		Federal Lands											
331	~~CE3061~~ CE3791	~~433~~ 32610	FED3A		Construct	Manassas National Battlefield Park Bypass	US 29 ~~West of Centreville~~ Lee Highway at Pageland Lane	~~East of Gainesville, via 234~~ US 29 at Bull Run	0	~~1~~ 2	0	4	2040
332	~~CE3061~~ CE3791	~~434~~ 32611	FED3B		Remove/Close	US 29 Lee Highway	Pageland Lane	~~Bridge over Bull Run Paddington Lane~~ Bull Run	2	2	2/4	0	2040
333	~~CE3061~~ CE3791	~~435~~ 32612	FED3C		Remove/Close	VA 234 Sudley Road	~~Southern Park Boundary~~ Battleview Parkway	~~Sudley Springs (north of park)~~ Featherbed Lane			2	0	~~2030~~ 2040

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		Interstate											
334	CE1759	399	VI1AJ	81009	Construct	I 66 Vienna Metro Station bus ramp (duplicate project with ConID 759, below)	Transit Ramps- from EB & to WB	-'@Vaden Dr.	1	1	0	2	2022 completed
335	CE2096	350	VI1AG	78827	Reconstruct	I 66 WB Operational/Spot Improvements	Lee Highway/Spout Run On-Ramp	Glebe Road Off-Ramp	1	1	2	3	2022 completed
336	~~CE3448~~ T6540	718	VI1Y	105500	Widen / Revise Operations	I-66	I-495	US 50	1	1	3 general purpose in each direction + 1 HOV in peak direction during peak period	3 general purpose + 1 Auxiliary + 2 HOT each direction	2022 completed

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337	~~CE3448~~ T6540	851	VI1Z	105500	Widen / Revise Operations	I-66	US 50	US 29 Centreville	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period	3 general purpose + 1 Auxiliary + 2 HOT in each direction (2 Aux per direction btwn VA 286 & VA 28 only)	2022 completed
338	~~CE3448~~ T6540	852	VI1ZA	105500	Widen / Revise Operations	I-66	US 29 Centreville	University Boulevard Ramps (new interchange for HOT only)	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction	3 general purpose + 2 HOT in each direction	2022 completed
339	~~CE3448~~ T6540	852	VI1ZA1	105500	Widen / Revise Operations	I-66	VA 234 Bypass	University Blvd.	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period	3 general purpose+ 2 HOT in each direction (+1 Auxiliary each direction between US 29 and VA 234 Bypass only)	2022 completed

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340	~~CE3448~~ T6540	853	VI1ZB	105500	Widen / Revise Operations	I-66	University Boulevard Ramps (new interchange for HOT only)	US 15 (1.2 miles west of)	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction during peak period	3 general purpose+ 2 HOT in each direction (+1 Auxiliary each direction between US 29 and VA 234 Bypass only)	~~2040~~ 2024
341	CE3484	862	VI1X1		Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOT 2 in peak direction during peak period	HOT 3 in peak direction during peak period	2022 completed
342	~~CE3484~~	~~863~~	~~VI1X2~~		~~Revise Operations~~	~~I-66~~	~~I-495~~	~~US 29 near Rosslyn~~	~~1~~	~~1~~	~~HOT 3 in peak direction during peak period~~	~~HOT 3 in both directions during peak period~~	~~2040~~
343	~~CE3448~~	~~7221~~			~~Study~~	~~I-66 Revise Operations by 2024~~	~~I495~~	~~US 29 near Rosslyn~~			~~HOT 3 in peak direction during peak period~~	~~HOT 3 in both directions during peak period~~	~~not coded~~
344	CE3484	788	VI1XB		Construct/Widen	I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	~~2040~~ 2020 completed
345	CE3484	789	VI1XC		Construct/Widen	I 66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	1	1	2	3	~~2040~~ 2020 completed
346	CE3484	786	VI1XD		Construct/Widen	I 66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	~~2040~~ 2020 completed
347	~~CE3448~~ T6540	752	I66R31 I66R32 I66R34		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to SB GP NB GP to WB Expr SB Expr to WB Expr EB Expr to NB GP SB GP to WB Expr	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022 completed

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348	~~CE3448~~ T6540	753	I66R37		Construct	I-66 General Purpose Lanes Interchange Ramp	NB Expr to WB GP (modification of existing loop ramp)	I-495 Interchange (Capital Beltway GP and Express Lanes)	0	1	0	1	2022 completed
349	~~CE3448~~ T6540	754			Relocate / Reconstruct	I-66 Interchange	Dual-lane loop ramp from NB I-495 GP to I-66 GP relocated to dual-lane flyover & existing ramp modified to NB I-495 GP to I-66 WB HOT	@ I-495	1	1	2	2	2022 completed
350	~~CE3448~~ T6540	755			Reconstruct	I-66 Interchange	EB GP to SB GP WB GP to SB GP WB GP to SB Expr NB GP to EB GP SB GP to WB GP	@ I-495	1	1	—	—	2022 completed
351	~~CE3448~~ T6540	756	I66R29		Construct	I-66 flyover ramp	EB general purpose to EB express lanes	.5 mile east of VA 243	0	1	0	1	2022 completed
352	~~CE3448~~ T6540	759	I66R27 I66R28		Construct	I-66 Express Lanes Interchange Ramps (duplicate project with ConID 399, above)	EB off-ramp, WB on-ramp to/from I-66 Express lanes	@Vaden Dr.	1	1		Bus / HOV-3 / HOT from proposed Express Lanes	2022 completed
353	~~CE3448~~ T6540	983	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2022 completed
354	~~CE3448~~ T6540	762	VI1YA		Reconstruct	I-66 Interchange	Reconfigured interchange to eliminate C-D roads & replacemodify EB to NB loop ramp with flyover& WB to SB flyover	@ Chain Bridge Road (VA 123)	1	1	—	—	2022 completed
355	~~CE3448~~ T6540	763	I66R25 I66R26		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, EB off-ramp, WB on-ramp, WB off-ramp to/from I-66 Express Lanes	@ Chain Bridge Road (VA 123)	0	1	0	1	2022 completed
356	~~CE3448~~ T6540	765	I66R23 I66R24		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2022 completed
357	~~CE3448~~ T6540	766	I66R62		Construct	I-66 Express Lanes Interchange ramps	EB Express Lanes on-ramp from NB US 50	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	~~2040~~ 2024
358	~~CE3448~~ T6540	767	I66R19A I66R20A I66R21A I66R22A		Relocate / Reconstruct	I-66 Interchange	Reconfigure interchange with Express lanes ramps shifted to the north of I-66; ; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movements in both directions 24 hrs/day	~~2040~~ 2024
359	~~CE3448~~ T6540	768	I66R19 I66R20 I66R21 I66R22		Reconstruct / Revise Operations / Construct	I-66 Interchange	Conversion of existing HOV ramps to HOT; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movements in both directions 24 hrs/day	2022 completed

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360	~~CE3448~~ T6540	769	I66R17 I66R18		Revise Operations	I-66 Express Lanes Interchange Ramps	The existing reversible HOV ramp at Stringfellow Road will be expanded and converted to Express Lanes ramps providing access to and from the east using the Express Lanes. The new ramps will allow two-way traffic to and from the Express Lanes toward the Beltway 24 hours a day.	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT both directions 24 hrs / day	2022 completed
361	~~CE3448~~ T6540	771	I66R16		Construct	I-66 flyover ramp	EB express lanes to EB general purpose	1.5 miles west of VA 286	0	1	0	1	2022 completed
362	~~CE3448~~ T6540	772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 miles west of VA 286	0	1	0	1	2022 completed
363	~~CE3448~~ T6540	773	I66R15		Construct	I-66 flyover ramp	WB express lanes to WB general purpose	1 mile west of VA 286	0	1	0	1	2022 completed
364	~~CE3448~~ T6540	774	I66R42		Construct	I-66 slip ramp	WB general purpose to WB express lanes	2.0 miles west of VA 286	0	1	0	1	2022 completed
365	~~CE3448~~ T6540	776	I66R11 I66R12 I66R13 I66R14 I66R40		Construct	I-66 Express Lanes Interchange Ramps	EB Expr to NB GP WB Expr to NB GP SB GP to EB Expr SB GP to WB Expr NB GP to EB Expr	Route 28 Interchange	0	1	0	*1*	2022 completed
366	~~CE3448~~ T6540	916	~~I66R61~~		Construct	I-66 Express Lanes Interchange ramps	SB HOV to WB Expr	Route 28 Interchange	0	1	0	1	~~2040~~ 2024
367	~~CE3448~~ T6540	917	I66R45		Construct	I-66 flyover ramp	EB general purpose to EB Express Lanes	.65 miles east of VA Bus 234	0	1	0	1	2022 completed
368	~~CE3448~~ T6540	920	I66R46		Construct	I-66 flyover ramp	WB Express Lanes to WB general purpose	.65 miles east of VA Bus 234	0	1	0	1	2022 completed
369	~~CE3448~~ T6540	778	I66R9 I66R10		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Balls Ford Road / Ashton Avenue Connector 1.25 mile west of VA Bus 234	0	1	0	1	2022 completed
370	~~CE3448~~ T6540	779	I66R7 I66R8		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ Cushing Road Park-Ride Lot .5 mile east of VA 234 Bypass	0	1	0	1	~~2040~~ 2024
371	~~CE3448~~ T6540	855	I66R38 I66R39		Construct	I-66 Express Lanes Interchange Ramps	EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ VA 234 Bypass to/from south of I-66	0	1	0	1	~~2040~~ 2024

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372	~~CE3448~~ T6540	781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Bloulevard .75 mile east of US 29	0	1	0	1	2022 completed
373	~~CE3448~~ T6540	784	I66R1 I66R1A I66R2 I66R2A		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp & off-ramp, WB on-ramp & off-ramp to/from I-66 Express lanes	@ New connector road between Heathcote Boulevard and VA 55 approx .5 mile west of US 15	0	1	0	1	~~2040~~ 2024
374	~~CE3448~~ T6540	785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	~~2040~~ 2024
375	~~CE2147~~	~~270~~	~~VI2AC~~		~~Reconstruct~~	~~I-95 Interchange~~	~~VA 613 Van Dorn Street~~		~~1~~	~~1~~			~~2030~~
376	CE3556		VI2R46		Construct	I-95 HOT lanes ramp	.25 miles south of Russell Road (Exit 148)	Russell Road	0	1	0	1	~~2022~~ 2023 completed
378	CE2667	378	BRAC	BRAC0005	Construct	I 95 NB Off Ramp at Newington	I-95 NB	Fairfax County Parkway NB	1	1	0	1	2020 completed
379	CE2668	8	BRAC0004 / VI2ra		Construct	I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	I 95 HOV/BUS/HOT Lanes (Located N of Rte. 7100/I 95 I/C Phase II DAR)	EPG Southern Loop Road AM Only	0	1	0	1	~~2025~~ 2023 completed
380		16	VI2r43a		Construct	I 95 HOV/Bus/HOT Ramp SB Gen Purpose Lanes to SB HOV/Bus/HOT lanes	Between Dumfries Rd. and Joplin Rd.		0	1	0	1	2018 completed
381		18	VI2r45a		Construct	I 95 HOV/Bus/HOT Ramp NB HOV/Bus/HOT lanes to NB Gen Purpose Lanes	Between Joplin Rd. and Russell Rd.		0	1	0	1	2018 completed
382	T6682	969	VI2X		Construct	I-95 Auxiliary Lane SB	VA 123	VA 294	1	1	0	1	~~2022~~ 2023 completed
383	~~CE3697~~ T11510	1011	VI2R48		Construct	I-95 Opitz Drive Reversible Ramp (NB off, SB on)	I-95 Express Lanes at Opitz Drive	Optiz Drive	1	1	0	1	~~2022~~ 2024
384	CE3811	28920	VI2Z		Widen/Revise Operations	I 95 Express Lanes- bi-directional operation	I-95/Springfield Interchange	Opitz Blvd.	1	1	reversible	bi-directional: 3 lanes peak direction, 2 lanes off-peak direction	2030
385	CE3811	38801	part of VI2Z		Widen/Revise Operations	I 95 Express Lanes- new northbound and southbound access ramps to serve bi-directional operation			1	1			2030

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386	CE3813	28925	VI2Y		Revise Operations	I 95 Express Lanes- truck access	Turkeycock Run	I-95/Route 17 Exit	1	1			2029 2030
387	CE3812	28921	VI4L		Revise Operations	I 495 Express Lanes- truck access	I-95/I-395 Interchange	American Legion Bridge	1	1			2030
388	CE3272	20	VI4laux1		Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
389	CE3272	21	VI4laux2		Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
390	CE3272	22	VI4laux3		Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
391	CE3272	24	VI4laux5		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030
392	CE3272	25	VI4laux6		Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
393	CE3272	29	VI4laux10		Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
394	CE3272	32	VI4laux13		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 7 On Ramp	I 66 Off Ramp to WB	1	1	4+2	5+2	2030
395	CE3272	35	VI4laux16		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
396	CE3272	38	VI4laux19		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2025
397	CE3272	39	VI4laux20		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2035
398	~~CE2069~~ T11577	999	VI4IRMP1		Construct	I-495 Express Lanes On-Ramp	Dulles Connector Road WB	I-495 Express Lanes NB	0	1	0	1	~~2025~~ 2026
399	~~CE2069~~ T11577	1001	VI4IRMP2		Construct	I-495 NB Exchange Ramp	I-495 NB GP Lanes at Dulles Toll Road	I-495 NB Express Lanes	0	1	0	1	~~2045~~ 2026
400	~~CE2069~~ T11577	1002	VI4IRMP3		Construct	I-495 SB Exchange Ramp	I-495 SB ~~GP~~ Express Lanes at Dulles Toll Road	I-495 SB GP Lanes	0	1	0	1	~~2045~~ 2026
401	~~CE2069~~ T11577	40	VI4K		Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of)	1	1	8	8+4	~~2025~~ 2026

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402	~~CE2069~~ T11577	41	VI4KA		Construct	I 495 Capital Beltway HOT Lanes	George Washington Parkway (south of)	Old Dominion Drive (south of)	1	1	8	8+4	~~2025~~ 2026
403	CE3186	49	Part VI4IHOTa		Relocate	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	EB Dulles Airport Access Highway to NB General Purpose	at VA 267 Dulles Toll Road	1	1	1	1	~~2035~~ 2013 completed
404	CE3186	519	VI4IRMP6		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV	at VA 267 Dulles Toll Road	1	1			~~2035~~ 2013 completed
405	CE3186	519	VI4IRMP5		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide EB DTR to NB HOT	at VA 267 Dulles Toll Road	1	1			~~2025~~ 2013 completed
406	CE3186	517	Part VI4IHOTa		Widen	I 495 Capital Beltway Interchange Ramp (Phase III DTR)	Widen EB DTR ramp to 2 NB lanes	NB GP Lanes	1	1	1	2	~~2045~~ 2013 completed
407	CE3186	520	VI4IRMP7		Construct	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	I 495 Capital Beltway NB GP lanes	Dulles Airport Access Highway (DAAH) WB	0	1	0	1	~~2045~~ 2013 completed
408	CE3208	50	VI4IHOTb		Construct	I 495 Capital Beltway Interchange Ramp (Phase II, Ramp 3 DAAH)	I 495 Capital Beltway SB	Dulles Airport Access Highway WB	0	1	0	1	~~2035~~ 2013 completed
409	CE3680	991	VP21G		Widen	Dulles Greenway - eastbound only	Toll Plaza	Dulles Toll Road	1	1	2	3	2019 completed
410	CE3838	38420			Study	Dulles Toll Road Cleveland Ramp	SB I-495 off ramp 19A	Scotts Run Crossing	1	1	1/2	2/3	not coded
411	CE3671	970	~~VP15F~~ NRS		Widen	VA 267 Dulles Toll Road - eastbound only	Dulles Greenway	Centreville Rd. off-ramp	1	1	4	5	2019 completed
412	CE3152	534	VP15E		Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	~~2037~~ 2040
413	CE3153	535	VP15B		Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	~~2036~~ 2040
414	CE1965	236	MW1	MW1	Widen	Dulles Airport Access Road	Dulles Airport	~~VA 123~~ I-495 Capital Beltway	1	1	4	6	~~2030~~ 2040
						Primary							
415	CE3291	549	VP1AH	90339	Widen	US 1 Richmond Highway	Fuller Road	Stafford County Line	2	2	4	6	2040
416	~~CE2594~~ T6692	631	VP1AD	90339	Widen	US 1 Fraley Blvd. (Town of Dumfries)	Brady's Hill Road	VA 234 Dumfries Road	2	2	4	6	~~2025~~ 2030
417	~~CE2594~~ CE3859	632	VP1ADA		Widen	US 1 Richmond Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	~~2030~~ 2050
418	CE3180	85	VP1AG		Widen	US 1 Richmond Highway	Annapolis Way	~~Pohick Road~~ Telegraph Rd.	2	2	4	6	~~2035~~ 2045
419	~~CE1942~~ T6443	322	VP1U		Widen	US 1 Richmond Highway	Mt. Vernon Memorial Highway	VA 626 Sherwood Hall Ln	2	2	4	6	2028
420	~~CE3173~~ T6446	84	VP1AF	104303	Widen	US 1 Richmond Highway	Featherstone Road	Mary's Way	2	2	4	6	2022

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421	~~CE2161~~ T6310	239	VP1P	94102	Widen	US 1 Richmond Highway	Mary's Way	Annapolis Way	2	2	4	6	2019 completed
423	~~CE2161~~ T6309	634	VSP63	100938	Construct	Belmont Bay Drive Extension	US 1	Heron's View Way			0	4	~~2025~~ 2022 completed
424	~~CE3331~~ T6618	653	VP2P	111666	Construct	VA 7 Interchange	At VA 690		2	2	0	4	~~2025~~ 2027
425	CE3733		VP2JB		Widen	VA 7	VA 9	West Market St.	2	5	5	6	2030
426	CE1870	86	VP2JA	16006	Widen	VA 7 Bypass	~~VA 7 West~~ Dulles Greenway	~~US 15 South King Street South~~ VA7/US15 interchange	5	1	4	6	2040
427	CE1870	299	VP2J	16006	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	~~1~~ 5	4	6	~~2040~~ 2030
428	CE2105 T6539	221	VP2M		Widen	VA 7	Reston Avenue	Jarrett Valley Dr.	2	2	4	6	2024 completed
429	~~CE2105~~	~~628~~	~~VP2Lb~~		~~Widen~~	~~VA 7 Leesburg Pike~~	~~VA 123 Chain Bridge Road~~	~~I 495 Capital Beltway~~	~~2~~	~~2~~	~~6~~	~~8~~	~~2030 2035~~
430	~~CE3161~~	~~87~~	~~VP2N~~		~~Widen~~	~~VA 7 Leesburg Pike~~	~~I 495~~	~~I 66~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2030~~
431	~~CE2175~~	~~347~~	~~VP2B~~	~~TBD~~	~~Widen~~	~~VA 7~~	~~Seven Corners~~	~~Bailey's Crossroads~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2030 2040~~
432	CE3792	36461	VP17		Construct	VA 7 Seven Corners Ring Road	West side of interchange on Route 50	East side of interchange on Route 50			0	4	2045
437	~~CE3162~~		~~VP4EA~~		~~Widen~~	~~US 15 James Madison Highway Overpass~~	~~US29 Lee Highway~~	~~Haymarket Dr~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2040~~
438	CE3162		VP4EC		Widen	US 15 James Madison Highway Overpass	1200' S of RR tracks	1000' N. of RR tracks	3	3	2	4	~~2030~~ 2038
439	~~CE3738~~ ~~CE3608~~ T6702	881	~~VP4G~~ VP4GA		Widen	US 15	Battlefield Parkway	~~Montresor Road~~ Whites Ferry Road	2	2	2	4	~~2026~~ 2027
440	~~CE3738~~ CE3608	~~881~~ 27163	~~VP4G~~ VP4GB		Widen	US 15	~~Battlefield Parkway~~ Whites Ferry Road	Montresor Road	2	2	2	4	~~2026~~ 2029
441	CE2045	88	VP6H		Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	~~2040~~ 2045
442	CE2045	309	VP6KA	105198	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	2019 completed

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443	CE2045 ~~T12001~~	326	VP6MA	96721	Widen	VA 28 Nokesville Road	Godwin Drive	Manassas City limits	3	2	4	6	2019 completed
444	CE2045	89	VP6K	105428	Widen	VA 28 Nokesville Road	Manassas City limits	VA 619 Linton Hall Road	3	3	4	6	2022 completed
445	~~CE1734~~	~~1037~~	~~VP6EDD~~		~~Convert~~	~~VA 28 PPTA Phase II HOV~~	~~I 66~~	~~Westfields Blvd~~	~~5~~	~~5~~	~~8+ 2 aux~~	~~6 + 2aux + 2 HOV~~	~~2040~~
446	~~CE1734~~	~~873~~	~~VP6EDE~~		~~Convert~~	~~VA 28 PPTA Phase II HOV~~	~~Westfields Blvd~~	~~Dulles Toll Road~~	~~5~~	~~5~~	~~8~~	~~6 + 2 HOV~~	~~2040~~
447	CE1734	~~791~~	VP6EAA		Widen	VA 28 PPTA Phase II	I 66	Westfields Blvd	5	5	6	8+ 2 aux	2021 completed
448	CE1734		VP6EAB		Widen	VA 28 PPTA Phase II	Westfields	US 50	5	5	6	8	~~2025~~ 2023 completed
449	CE1734		VP6EBB		Widen	VA 28 PPTA Phase II	US 50	Sterling Blvd.	5	5	6	8	2016 completed
450	CE1734	310	VP6ECC	106651	Widen	VA 28 PPTA Phase II	Sterling Blvd.	VA 7	5	5	6	8	2025 2023 completed
451	~~CE3479~~ T6450	737	VP6N	108720	Widen	VA 28 Centreville Road	US 29	Prince William County Line	2	2	4	6	2023 completed
452	CE1865	995	VP6O		Construct	VA 28 Manassas Bypass	VA 234 Sudley Road	VA 28 Centreville Road in the vicinity of Bull Run	0	5	0	4	~~2025~~ 2029
453	CE3383	730		105482	Study	VA 28	US 29	Liberia Avenue					Not Coded
454	CE1956	620	VP7s		Widen	US 29 (add NB lane)	~~I 66~~ US 55 (John Marshall Highway)	~~Entrance to Conway Robinson MSF~~ Pageland Lane	3	2	4	~~5~~ 6	~~2030~~ 2048
455	~~CE1933~~	~~349~~	~~VP7AA~~		~~Widen~~	~~US 29~~	~~ECL City of Fairfax (vic. Nutley St.)~~	~~Espana Court~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2040~~
456	~~CE1933~~	~~625~~	~~VP7AB~~		~~Widen~~	~~US 29~~	~~Espana Court~~	~~I 495 Capital Beltway~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2040~~
457	~~CE3474~~ T6604	731	VP7T		Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	~~2024~~ 2027
458	CE2182	319	VP8H		Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	~~2035~~ 2040
459	CE3739	2500	VP25		Construct	US 50 North Collector Road / Tall Cedars Parkway Extension	Tall Cedars Parkway	VA 28/ Air and Space Museum	0	2	0	4	~~2029~~ 2033
465	CE3694	997	VP16		Widen	VA 55	Route 29	Fayette St.			2	4	2028

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466	CE1723 ~~CE2161~~	245	VP10G	100938	Widen	VA 123	US 1	~~Annapolis Way~~ Occoquan River	2	2	4	6	~~2025~~ 2045
467	CE1784	235	VP10H		Widen	VA 123 Ox Road	~~Hooes Rd.~~ Weatherly Way	Fairfax Co. Parkway	2	2	4	6	~~2030~~ 2045
468	CE1784	337	VP10F	1784	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2030
469	CE1856	300	VP10R		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2030
470	CE3159	95	VP10S		Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	~~2030~~ 2040
471	CE3376	595	VP10T		Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	~~2030~~ 2040
473	CE3698	1015	VP10U		Widen	VA 123	VA 267 Dulles Access Road	VA 634 Great Falls Street	2	2	4	6	~~2030~~ 2040
474	CE3371	590	VP24B		Widen	VA 215 Vint Hill Road	Kettle Run Drive	VA 1566 Sudley Manor Drive	4	4	2	4	2020 completed
475	~~CE3641~~ T6617	934			Widen	VA 234 Sudley Road	Grant Road	Godwin Drive	2	2	2	3	~~2021~~ 2025
476	CE1897	286	VP12O	99482	Construct	VA 234 Bypass Extension North	VA 234 Bypass@I-66 (Prince Wm. Co.)	US 50 (Loudoun Co.)		5		4	2040
477	CE3177	678		105420/~~T~~ ~~143~~ T20906	Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						2022 completed
478	CE3178	660		T5665	Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2024
482	~~CE1760~~	~~311~~	~~VP13A~~		~~Widen~~	~~VA 236~~	~~Pickett Road~~	~~I 395~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2035~~
483	~~CE2106~~ CE3843	~~96~~ 30872	VSF25ea	57167	Widen	VA 286 Fairfax County Parkway	Sunrise Valley	Rugby Road	5	5	4	6	~~2035~~ 2045
485	~~CE2106~~ T6520	~~320~~ 30083	VSF25GC		Widen	VA 286 Fairfax County Parkway	US 29	~~VA 123 Ox Road~~ Nomes Ct.	5	5	4	6	~~2030~~ 2027
486	~~CE2106~~ T13567	~~320~~ 29720	VSF25GB		Widen	VA 286 Fairfax County Parkway	~~VA 123 Ox Road~~ Nomes Ct.	VA 123 Ox Road	5	5	4	6	~~2030~~ 2028

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487	CE3841	30685	VSF25GA		Widen	VA 286 Fairfax County Parkway	VA 123	Sydenstricker Road	5	5	4	6	~~2040~~ 2045
489	CE2718	408	VSP23d		Widen	VA 294 Prince William County Parkway	VA 776 Liberia Avenue	VA 642 Hoadly Road	2	2	4	6	2040
492	~~CE3151 CE3154~~	~~106 1033~~	~~VP15CD~~		~~Construct~~	~~Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)~~	~~Route 7 Leesburg Pike~~	~~VA 828 Wiehle Avenue~~	~~0~~		~~0~~	~~+1~~	~~2037~~
493	~~CE3154~~	~~107~~	~~VP15CDE~~		~~Construct~~	~~Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)~~	~~VA 828 Wiehle Avenue~~	~~Route 7 Leesburg Pike~~	~~0~~		~~0~~	~~+1~~	~~2036~~
494	~~CE3154~~ CE3151	1033	VP15CD2		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	Spring Hill Rd.			0	+2	~~2035~~ 2040
495	CE3151	1032	VP15CDE2		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	Spring Hill Rd.	Route 7 Leesburg Pike			0	+2	~~2035~~ 2040
		Urban											
496	CE2139	313	VU28B	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020 completed
497	CE3222	52	VU30F	~~50100~~ 5100	Widen/Reconstruct	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	~~2026~~ 2029
498	CE1783	328	VU52	77378	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	2023 completed
499	CE3851	34662			~~Construct~~ Study	Euclid Avenue	current terminus	Centreville Rd.			0	2	~~2040~~ not coded
500	CE3286	681	VU56		Construct	Farrington Aveneue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2034
501	CE3858		NRS		Construct	South Street (Fairfax City)	University Dr.	Chain Bridge Rd.	0	4	0	2	2029
502	~~CE1952~~ T6537	~~267~~ 25140	VU10B		Widen/Reconstruct	Spring Street	Herndon Parkway (East)/Spring Street	Fairfax County Parkway Interchange	3	2	4	6	2024
503	~~CE2073~~ T6203	232	VU33	102895	Widen	Sycolin Road	VA7/US 15 Bypass	SCL of Leesburg	4	4	2	4	~~2027~~ 2021 completed
		Secondary											
		Arlington County											
504	CE2830	411	AR17a		Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	2022 completed
505	CE3677	987	AR30		Convert to 2-way	27th Street South	US-1	Crystal Drive	4	4	4	4	2019 completed
554	CE3678	988	AR31		Demolish	South Clark Street	12th Street South	20th Street South	4	0	2	0	2019 completed

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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
506	CE3826	29341			Convert to 2-way	North Fort Myer Dr.	North Nash St.	North Fairfax Drive					2031
555	CE3847	31420	AR32		Reduce Capacity	Potomac Ave	South Glebe Road	Arlington /Alexandria Line	4	4	4	3	2028
		Fairfax County											
556	CE1849	336	FFX2a		Widen	VA 602 Reston Pkwy.	~~VA 5320 Sunrise Valley Dr.~~ South Lakes Dr.	~~VA 5320 Sunrise Valley Dr.~~ Dulles Toll Rd.	3	3	4	6	~~2040~~ 2045
557	CE1849		FFX2ab		Widen	VA 602 Reston Pkwy.	~~VA 5320 Sunrise Valley Dr.~~ Dulles Toll Rd.	Sunset Hills Road	3	3	4	6	2000 completed
558	CE1849	4041	FFX2b		Widen	VA 602 Reston Pkwy.	New Dominion Parkway	VA 606 Baron Cameron Avenue	3	3	4	6	~~2040~~ 2024 completed
559	CE3475	732	VSF44		Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	~~2030~~ 2045
560	CE2186	218	VSF4ca	218	Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	~~2040~~ 2045
561	CE2186	298	VSF4i	298	Widen	VA 611 Telegraph Road	VA 635 Hayfield Road	~~VA 613 (Van Dorn St.)~~ Kings Highway	3	3	2	4	~~2040~~ 2045
562	CE2186	62	VSF4h	11012	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	~~2040~~ 2045
563	CE3275	63	VSF15b		Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2035
564	CE2158	301	VSF8g		Widen	VA 620 Braddock Road	VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	~~2040~~ 2045
565	~~CE2206~~	~~334~~	~~VSF8j~~		~~Construct/Widen~~	~~VA 620 New Braddock Rd.~~	~~VA 28~~	~~US 29 @ VA 662 (Stone Rd.)~~	~~0/4~~	~~3~~	~~0/2~~	~~4~~	~~2025~~
566	CE3478	736	VSF45		Widen	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	~~2025~~ 2035
567	~~CE1936~~ T6247	302	VSF10a		Widen	VA 638 Rolling Road	Viola St.	VA 644 Old Keene Mill Road	3	3	2	4	2026
568	CE3301	~~586~~ 31368	VSF10E	102905	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Virginia Dr.	3	3	2	4	~~2035~~ 2045
570	~~CE1859~~	~~217~~	~~FFX11a~~		~~Widen~~	~~VA 645 Stringfellow Road~~	~~US 50~~	~~VA 286 Fairfax County Parkway~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2040~~
571	~~CE3156~~	~~64~~	~~VSF37a~~		~~Widen~~	~~VA 650 Gallows Road~~	~~VA 7 Leesburg Pike~~	~~VA 699 Prosperity Ave.~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2038~~

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572	CE2833	65	~~VSF33a~~		~~Widen~~ Study	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	~~2040~~ not coded
573	~~CE1748~~	~~255~~	~~FFX12a~~		~~Construct~~	~~VA 651 New Guinea Road~~	~~VA 123 Ox Road~~	~~Roberts Road~~	~~0~~	~~3~~	~~0~~	~~4~~	~~2040~~
574	CE3442	688	VSF17b		Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	~~2030~~ 2028
575	CE1939	346	VSF18C	74749	Widen	VA 657 Centreville Road	VA 8390 Metrotech Dr.	VA 668 McLearen Road	3	3	~~4~~ 2	~~6~~ 4	~~2040~~ 2009 completed
576	CE3150	66	VSF42		Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	~~2036~~ 2045
577	CE3832	29880	~~VSF46~~ NRS	724	Construct	Fairbrook Drive	Herndon Parkway	Spring Street	0	4	0	~~4~~	2035
578	CE3460	724	VSF46	724	Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road	0	4	0	~~4~~	~~2030~~ 2032
579	CE3155	69	~~NRS~~		Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
580	~~CE3158~~	~~68~~	~~VSF43~~		~~Widen~~	~~Magarity Road~~	~~VA 7 Leesburg Pike~~	~~VA 694 Great Falls Street~~			~~2~~	~~4~~	~~2037~~
582	~~CE3609~~ T6665	882	VSF48		Construct	~~Davis Dr. Bridge~~ Rock Hill Road Overpass	VA 5320 (Sunrise Valley Dr.)	VA 209 (Innovation Avenue)	0	4	0	4	~~2030~~ 2032
583	~~CE3450~~ T6583	722	VSF49	112479	Construct	Soapstone Drive 4-Lane Overpass	Sunrise Valley Drive	Sunset Hills Road	0	4	0	4	~~2027~~ 2034
584	CE3699	1017	VSF50		Construct	Town Center Parkway Underpass of Dulles Toll Road	VA 5320 Sunrise Valley Dr.	VA 675 Sunset Hills Road	0	4	0	4	2030
585	CE3060	442	VSF41	103907	Construct/Widen	VA 8102 Scotts Crossing Rd	VA 123 Dolly Madison Blvd	Jones Branch Dr			0/2	4	2018 completed
		Loudoun County											
586		330	VSL1B	97529, 105064	Widen/Upgrade	VA 606/607 Old Ox Rd/Loudoun County Parkway	VA 634 Moran Rd	VA 621 Evergreen Mills Rd	4	3	2	4	2018 completed
587	CE3845				Widen	VA 606 ~~Sterling Rd.~~ Old Ox Road	Shaw Rd.	Rock Hill Road	3	3	4	6	2045
588		~~566~~	~~VSL10E~~		~~Widen~~	~~VA 607 Loudoun County Parkway~~	~~US 50~~	~~VA 606 at new Arcola Blvd.~~	~~3~~	~~3~~	~~4~~	~~6~~	~~2030~~

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589		~~275~~	~~VSL10bb~~		~~Widen/Upgrade~~	~~VA 607 Loudoun County Parkway~~	~~W&OD Trail~~	~~Redskin Park Drive~~	~~4~~	~~3~~	~~4~~	~~6~~	~~2025~~
590	~~CE3736~~ CE3315	2493	VSL10F		Widen	VA 607 Loudoun County Parkway	Shellhorn Road	Ryan Road	3	3	4	6	~~2022~~ 2023 completed
591	CE3604	890	VSL2C		Widen	VA 620 Braddock Rd	VA 659	Fairfax County Line	3	3	2	4	~~2025~~ 2030
592	CE3605	889	VSL2D		Widen	VA 620 Braddock Rd	VA 659	Royal Hunter Drive	4	4	2	4	2025
596	CE3312	580	VSL62A		Widen/Construct	Arcola Mills Dr. (formerly VA 621 Evergreen Mills Road) ~~(Western Segment)~~	~~VA 842 Arcola Boulevard~~ Stone Springs Blvd.	~~VA 659 Belmont Ridge Road~~ Loudoun County Parkway	4	4	2	4	~~2025~~ 2050
599	~~CE2209~~ T6346	335	VSL45		~~Study~~ Widen	VA 643 Sycolin Road	~~Leesburg Town Limits~~ Loudoun Center Place	Crosstrails Boulevard	3	3	2	4	~~not coded~~ 2030
600	CE3502	827	VSL65		Construct	VA 643 Shellhorn Extended	VA 606 Loudoun County Parkway	VA 634 Moran Road	0	4	0	4	~~2023~~ 2027
601	~~CE3499~~ T6659	825	VSL64		Construct	VA 645 Westwind Drive Extended	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd.	0	4	0	4	2026
603	~~CE3734~~ CE3607	883	VSL66		Widen	Croson Ln	Claiborne Parkway	Mooreview Pkwy	4	4	2	4	~~2025~~ 2027
604	CE1897	72	VSL4ac	76244 & 99481	Widen	VA 659 Belmont Ridge Road	VA 7 Leesburg Pike	VA 267 Dulles Greenway	4	3	2	4	2018 completed
605	CE1897	746	VSL4AD		Widen/Upgrade	VA 659 Belmont Ridge Road	~~VA 645 Croson Lane~~ Truro Parish Dr.	VA 267 Dulles Greenway	4	3	2	4	2017 completed
606	CE1897		VSL4AE		Widen/Upgrade	VA 659 Belmont Ridge Road	VA 645 Croson Lane	~~VA 645 Croson Lane~~ Truro Parish Dr.	4	3	2	4	~~2023~~ 2024
607	CE1897	2523	VSL4G		Widen	VA 659 Belmont Ridge Road	Arcola Mills Drive	Shreveport Drive			2	4	~~2028~~ 2020 completed
608	CE1818	297	VSL4f		Widen	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	4	2	4	~~2035~~ 2022 completed
609	CE3306 ~~CE3307~~ ~~CE3308~~	573 ~~574~~ ~~575~~	VSL61		Construct	VA 842 Arcola Boulevard ~~(Southern Segment)~~	US 50	~~VA 607 Loudoun County Parkway~~ Arcola Mills Dr.	0	4	0	4	~~2022~~ 2024
610	CE3067	76	VSL40F	102858	Construct	VA 901 Claiborne Parkway	VA 645 Croson Lane	VA 772 Ryan Road	0	4	0	4	2019 completed

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611	CE3309	576	VSL63		Construct	VA 774 Creighton Road (completion of eastern end)	Northstar Bouldvard	VA 621 Evergreen Mills Road	0	4	0	4	2020 completed
612	CE3735	2491	VSL56A		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Dulles Greenway	0	4	4	4	~~2026~~ 2028
614	CE3313 & CE3314	564 & 565	VSL67A		Construct	Dulles West Blvd. Phase I & Phase II	Loudoun County Parkway	Arcola Blvd	0	4	0	4	2022 Complete
615	~~CE2582~~ T6602	~~1031~~ 1013	VSL67B		Construct	Dulles West Blvd. Phase III	Arcola Blvd	Northstar Dr.	0	4	0	4	~~2025~~ 2027
616	CE3320	30947	VSL69		Construct	Lockridge Road West	Prentice Dr.	Waxpool Road	0	4	0	4	2030
617	CE3316	568	VSL57		Construct	VA 2298 Mooreview Parkway (Missing Link)	VA 2773 Amberleigh Farm Drive	VA 772 Old Ryan Road	0	4	0	4	2019 completed
618	~~CE3318~~ T6634	570	VP12R	106994	Construct	VA 3171 Northstar Boulevard (Missing Link #79)	Evergreen Mills Rd (formerly Shreveport Drive)	US 50	0	3	0	4	~~2022~~ 2025
619	~~CE3737~~ T12002	2495	VP12S		Construct	Northstar Boulevard	Tall Cedars Parkway	Braddock Road	0	3	0	4	2028
620	CE3320	572	VSL59		Construct	Prentice Drive (Western Segment)	VA 607 Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	~~2026~~ 2030
621	CE3321	556	~~VSL59~~ VSL59A		Construct	Prentice Drive (Eastern Segment)	VA 789 Lockridge Road	VA 607 Loudoun County Parkway	0	4	0	4	~~2026~~ 2031
622	~~CE3501~~ T6662	826	VSL48B		Construct	RIverside Parkway	VA 607 Loudoun County Parkway	Ashburn Village Boulevard Extension	0	4	0	4	2022 completed
623	CE3324	559	VSL49B		Construct	Russell Branch Parkway (Western Segment)	VA 659 Belmont Ridge Road	Tournament Parkway	0	4	0	4	~~2024~~ 2050
624	CE3329	562	VSL60	105783	Construct	~~Williamson Blvd~~ Sterling Blvd	VA 1036 Pacific Boulevard	VA 634 Moran Road	0	4	0	4	2025
625	CE3332	555		87106	Widen	VA 2119 Waxpool Road	VA 2070 Demott Road	VA 2020 Ashburn Village Boulevard	4	4	2	4	2018 completed

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		Prince William County											
626	CE3187	82	VSP2i	92999	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	2025
627	CE3693	996	VSP3D		Widen	VA 621 Devlin Road	Linton Hall Road	Wellington Road			2	4	2028
628	~~CE2357~~ T6623	79	VSP3b	80347	Widen/Upgrade	VA 621 Balls Ford Road	Sudley Rd	Doane Drive	4	3	2	4	~~2022~~ 2023 completed
629	~~CE2357~~ T6623	690	VSP64			VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	~~2022~~ 2023 completed
630	CE3372	591	VSP66		Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	2040
631	~~CE3374~~ ~~T6541~~ T13536	593	VSP65	107947	Widen	VA 638 Neabsco Mills Road	US 1 Jefferson Davis Highway	~~S~~moke Ct.	3	3	2	4	2023
632		376	VSP5e	103484	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2018 completed
633	CE3695	998	VSP17C		Widen	VA 674 Wellington Road	University Boulevard	VA 621 Devlin Road/Balls Ford Road	3	3	2	4	2028
634	CE2145	646 ~~581~~	VSP17ba		Widen	VA 674 Wellington Road	VA 621 Devlin Road/Balls Ford Road	VA 234 Prince William Parkway Bypass	3	3	2	4	~~2025~~ 2045
635	CE2145	338 ~~589~~	VSP17b		Widen	VA 674 Wellington Road	VA 234 Bypass Prince William Parkway	VA 668 Rixlew Lane	3	3	2	~~4~~ 6	~~2035~~ 2045
636	CE1754	308	VSP18	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	~~2020~~ 2040
637	T13568	35060	VSP69		Construct	Connor Dr.	Euclid Ave.	Manassas Drive / Railroad Drive	0	0	4	2	2030
639	CE3754	3520			Study	HOV lanes on Dale Blvd/PW Pkwy/Minnieville Rd	Dale Blvd / PW Pkwy / Minnieville Rd						not coded
641	CE3789	32563	VSP70		Reduce Capacity - bike lanes	Graham Park Road	Old Triangle Road	Purvis Dr.	4	4	4	2	2030
642	CE2876	4123	VU14B		Widen	Liberia Avenue	VA 28	Richmond Avenue			4	6	~~2025~~ 2027
643	~~CE1985~~	~~401~~	~~NRS~~		~~Construct~~	~~McGraws Corner Dr. / Thoroughfare Rd.~~	~~US 29 Lee Highway @ Virginia Oaks Dr.~~	~~US 15 @ Thoroughfare Dr.~~	~~0~~	~~4~~	~~0~~	~~4~~	~~2040~~
644	~~CE3308~~ CE3807	32540	within VP12O		Widen	VA 704 Pageland Road	VA 234 Sudley Road	US 29			2	4	2045
646	CE2008	325	VSP20C		Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2030
647	CE3293	642	VSP62a		Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	2040

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648	CE1921	643	VSP67	104802	Construct	VA 2190 Summit School Road Extension	Telegraph Road	VA 2190 Summit School Road (south end of existing)	4	4	2	4	~~2025~~ 2027
649	~~CE1837~~ CE1921	257	VSP25c		Widen	VA 1781 Telegraph Rd.	VA 294 (Prince William Pkwy)	~~Horner Road Park-n-Ride Lot Access~~ Caton Hall Rd.	4	4	2	4	~~2025~~ 2027
651	~~T11635~~ CE3292	83	VSP47e		~~Construct~~ Widen	University Boulevard	Sudley Manor Drive	~~Wellington Rd/Progress Ct.~~ Edmonston Dr.	0	3	2	4	~~2035~~ 2024
652	CE3292	83	VSP47ea		~~Construct~~ Widen	University Boulevard	~~Sudley Manor Drive~~ Edmonston Dr.	~~Wellington Rd/Progress Ct.~~ Devlin Road	0	3	~~0~~ 2	4	2035
653	CE3810	37168	VSP47f		Construct	University Boulevard	Devlin Road	Wellington Road	0	3	0	4	2035
654	CE2176	904			Construct	Williamson Blvd	Sudley Manor Drive	Portsmouth Road			0	4	2030
	FAMPO												
655			VI2RFA		Construct/revise operations	I-95 :HOV/Bus/HOT Lanes- single reversible lane	north of Garrisonville Road (south of Aquia Creek) at flyover	south of Garrisonville Road	1	1	0	1	2018 completed
656			VI2RFB		Construct	I 95 : HOV / Bus / HOT Lanes: Southbound Ramp	South of Garrisonville Road	SB HOT Lanes to SB GP Lanes	1	1	0	1	2018 completed
657			VI2RFC		Construct	I 95 : HOV / Bus / HOT Lanes: Northbound Ramp	South of Garrisonville Road	NB GP Lanes to NB HOT Lanes	1	1	0	1	2018 completed
658			VI2rf		Construct	I 95 : HOV / Bus / HOT Lanes	Rte. 610 (Garrisonville Rd.) in Stafford County	VA 17 Warrenton Rd. (exit 133)	1	1	0	2	2022 completed
659					Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	SB GP Lanes to SB HOT Lanes	1	1	0	1	2022 completed
660					Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	NB HOT Lanes to NB GP Lanes	1	1	0	1	2022 completed
661					Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	North of Garrisonville Road (south of Aquia Creek)	NB GP Lanes to NB HOT Lanes	1	1	0	1	2022 completed
662			VI2RFD		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	At Courthouse Rd.	NB AM on-ramp	1	1	0	1	2022 completed
663			VI2RFE		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	at Courthouse Rd.	SB PM off-ramp	1	1	0	1	2022 completed
664			**FAI1F**		Widen	I-95 northbound and southbound	Exit 126 (US 1/VA17)	Exit 130 (VA 3 Plank Rd.)	1	1	3	4	2035
665			**FAI1G**		Construct	I-95 northbound 3 lane collector distributor road	Exit 130 (VA 3 Plank Rd.)	Exit 133 (VA 17 Warrenton Rd.)	1	1	3	6	2025
666			~~FAI1H~~		~~Widen~~	~~I-95 northbound~~	~~Exit 133 (VA 17 Warrenton Rd.)~~	~~Exit 136 (Centerport Parkway)~~	~~1~~	~~1~~	~~3~~	~~4~~	~~2045~~
667			FAI1HA		Construct	I-95 4th auxiliary lane	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	X	X+1	2045
668			~~FAI1J~~		~~Widen~~	~~I-95 southbound~~	~~Exit 130~~	~~Exit 126 (US 1/VA17)~~	~~1~~	~~1~~	~~3~~	~~4~~	~~2035~~
669			FAI1K		Construct	I-95 southbound	1.3 miles south of Exit 130	.3 miles north of Truslow Rd	1	1	x	x+3cd	2025
670			FAS22A		Widen	VA-3 (William St)	Gateway Blvd.	William St./Blue Gray Parkway			4	6	2030
671			FAS22		Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	2013 completed
672			FAP6E		Widen	Tidewater Trail US 17 Business/VA 2	~~Beulah Salisburty Dr.~~ Mayfield Ave.	US 17 Bypass (Mills Dr.)	2	2	2	4	2035
673			FAP6C		Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	2020 completed
674			FAP6		Widen	US 17	US 1	Hospital Blvd.	2	2		4	2025

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(highway)

12/11/2025

	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
675			FAP7A		Widen	VA 218 (Butler Rd.)	Carter St.	Castle Rock Dr.	4	4	2	4	2045
676			FAS27		Widen	VA 638 (Landsdowne Rd.)	Shannon Dr.	Tidewater Trail	3	3	2	4	2050
		Fredericksburg											
677			FAU4		Construct	Carl D. Silver Pkwy Ext.	current terminus	Gordon Rd. west of Shelton Blvd.			0	4	2035
678			FAU1			Fall Hill Ave./ Mary Washington Blvd. Extension	Mary Wash. Blvd.	Gordon Shelton Blvd.			2	4	2020 completed
679			FAU3			Lafayette Blvd.	~~City Limit~~ US 1	VA-3 (Blue & Gray Parkway)				4	2045
680			FAU2			Gateway Blvd. Extended	William St. (PR-3)	Fall Hill Ave (UR-3965)			0	4	~~2035~~ 2038
		Stafford County Secondary											
681			FAS5b			VA 630 (Courthouse Rd)	Austin Ridge Dr.	VA 648 (Shelton Shop Rd)	4	4	2	4	2035
682			FAS13			VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	2035
683			FAS3E		Widen	Garrisonville Rd.	Eustace Rd.	Shelton Shop Rd.			4	6	2045
		Spotsylvania County Secondary											
684			FAS26A			VA 606	US 1	I-95				4	2025
685			FAS18B			VA-620 (Harrison Rd.)	US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)			2	4	2035
686			~~FAS19~~			~~VA 636 (Mine Rd./ Hood Dr.)~~	~~VA 208 (Courthouse Rd.)~~	~~US 1~~	4	4	~~2~~	~~4~~	~~2025~~
687			FAS19B			VA 636 (Mine Rd./ Hood Dr.)	~~Falcon Dr. / Spotsylvania Ave~~ VA Healthcare Center Hood Dr. Entrance	Landsdowne Rd	4	4		4	2035
688			FAS28		Widen	VA 674 (Chancellor Rd. Ext.)	Old Plank Rd./ Chancellor Rd.	VA 3			2	4	2050

APPENDIX C

Documentation of Data Development Process for Mobile Source Emissions Calculations

Air Quality Conformity Analysis

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Files
FROM: Jinchul (JC) Park, Principal Transportation Engineer
SUBJECT: Mobile Source Emissions Modeling Process and Data Development for the Air Quality Conformity Analysis of the Visualize 2050
DATE: January 14, 2025

1.0 BACKGROUND

This technical appendix documents three categories of data preparation executed for MOVES model: (1) postprocessing of MWCOG/TPB's Version 2.4.6 travel demand model results; (2) development of travel-related inputs based on the postprocessed travel demand results from (1) and local data; and (3) non-travel related inputs such as meteorology, fuel supply, fuel usage fraction, and fuel formulation, inspection/maintenance (I/M) programs and state-specific policy programs.

The MOVES model requires two broad sets of data (i.e., travel and non-travel related data) and policy programs specific to each state's requirements. Travel related data were created through data development methods established and recommended by the MOVES Task Force. Postprocessing of travel demand results is a pre-requisite for developing travel related data. Non-travel related data were provided by state air quality agencies. Vehicle registration data, or vehicle identification number (VIN), for 2023 was obtained from air agencies in the District of Columbia, the Commonwealth of Virginia, and the state of Maryland. The 2023 VIN data was used to create vehicle profiles (i.e., vehicle population and vehicle age distribution) which were applied for Visualize 2050. The data inputs are obtained from a variety of sources as shown in Table 1. Local data are applied in emissions estimations where available; otherwise, MOVES default data are used. Table 1 exhibits MOVES input data by locality and supplies sources of the data.

Emissions modeling in Metropolitan Washington Council of Governments/Transportation Planning Board (MWCOG/TPB) is executed by applying Emissions Modeling Process (EMP) version 4.0.1[1] which is compatible with MOVES4.0.1. The EMP is composed of mainly three components to be executed in order: (1) Development of travel and non-travel related data and local data for MOVES and creation of MOVES setups; (2) Execution of MOVES model; and (3) Summary of MOVES outputs. The modeling process is illustrated in Figure 1.

2.0 POSTPROCESSING OF TRAVEL DEMAND RESULTS

Travel demand results are postprocessed to create vehicle hours of travel (VHT) and vehicle miles of traveled (VMT) distributions, which later will be used to create travel related MOVES data. An emissions postprocessor had been used to calculate emissions in the Mobile 6.2 model in the past, but with MOVES, postprocessing is tailored to only create VHT and VMT distributions for each vehicle type.

For each analysis year, travel demand results are postprocessed to obtain hourly jurisdictional VHT and VMT distributions by Mobile's 14 speed bins and three vehicle types (i.e., passenger vehicles, commercial vehicles and trucks) for two facility types. In postprocessing six travel markets from the travel demand model results are grouped into three vehicle types as follows:

[1] Daniel Son and Jinchul Park to Files, "Memo_EMP400_forMOVES400_09282023.pdf," Draft memorandum, September 28, 2023, available under V:\MOVES\MOVES4\Document

- Passenger Vehicles (PVs) = SOV + HOV2 + HOV3 or more + Airport Passenger Trips;
- Commercial Vehicles (CVs) = Commercial Vehicles; and
- Heavy Duty Vehicles (HDVs) = Trucks;

And six facility types are grouped into two as follows:

- Freeway = freeway + expressway + freeway ramp; and
- Arterial = major arterial + minor arterial + collector.

The postprocessor is then executed once for each analysis year. The successful postprocessing of travel demand results produce hourly jurisdictional VHT distributions by Mobile's 14 speed bins and two facility types for three vehicle types, and jurisdictional VMT by two facility types for three vehicle types. Figure 2 illustrates the postprocessing of travel demand results.

Table 1. MOVES Input Data

Data Type	No	Data Category	Data Table Name	Locality	Data Source
Travel	1	Age Distribution	sourceTypeAgeDistribution	County	based on VIN
	2	Average Speed Distribution	avgSpeedDistribution	County	based on TDM's post-processor outputs + school bus/refuse truck data from Fairfax Co. + Transit bus from WMATA
	3	Road Type Distribution	roadTypeDistribution	County	based on TDM's post-processor outputs
	4	Source Type Population	sourceTypeYear	County	based on CLRP Vehicle Projection & VIN
	5	Vehicle Type VMT	HPMSVTypeYear	County	based on TDM's post-processor outputs
			monthVMTFraction	Region	based on Regional Data
			dayVMTFraction	Region	based on Regional Data
			hourVMTFraction	Region	based on Regional Data
Non-travel	6	Fuel	FuelSupply	State	from state air agency (state-wide data)
	7		FuelFormulation	State	from state air agency (state-wide data)
	8	I/M Programs	IMCoverage	State	from state air agency (state-wide data)
	9	Meteorology Data	zoneMonthHour	Region	from DEP (region-wide data)
	10	AVFT	AVFT	State	from state air agency (state-wide data)
	11	State II Program	Countyyear	State	from state air agency (state-wide data)

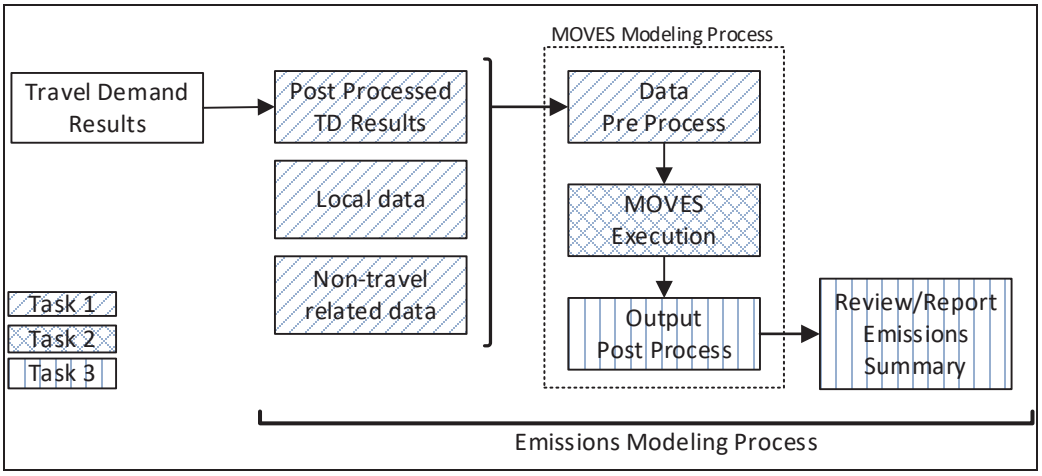

Figure 1. Emissions Modeling Process

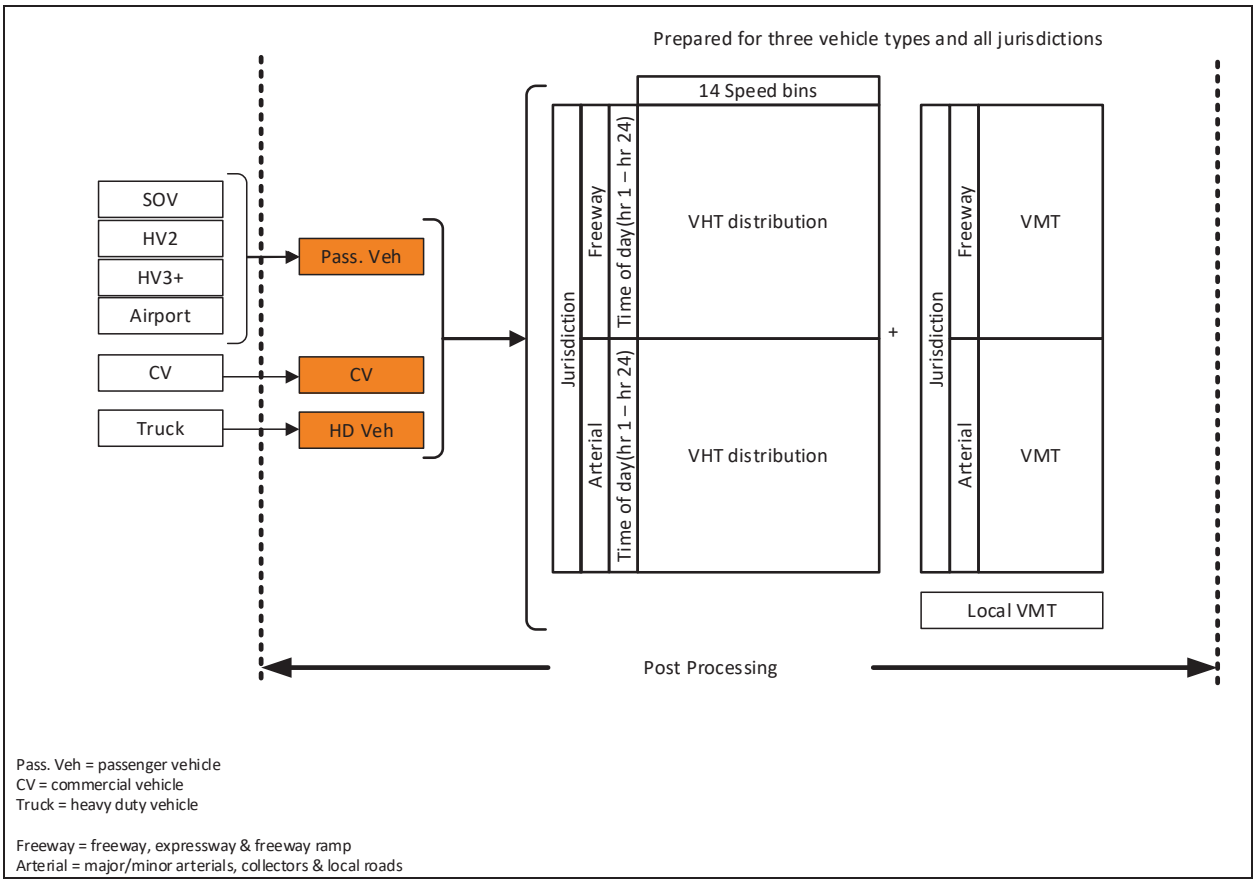

Figure 2. Postprocessing of Travel Demand Results

3.0. TRAVEL RELATED INPUTS

A. Age Distribution

Every three years since 2005, Departments of Motor Vehicles of the District of Columbia, Maryland, and Virginia have been supplying MWCOG/TPB with vehicle registration data for use in Air Quality Conformity (AQC) Determinations and State Implementation Plan (SIP) updates. The vehicle registration data, collected by Departments of Motor Vehicles in each state, are a snapshot of vehicle registrations of the year the data were collected, which contain a broad range of attributes of the vehicles registered in the jurisdictions of the Metropolitan Washington DC non-attainment area. The latest data, 2023 VIN are used in the development of future year vehicle population profiles (i.e., vehicle age and vehicle type distribution) for all analysis years in the air quality conformity analysis for Visualize 2050.

Prior to using the VIN data as input to MOVES, the 'raw' vehicle registration data are decoded using a commercial decoding software program[2]. Following EPA's guidelines, the data are decoded in two steps in order: (1) the 'raw' data are decoded to a Mobile 6.2 format; and (2) the Mobile 6.2 format vehicle population distributions are converted to a MOVES format using an EPA converter[3]. Thus, 16 Mobile vehicle types and 25 vehicle age categories are mapped into MOVES' 13 vehicle and 31 vehicle age categories. The vehicle population mapping process is shown in greater detail in Table AS1 in the Appendix Supplement section. The vehicle population of the 2023 VIN data was reviewed by the

[2] VinPower, Copyright; ESP Data Solutions Inc., Product version 4.0.0.42
[3] RegistrationDistributionConverter_Veh16.xls, https://www.epa.gov/moves/tools-develop-or-convert-moves-inputs#fleet

MWCOG/TPB technical committee prior to becoming approved for transportation planning applications. The VIN data were approved by MWCOG/TPB to be used for Visualize 2050 when the air quality conformity analysis scope of work was approved, in May 2024.

B. Average Speed Distribution

The MWCOG/TPB regional travel demand model calculates link-level traffic volumes, not average link-level speed estimates. Vehicle Hours of Travel (VHT) distributions were selected as a suitable proxy for average speed distribution. MWCOG/TPB's regional travel demand model results are first processed to derive VHT distributions by six vehicle categories:

- Single Occupancy Vehicles (SOV);
- High Occupancy Vehicles 2 (HOV2);
- High Occupancy Vehicles 3+ (HOV3 or more);
- Commercial Vehicles;
- Trucks; and
- Airport Passenger Trips.

Through postprocessing, six VHT distributions are first classified by three vehicle types, Mobile's 14 speed bins, hour of the day, and two facility types (i.e., freeway and arterial); and later reclassified into MOVES's 16 speed bins, hour of the day, day of the week (i.e., weekdays and weekend days), and four facility types for Ozone non-attainment jurisdictions in MWCOG/TPB planning area. Six vehicle types from the travel demand model are reclassified into three vehicle types as follows:

- Passenger Vehicles (PVs) = SOV + HOV2 + HOV3 or more + Airport Passenger Trips;
- Commercial Vehicles (CVs) = Commercial Vehicles; and
- Heavy Duty Vehicles (HDVs) = Trucks.

MOVES requires: (1) 16 speed bins from 2.5 mph to 75 mph in increments of 5 mph; and (2) four road types, which are a combination of two facility types (i.e., restricted and unrestricted) and two environmental settings (i.e., urban and rural settings). The restricted facilities include freeways, expressways and freeway ramps, while the unrestricted facilities include major/minor arterials, collectors, and local roads. The following assumptions are used to develop average speed distributions fulfilling MOVES requirements stated above:

1. VHT Distribution to Restricted Facilities:

    a. All vehicle types:
        - Weekday VHT Distribution:
            - All Day: Hourly distribution for all vehicles
        - Weekend VHT Distribution:
            - 11:00 am – 7:00 pm: Distribution across the 13 MOVES vehicle type categories reflecting the 3:00 pm hour on a weekday
            - 7:01 pm – 10:59 am: Distribution across the 13 MOVES vehicle type categories reflecting the 12:00 am hour on a weekday

2. VHT Distribution to Unrestricted Facilities:

    a. All vehicle types exclusive of refuse trucks, school buses and transit buses:
        - Weekday VHT Distribution:
            - All Day: Hourly distribution for all vehicles

- Weekend VHT Distribution:
  - 11:00 am – 7:00 pm: Distribution reflecting the 3:00 pm hour on a weekday
  - 7:01 pm – 10:59 am: Distribution reflecting the 12:00 am hour on a weekday

b. Refuse trucks: Refuse trucks operate on a 3-phase cycle: Phase 1 is the period of driving from the dispatch garage to trash collection sites; Phase 2 is the period of the actual trash/recycle collection; Phase 3 is the period of driving back to transfer stations. Using local data from Fairfax County, VA, the average speed of Phases 1 and 3 were assumed to be in the range of 22.5-27.5 miles per hour (i.e., MOVES Speed Bin 6), and the average speed of Phase 2 was assumed to be in the range of 2.5-7.5 miles per hour (i.e., MOVES Speed Bin 2). Based on the above assumptions the refuse truck vehicle type VHT distributions were as follows:

- Weekday VHT Distribution (see Table 2):
  - 5:00 am–5:00 pm (Trash Collection): VHT hourly distributions according to Phases 1, 2 and 3.
  - 5:01 pm–5:00 am (On Road Phase): VHT hourly distribution consists of Phase 2.
- Weekend VHT Distribution:
  - All Day: VHT distribution made up of Phase 1 and Phase 3 (on road phases)

c. School buses:
- Weekday VHT Distribution:
  - 6:00 am – 6:00 pm: VHT distribution (see Table 3)
  - 6:00 pm – 6:00 am: VHT distribution of heavy-duty vehicles

- Weekend VHT Distribution:
  - 11:00 am–7:00 pm: VHT Distribution of heavy-duty vehicles at 3:00 pm on a weekday
  - 7:00 pm – 11:00 am: VHT Distribution of heavy-duty vehicles at 12:00 am on a weekday

d. Transit buses:
- Weekday VHT Distributions (see Table 4):
  - 6:00 – 9:00 am: Per WMATA's bus speed distribution of the AM peak period
  - 9:00 am–3:00 pm: Per WMATA's bus speed distribution of the off-peak period
  - 3:00 - 6:00 pm: Per WMATA's bus speed distribution of the PM peak period
  - 6:00pm-6:00 am: Per WMATA's bus speed distribution of the off-peak period

- Weekend VHT Distribution (see Table 4):
  - All Day: Per WMATA's bus speed distribution of the off-peak period.

Table 2. Average Weekday VHT Distribution for Refuse Trucks (source: Fairfax Co, VA)[4]

Speed Bins	Speed Range	5:00 AM - 5:00 PM	5:01 PM - 4:59 AM
1	< 2.5 mph	0.00%	0.00%
2	2.5 - 7.5 mph	62.65%	0.00%
3	7.5 - 12.5 mph	0.00%	0.00%
4	12.5 - 17.5 mph	0.00%	0.00%
5	17.5 -22.5 mph	0.00%	0.00%
6	22.5 - 27.5 mph	37.35%	100.00%
7	27.5 - 32.5 mph	0.00%	0.00%
8	32.5 - 37.5 mph	0.00%	0.00%
9	37.5 - 42.5 mph	0.00%	0.00%
10	42.5 - 47.5 mph	0.00%	0.00%
11	47.5 - 52.5 mph	0.00%	0.00%
12	52.5 - 57.5 mph	0.00%	0.00%
13	57.5 - 62.5 mph	0.00%	0.00%
14	62.5 - 67.5 mph	0.00%	0.00%
15	67.5 - 72.5 mph	0.00%	0.00%
16	72.5 mph <	0.00%	0.00%

Table 3. VHT Distribution of School Buses (6:00 am – 6:00 pm) (source: Fairfax Co, VA)

		Bus Trip (%)											
Speed Bin	Speed Range	1	2	3	4	5	6	7	8	9	10	11	Wgt. Avg.
1	< 2.5 mph	0.35	24.30	17.58	14.65	7.90	16.11	6.55	18.30	25.76	16.18	17.67	19.21
2	2.5 - 7.5 mph	10.87	11.57	6.45	11.04	29.89	20.20	44.83	11.01	9.68	6.49	9.12	14.39
3	7.5 - 12.5 mph	10.90	9.35	12.89	6.50	26.31	17.69	3.34	9.12	9.52	6.69	8.69	10.92
4	12.5 - 17.5 mph	8.81	9.18	8.59	9.45	6.00	11.13	23.76	10.12	9.98	8.46	10.32	10.37
5	17.5 -22.5 mph	5.01	10.15	5.18	14.04	3.04	5.94	4.09	10.36	7.57	9.74	12.02	8.30
6	22.5 - 27.5 mph	8.91	8.55	11.62	12.59	6.18	5.30	3.54	7.29	7.11	8.87	11.73	8.13
7	27.5 - 32.5 mph	8.79	7.97	14.36	11.28	5.86	13.33	6.35	9.43	5.37	10.06	10.20	9.41
8	32.5 - 37.5 mph	5.33	9.10	5.86	13.43	7.62	3.32	6.36	13.79	8.68	12.04	6.81	7.81
9	37.5 - 42.5 mph	3.43	6.89	8.69	7.02	4.80	3.76	1.07	7.94	9.79	13.81	8.16	7.22
10	42.5 - 47.5 mph	1.72	2.44	8.79	0.00	2.40	2.87	0.00	1.31	5.83	5.15	4.75	3.42
11	47.5 - 52.5 mph	0.68	0.00	0.00	0.00	0.00	0.36	0.00	0.67	0.31	32.27	0.36	0.59
12	52.5 - 57.5 mph	0.34	0.50	0.00	0.00	0.00	0.00	0.00	0.67	0.41	0.24	0.18	0.23
13	57.5 - 62.5 mph	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
14	62.5 - 67.5 mph	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
15	67.5 - 72.5 mph	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
16	72.5 mph <	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

[4] Sivasailam, Daivamani, et al., "Vehicle Hours of Travel (VHT) Distribution for Refuse Truck," (MOVES Task Force Meeting, Washington, D.C.: Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, September 21, 2010), available under V:\MOVES\Memos_MOVES_Task_Force\2010.09.21\3.Item 3a.pdf

Table 4. VHT Distribution of Transit Buses
(Source: Washington Metropolitan Area Transit Authority (WMATA))

Speed Bin	Speed Range	6:00 am - 9:00 am	3:00 pm - 6:00 pm	9:01 am - 2:59 pm/ 5:01 pm - 5:59 pm
1	< 2.5 mph	9.94	9.10	7.92
2	2.5 - 7.5 mph	13.79	18.95	14.49
3	7.5 - 12.5 mph	34.07	37.86	31.36
4	12.5 - 17.5 mph	28.52	23.97	29.17
5	17.5 -22.5 mph	10.02	5.92	10.77
6	22.5 - 27.5 mph	1.88	1.84	3.91
7	27.5 - 32.5 mph	0.92	0.85	1.04
8	32.5 - 37.5 mph	0.34	0.60	0.72
9	37.5 - 42.5 mph	0.14	0.50	0.35
10	42.5 - 47.5 mph	0.05	0.15	0.15
11	47.5 - 52.5 mph	0.31	0.28	0.06
12	52.5 - 57.5 mph	0.00	0.00	0.06
13	57.5 - 62.5 mph	0.00	0.00	0.00
14	62.5 - 67.5 mph	0.00	0.00	0.00
15	67.5 - 72.5 mph	0.00	0.00	0.00
16	72.5 mph <	0.00	0.00	0.00

C. Road Type Distribution

Road type distribution develops Vehicle Miles Traveled (VMT) distribution by MOVES 13 vehicle types and four facility types. The method of developing VMT distribution is as follows:

1. Through postprocessing of travel demand results, jurisdictional VMT distributions of six vehicle types are reclassified to VMT distributions by three vehicle types as follows:

    - Passenger Vehicles (PVs) = SOV + HOV2 + HOV3 or more + Airport Passenger Trips;
    - Commercial Vehicles (CVs) = Commercial Vehicles; and
    - Heavy Duty Vehicles (HDVs) = Trucks.

2. VMT percentages by three vehicle types are allocated to MOVES vehicle types as follows:

    - Passenger Vehicles (PVs): VMT percentages by facility type are applied to motorcycles, passenger cars and passenger trucks;
    - Commercial Vehicles (CVs): VMT percentages by facility type are applied to commercial trucks;
    - Heavy Duty Vehicles (HDVs): VMT percentages by facility type are applied to single unit short-haul and long-haul trucks, and combination short-haul and long-haul trucks;
    - Refuse Trucks and Motor Homes: MOVES default percentage values;
    - School, Transit and Intercity Buses: Local network percentages from local data sources (i.e., local bus operators); and
    - Urban and rural percentage split factors are used to further allocate facility type VMT between urban and rural facilities. These factors vary by jurisdiction, and are based on the latest Highway Performance Monitoring System (HPMS) VMT data provided by the three state transportation agencies. Figure 3 illustrates the process of allocating VMT by vehicle type, facility type, and urban/rural split.

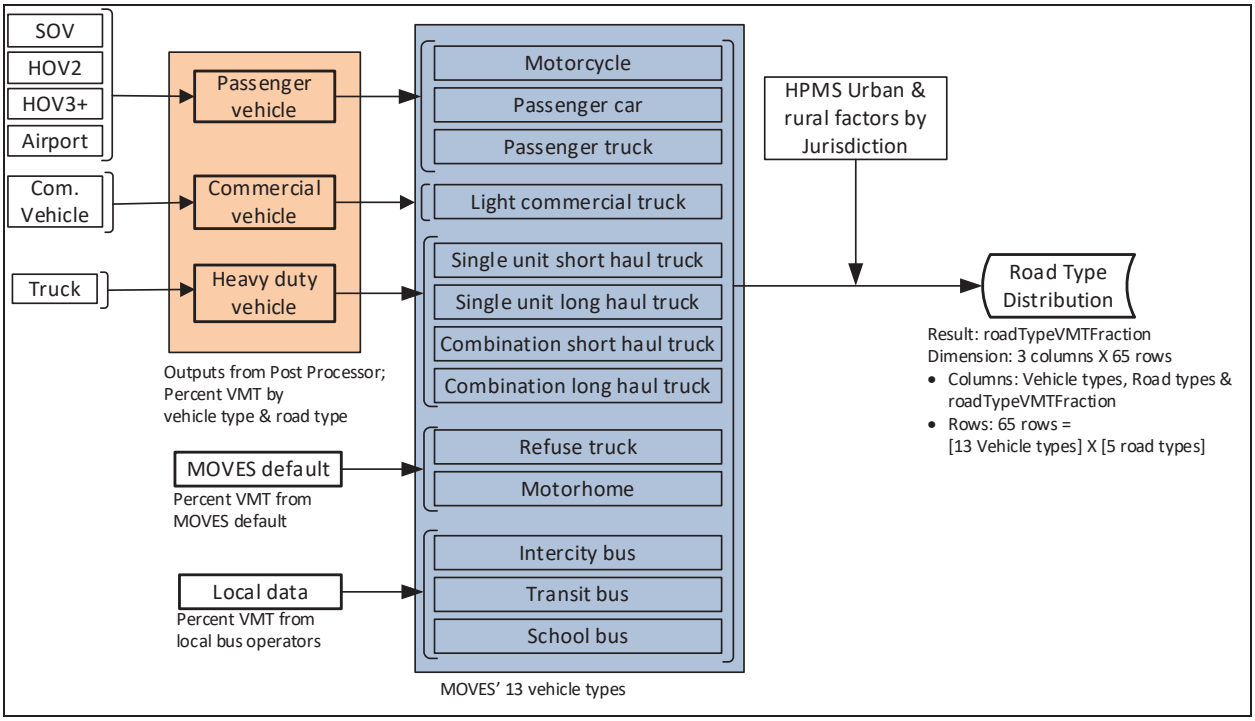

Figure 3. Road Type Distribution Development Process

D. Source Type Population

Source type population, or vehicle population, is acquired from the vehicle registration data. The VIN decoding software outputs vehicle population totals by Mobile 6.2 vehicle types. The vehicle population from the VIN data is then used to estimate vehicle population for each analysis year. Methods of estimating vehicle population vary by analysis year and availability of VIN data.

For example:

- Case 1: If a VIN data year is the same as an analysis year, vehicle population total of the VIN data is used without any change;
- Case 2: If an analysis year is historical and is between any two VIN data years, vehicle population total of the analysis year is calculated using an interpolation method based on the two sets of VIN data; and
- Case 3: If an analysis year is a future year, regression analysis is used to project future vehicle population totals based on available VIN data (collected from 1975 to 2023), which draws the 'best fitting' line among scattered VIN data points[5].

Table 5 exhibits vehicle population forecasts based on this method using 2023 VIN data. Vehicle profiles of the 2023 VIN data are used to develop future year vehicle profiles by jurisdiction. Vehicle profiles are prepared in a Mobile format first, and then are converted into a MOVES vehicle type using a vehicle mapping table provided by EPA (see Table AS1 in the Appendix).

[5] Daniel Son and Jinchul Park to Files, "Vehicle Population Projection with 2023 Vehicle Registration Data," Draft memorandum, January 14, 2025, V:\MOVES\VIN_Data\2023_VIN\Document\Memo_23VIN\Memo&Tables\Memo_VehPop_Projection_2023VIN.pdf

Table 5. Vehicle Population Forecasts (Source Type Population) based on 2023 VIN

State	Jurisdiction	2025	2026	2030	2040	2045	2050
DC	District of Columbia	317,074	319,976	331,581	360,596	375,103	389,610
Maryland	Calvert County	98,159	99,671	105,716	120,829	128,386	135,942
	Charles County	157,088	159,348	168,391	190,996	202,299	213,602
	Frederick County	258,124	261,782	276,413	312,989	331,277	349,565
	Montgomery County	827,680	835,889	868,729	950,827	991,876	1,032,925
	Prince George's County	689,867	695,395	717,506	772,784	800,423	828,062
Virginia	City of Alexandria	132,778	133,804	137,905	148,158	153,285	158,412
	Arlington County	151,844	152,706	156,156	164,779	169,091	173,403
	Fairfax County	1,025,358	1,037,182	1,084,477	1,202,716	1,261,835	1,320,955
	Loudoun County	359,934	367,295	396,738	470,345	507,149	543,952
	Prince William County	478,922	487,399	521,305	606,069	648,451	690,833
Total		4,496,829	4,550,446	4,764,916	5,301,089	5,569,175	5,837,262
	2020 VIN Forecast	4,555,464	4,611,187	4,834,076	5,391,299	5,669,910	5,948,521
	2023 VIN / 2020 VIN	98.7%	98.7%	98.6%	98.3%	98.2%	98.1%

E. Vehicle Type VMT and VMT Percent by Hour, Day, and Month

MOVES4.0.1, the MOVES version applied for Visualize 2050, requires annual VMT by five Highway Performance Monitoring System (HPMS) vehicle types. These are:

- Motorcycle (sourceTypeID = 10);
- Light duty vehicle (sourceTypeID = 25);
- Buses (sourceTypeID = 40);
- Single unit trucks (sourceTypeID = 50); and
- Combination trucks (sourceTypeID =60).

Average annual weekday VMT estimates include on-network data from the travel demand model outputs as well as local road VMT estimates, which are added in exogenously. Auto access VMT for transit riders, estimated from postprocessing, is added to the VMT of Light Duty Vehicles (sourceTypeID = 25). Modeled VMT is divided into three vehicle types: passenger vehicles, commercial vehicles, and heavy-duty vehicles. Local road VMT is developed by using a combination of observed and simulated data in the postprocessing shown in Figure 4.

The local road VMTs are added to VMT from the travel model to produce total VMT. The resulting total VMT of the three vehicle types is then classified by five MOVES vehicle types using observed jurisdictional Highway Performance Monitoring System (HPMS) VMT percentages. Figure 4 illustrates the process of developing VMT for five HPMS vehicle types.

An EPA converter, AAD VMT Calculator HPMS.XLS, is used to convert daily VMT into the required annual VMT necessary for MOVES. The converter uses annual average weekday VMT (AADVMT) at the HPMS level to calculate type of day (i.e., weekday or weekend day), monthly and yearly VMT in terms of HPMS and/or MOVES source types. It generates the HPMSVTypeYear, monthVMTFraction, and dayVMTFraction tables from AADVMT and monthly/weekend-day adjustment factors.

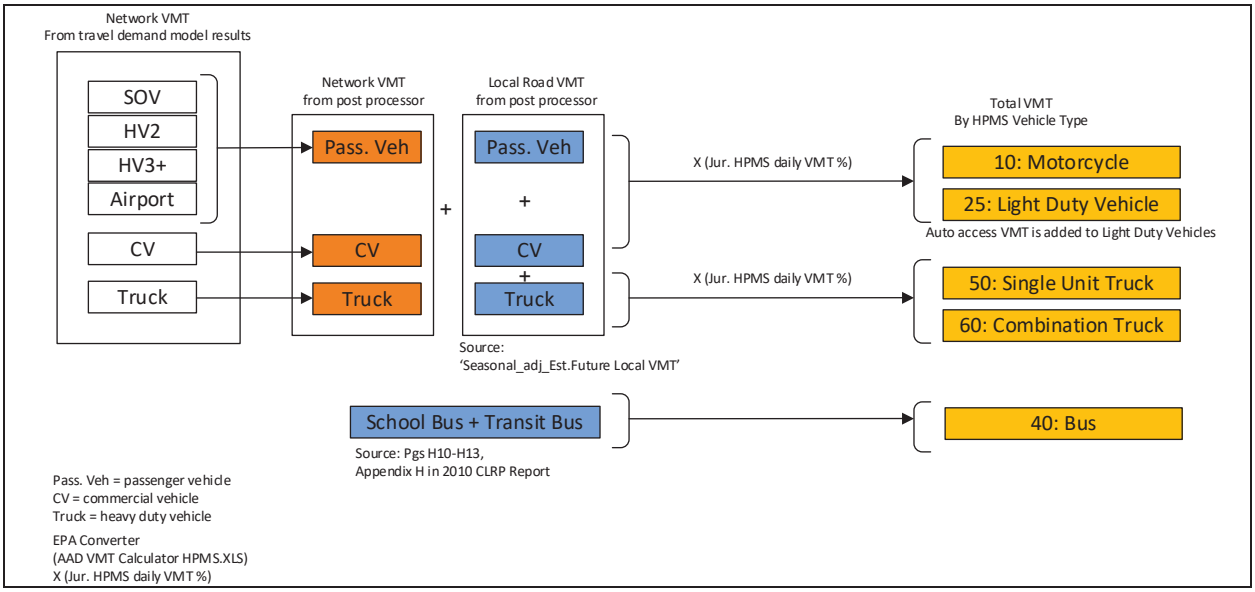

Figure 4. Annual VMT Calculation Process

F. Ramp Fraction

Ramp fraction data are no longer required for MOVES4.0.1, which was applied for Visualize 2050.

4.0 DEP Inputs – Visualize 2050

A. METEOROLOGY

Meteorological data used in the transportation conformity analysis for a particular pollutant must be the same data that were used in developing the most recent approved (or deemed adequate) motor vehicle emissions budgets (MVEBs) in an Attainment State Implementation Plan (SIP) or Maintenance SIP for that pollutant.

Meteorology data for July 2014 from Dulles Airport were used to develop the most recent approved MVEBs in the 2008 Ozone NAAQS Redesignation Request and Maintenance Plan. Therefore, these data were also used for developing emissions for all milestone years for the Visualize 2050 conformity analysis.

B. FUEL SUPPLY, FUEL FORMULATION, & FUEL USAGE FRACTION

MOVES4.0.1 inputs for fuel formulation, fuel supply, and fuel usage fraction were provided by the District of Columbia, Maryland, and Virginia for all milestone years.

C. INSPECTION/MAINTENANCE (I/M) PROGRAMS

Details of I/M programs for all milestone years were provided by the District of Columbia, Maryland, and Virginia in MOVES4.0.1 ready format.

D. STATE SPECIFIC CONTROL PROGRAMS

Three control programs were used for all milestone years:

1. Early NLEV Program: Data is provided in the database titled 'moves4_early_nlev'.
2. Cal-LEV Program (Maryland Only): Data is provided in the database titled 'moves4_caleviii2011'.

3. Stage II Program:
   District of Columbia: MOVES4.0.1 defaults were used (Refueling Vapor Program Adjustment = 0.9, Refueling Spill Program Adjustment = 0.5)
   Maryland & Virginia: Jurisdiction-specific data were used (Refueling Vapor Program Adjustment = 0, Refueling Spill Program Adjustment = 0)

E. AVFT Data

MOVES4.0.1 AVFT defaults were used for all jurisdictions.

APPENDIX SUPPLEMENT

TABLE AS1 - Population Mapping from MOBILE6.2 Vehicle Types to MOVES Source Types

MOBILE6.2 Vehicle		MOVES Source Type		
ID	Name	ID	Name	Fraction
1	LDGV	21	Passenger Car	1.00
2	LDGT1	31	Passenger Truck	0.78
		32	Light Commercial Truck	0.22
3	LDGT2	31	Passenger Truck	0.78
		32	Light Commercial Truck	0.22
4	LDGT3	31	Passenger Truck	0.78
		32	Light Commercial Truck	0.22
5	LDGT4	31	Passenger Truck	0.78
		32	Light Commercial Truck	0.22
6	HDGV2B	31	Passenger Truck	0.63
		32	Light Commercial Truck	0.37
7	HDGV3	31	Passenger Truck	0.63
		32	Light Commercial Truck	0.37
8	HDGV4	31	Passenger Truck	0.06
		32	Light Commercial Truck	0.94
9	HDGV5	31	Passenger Truck	0.06
		32	Light Commercial Truck	0.94
10	HDGV6	43	School Bus	0.04
		52	Single Unit Short-haul Truck	0.69
		53	Single Unit Long-haul Truck	0.03
		54	Motor Home	0.23
		61	Combination Short-haul Truck	0.01
11	HDGV7	43	School Bus	0.04
		52	Single Unit Short-haul Truck	0.69
		53	Single Unit Long-haul Truck	0.03
		54	Motor Home	0.23
		61	Combination Short-haul Truck	0.01
12	HDGV8A	52	Single Unit Short-haul Truck	0.90
		53	Single Unit Long-haul Truck	0.08
		61	Combination Short-haul Truck	0.02
13	HDGV8B	52	Single Unit Short-haul Truck	0.90
		53	Single Unit Long-haul Truck	0.08
		61	Combination Short-haul Truck	0.02
14	LDDV	21	Passenger Car	1.00

TABLE AS1 - Population Mapping from MOBILE6.2 Vehicle Types to MOVES Source Types (continued)

MOBILE6.2 Vehicle Type		MOVES Source Type		
ID	Name	ID	Name	Fraction
15	LDDT12	31	Passenger Truck	0.42
		32	Light Commercial Truck	0.58
16	HDDV2B	31	Passenger Truck	0.43
		32	Light Commercial Truck	0.57
17	HDDV3	31	Passenger Truck	0.43
		32	Light Commercial Truck	0.57
18	HDDV4	31	Passenger Truck	0.10
		32	Light Commercial Truck	0.90
19	HDDV5	31	Passenger Truck	0.10
		32	Light Commercial Truck	0.90
20	HDDV6	51	Refuse Truck	0.01
		52	Single Unit Short-haul Truck	0.72
		53	Single Unit Long-haul Truck	0.06
		54	Motor Home	0.07
		61	Combination Short-haul Truck	0.11
		62	Combination Long-haul Truck	0.03
21	HDDV7	51	Refuse Truck	0.01
		52	Single Unit Short-haul Truck	0.72
		53	Single Unit Long-haul Truck	0.06
		54	Motor Home	0.07
		61	Combination Short-haul Truck	0.11
		62	Combination Long-haul Truck	0.03
22	HDDV8A	51	Refuse Truck	0.02
		52	Single Unit Short-haul Truck	0.30
		53	Single Unit Long-haul Truck	0.02
		61	Combination Short-haul Truck	0.35
		62	Combination Long-haul Truck	0.31
23	HDDV8B	51	Refuse Truck	0.02
		52	Single Unit Short-haul Truck	0.30
		53	Single Unit Long-haul Truck	0.02
		61	Combination Short-haul Truck	0.35
		62	Combination Long-haul Truck	0.31
24	MC	11	Motorcycle	1.00
25	HDGB	43	School Bus	1.00
26	HDDBT	41	Intercity Bus	0.62
		42	Transit Bus	0.38
27	HDDBS	43	School Bus	1.00
28	LDDT34	31	Passenger Truck	0.42
		32	Light Commercial Truck	0.58

APPENDIX D

Transportation Control Measures (TCMs) Implementation Reports

Air Quality Conformity Analysis

National Capital Region
Transportation Planning Board

MEMORANDUM

September 11, 2014

To: **Files**

From: **Jane Posey**
Senior Transportation Engineer

Subject: **TCM Reporting: All TCMs Completed**

The transportation conformity rule and the Clean Air Act require that Transportation Control Measures (TCMs) in approved State Implementation Plans (SIPs) be implemented in a timely manner according to the schedules in the SIP. If a nonattainment or maintenance area cannot determine that TCMs are meeting the timely implementation requirement, the Long Range Plan or Transportation Improvement Program does not conform.

Table F-1 lists all TCMs included in the Washington DC- Maryland-Virginia Region's 1-Hour Ozone SIP (adopted by the Metropolitan Washington Air Quality Committee-- MWAQC on 2/19/04), the 8-Hour Ozone SIP (adopted by MWAQC on 5/23/07), and the $PM_{2.5}$ SIP (adopted by MWAQC on 3/7/2008). Following the table are TCM implementation status letters from the agencies responsible for the completion of each project. These letters confirm that all of the TCM's in Table F-1 were completed in a timely manner.

777 North Capitol Street NE, Suite 300, Washington, DC 20002-4290
Web: www.mwcog.org/tpb Phone: (202) 962-3315 Fax: (202) 962-3202

TABLE F-1
DC-MD-VA Region State Implementation Plan
TRANSPORTATION CONTROL MEASURES (TCMs)

ID	Description	Responsible Agency
DC-1	Bicycle Lane in D. C. (8 miles)	DDOT
DC-2	New CNG Powered Trash Trucks (2 Vehicles)	DDOT
DC-3	Bicycle Racks in D.C. (150 Racks)	DDOT
MD-1	Maryland Suburban Bus Replacements	MCG, PG
MD-2	Transit Parking Facilities (at Lake Forest, Tulagi, Germantown)	MDOT
MD-3	MARC Replacement/Expansion Coaches	MARC
MD-4	Bicycle Facilities	MDOT
MD-5	Park and Ride Facilities (at MD5/MD205, MD210/MD 373, I-270/MD 80)	MDOT
MD-6	Grosvenor Metro Garage (1300 spaces)	MDOT
MD-7	Maryland Park & Ride Lots (at MD 210/MD 373, I-270/ MD 124, MD 2/MD 4, MD 231/ Fairgrounds, MD 117/I-270, MD 2/MD 4)	MDOT
NV-1	Northern Virginia Districtwide Park-And-Ride Spaces (1872 spaces)	VDOT
NV-2	Transit Access Improvements (200 VRE Parking Spaces)	VDOT
NV-3	Purchase Of New Transit Buses (52 WMATA buses)	VDOT
NV-4	Improved Pedestrian Access	VDOT
NV-5	Construction of Bus Shelters (12 shelters)	City of Fairfax
NV-6	Park & Ride Spaces (3200 spaces)	VDOT
NV-7	Bicycle Lanes/Trails in Northern Virginia (12 miles)	VDOT
NV-8	Bicycle Lockers in Northern Virginia (100 lockers)	VDOT
NV-9	Hybrid Light Duty Vehicles (25 vehicles)	Fairfax County
NV-10	Bicycle Trails/Lanes in Northern Virginia (29 miles)	Arlington County P.W. County
NV-11	Sidewalk improvements in Northern Virginia (1.5 miles)	VDOT
NV-12	11 New CNG Buses in place of Diesel Buses	Arlington County
WM-1	Bicycle Racks on Buses (1458 racks)	WMATA
WM-2	ULSD; CRT Filters (886 buses)	WMATA
WM-3	CNG Buses (164 buses)	WMATA

NOTE: The projects in this list include all TCMs in the 1-Hour Ozone SIP (adopted by MWAQC 2/19/04), the 8-Hour Ozone SIP (adopted by MWAQC 5/23/07), and the $PM_{2.5}$ SIP (adopted by MWAQC on 3/7/2008).

GOVERNMENT OF THE DISTRICT OF COLUMBIA
DEPARTMENT OF TRANSPORTATION

d. Policy, Planning and Sustainability Administration

August 11, 2014

Mr. Kanti Srikanth, Director
Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

RE: Confirmation of Transportation Control Measures (TCMs) Completion

Dear Mr. Srikanth:

The Transportation Control Measures (TCMs) commitments made by the District Department of Transportation (DDOT) as a part of a regional coordinated effort to mitigate ozone emissions from on-road mobile sources have been completed as demonstrated in pervious conformity determinations. The summary of the status remains unchanged in that all TCMs committed by DDOT have been completed. Listed below are the TCM projects in our jurisdiction, completion years, and reference to the provided documentation.

ID	Description	Completion Year	Reference
DC-1	Bicycle Lanes (8 miles)	2004	DDOT internal documents
DC-2	CNG Powered Refuse Haulers (2)	2004	DDOT Letter 6/6/2004
DC-3	Bicycle Racks (150)	2004	DDOT Letter 6/6/2004

District Department of Transportation | 55 M Street, SE, Suite 400, Washington, DC 20003 | 202.673.6813 | ddot.dc.gov

Should you have any questions, please contact Mark Rawlings at (202) 671-2234 or mark.rawlings@dc.gov.

Sincerely,

Sam Zimbabwe
Associate Director

Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

August 6, 2014

Mr. Gerald Miller
Co-Director of Transportation Planning (Acting)
Transportation Planning Board
Metropolitan Washington Council of Governments
777 N. Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

Re: Confirmation of Transportation Control Measures (TCMs) Completion

Dear Mr. Miller,

The Transportation Control Measures (TCMs) commitments made by the Maryland Department of Transportation (MDOT) as part of a regional coordinated effort to mitigate ozone emissions from on-road mobile sources have been completed as demonstrated in previous conformity determinations. The summary of the status remains unchanged in that all of the TCMs that have been committed to by MDOT have been duly completed/implemented. Listed below are the TCM projects in our jurisdictional area, their completion years, and the reference to the documentation that had been provided:

ID	Description	Completion Year	Reference
MD-1	Maryland Suburban Bus Replacements	2003	MDOT letter 7/29/2003
MD-2	Transit Parking Facilities (@ Lake Forest, Tulagi, Germantown)	2003	MDOT letter 7/29/2003
MD-3	MARC Replacement/Expansion Coaches	2004	MDOT letter 7/29/2003
MD-4	Bicycle Facilities	2003	MDOT letter 7/29/2003
MD-5	Park & Ride Facilities (@ MD5/MD205, MD210/MD373, I-270/MD80	2003	MDOT letter 8/25/2004
MD-6	Grosvenor Metro Garage (1,300 spaces)	2004	Montgomery County email 7/30/2004
MD-7	Park & Ride Facilities (@ MD210/MD373, I-270/MD124, MD2/MD4, MD231/Fairgrounds, MD117/I-270, MD2/MD4)	2001	MDOT letter 9/3/2003

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076

We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to me at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us.

Thank You,

Lyn Erickson

Lyn Erickson, Manager
Office of Planning and Capital Programming

Attachment

cc: Mr. Donald A. Halligan, Director, Office of Planning and Capital Programming
Maryland Department of Transportation
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming
Maryland Department of Transportation
Michael W. Nixon, Manager, Office of Planning and Capital Programming
Maryland Department of Transportation
Mr. Howard Simons, Air Quality Specialist, Office of Planning and Capital Programming
Maryland Department of Transportation

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
4975 Alliance Drive
Fairfax, VA 22030

CHARLES A. KILPATRICK, P.E.
COMMISSIONER

August 21, 2014

Mr. Kanathur Srikanth
Director of Transportation Planning
Transportation Planning Board
Metropolitan Washington Council of Governments
777 N. Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

Re: Confirmation of Transportation Control Measures (TCMs) Completion

Dear Mr. Srikanth,

The Transportation Control Measures (TCMs) commitments made by our agency as part of a regional coordinated effort to mitigate ozone emissions from on-road mobile sources have been completed in a timely manner and consistent with the agreed upon schedule. Listed below are the TCM projects in our jurisdictional area and their completion years:

ID	Description	Completion Year
VA-1	Northern Virginia Districtwide Park & Ride Facilities (1,872 Parking Spaces)	1996-1999
VA-2	Transit Access Improvements (200 VRE Parking Spaces)	1994 & 2002
VA-3	Purchase of New Transit Buses (52 WMATA Buses)	1995-1996
VA-4	Improved Pedestrian Access	2001-2004
VA-5	Construction of Bus Shelters (12 Shelters)	2000-2004
VA-6	Park & Ride Facilities (3,200 Parking Spaces)	2000-2002
VA-7	Northern Virginia Bicycle Lanes/Trails (12 miles)	1999-2003
VA-8	Northern Virginia Bicycle Lockers (100 Lockers)	1997-2002
VA-9	Hybrid light Duty Vehicles purchase (25 Vehicles)	2002-2003
VA-10	Northern Virginia Bicycle Lanes/Trails (29 miles)	2000-2003
VA-11	Northern Virginia Sidewalk Improvements (1.5 miles)	2001-2003
VA-12	CNG Bus Replacements for Diesel Buses (11 Vehicles)	2002-2003

Thank you for the TPB's cooperation assistance and cooperation. Please contact me if you need any additional information.

Sincerely,

Norman Whitaker, AICP
Transportation Planning Manager
C: Maria Sinner, P.E.

August 5, 2014

Mr. Gerald Miller
Co-Director of Transportation Planning (Acting)
Transportation Planning Board
Metropolitan Washington Council of Governments
777 N. Capitol Street, N.E., Suite 300
Washington, D.C. 20002-4239

Re: Confirmation of Transportation Control Measures (TCMs) Completion

Dear Mr. Miller,

The Transportation Control Measures (TCMs) commitments made by our agency as part of a regional coordinated effort to mitigate ozone emissions from on-road mobile sources have been completed in a timely manner and consistent with the agreed upon schedule. Listed below are the TCM projects in our jurisdictional area and their completion years:

ID	Description	Completion Year
WM-1	Bicycle Racks on Buses (1,458 Racks)	2004
WM-2	Ultra Low Sulfur Diesel Fuel with CRT Filters (886 Buses)	2004
WM-3	CNG Buses Purchase (164 Buses)	2004

Sincerely,

Shyam Kannan
Managing Director
Office of Planning

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, D.C. 20001
202/962-1234

By Metrorail:
Judiciary Square-Red Line
Gallery Place-Chinatown
Red, Green and Yellow Lines

A District of Columbia Maryland and Virginia Transit Partnership

APPENDIX E

Interagency Consultation and Public Involvement Process

Air Quality Conformity Analysis

National Capital Region
Transportation Planning Board

TPB Public Comment Procedures and Opportunities Related the Air Quality Conformity Planning Process

As described in the 2020 update to the *TPB Participation Plan* (see Appendix A of this plan), it is the policy of the TPB to carry out the following public involvement activities with respect to air quality conformity regulations governing TPB plans and programs.

PUBLIC COMMENT PERIODS

Public comment periods will be governed by the following procedures:

- For federally required plans and programs, including the Long-Range Transportation Plan (called Visualize 2045), the Transportation Improvement Program (TIP), the Public Participation Plan, associated air quality conformity analyses, and other documents, the following procedures are conducted, per federal requirements, at a minimum:
  - The length of public comment periods will be as follows:
    - A period of at least 45 days prior to the approval of the Public Participation Plan;
    - A period of at least 30 days prior to the approval of all other federally required plans and programs.
  - Development and consideration of written responses to comments received.
  - The TPB shall provide an additional opportunity for public comment if the final Long- Range Transportation Plan or TIP differs significantly from the version that was made available for public comment by the TPB and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.
  - When significant written and oral comments are received on the draft Long-Range Transportation Plan and TIP (including the financial plans) as a result of the participation process in this section or the interagency consultation process required under the EPA transportation conformity regulations (40 CFR part 93), a summary, analysis, and report on the disposition of comments shall be made as part of the final Long-Range Transportation Plan and TIP.

- For major regional plans and policy documents that are not specifically governed by federal requirements, the following procedures are followed:
  - Public comment period of at least 30 days prior to the approval of documents.
  - Development and consideration of written responses to comments received.
  - The TPB shall provide an additional opportunity for public comment, if the final plan or policy document differs significantly from the version that was made available for public comment by the TPB and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts.

- For other Action Items before the TPB, the following participation procedures will be conducted at a minimum:
  - Materials will be posted electronically (on the TPB website and announced by email notification) six days before the TPB meeting.
  - Materials will be reviewed at the TPB Technical Committee by representatives from regional jurisdictions.

ONGOING OPPORTUNITIES TO COMMENT

For other items and activities, the TPB provides an opportunity for public comment via mail, email, and on the TPB website. The TPB also provides access to documents in advance of all meetings to provide an opportunity to comment.

To ensure that reasonable public access is provided to technical and policy information used in the TPB process, members of the public will be invited to review reports and other technical information (other than proprietary software or legally confidential data).

The TPB will encourage dissemination of information through the following means:

- Post all publicly available TPB documents on the TPB website, and otherwise seek opportunities to make suitable reports and technical information available through the TPB website.
- Distribute relevant reports and technical information free of charge at meetings of the TPB and its committees and subcommittees.

OPEN PUBLIC MEETINGS

The TPB will invite members of the public to participate in the review of technical work programs and analysis through attendance at meetings of the TPB Technical Committee and other TPB subcommittees, and at regular monthly meetings of the TPB.

To provide opportunities for public participation at these meetings, the TPB will use the following methods:

- A period of time will be dedicated at the beginning of each TPB meeting for public comment on transportation issues under consideration by the TPB and provide follow-up acknowledgment and response as appropriate.
- At least one formal public meeting will be conducted during the development process for the TIP.
- When possible, all meetings will occur at the MWCOG offices located at 777 N. Capitol St NE. These facilities are ADA-compliant, provide assisted hearing technology, and are accessible by fixed-route transit.
- Meetings may also be hold online, or in a hybrid in-person / online format. When a meeting has an online component, information needs to be made available describing how the public can join the meeting and documentation provided before or during the meeting needs also to be available online. Such online meeting opportunities may become particularly necessary in times of national crisis, such as the pandemic of 2020.

TPB Consultation and Public Comment Opportunities for the Air Quality Conformity Analysis of Visualize 2050 and the FY2026-2029 Transportation Improvement Program (TIP)

The following lists TPB consultation and public comment opportunities during the air quality conformity analysis:

- January 6, 2023 TPB Technical Committee presentation on the Technical Inputs Solicitation Policy Guide and Process used by the TPB covering project submissions for Visualize 2050 and the FY2026-2029 TIP, including the project inputs for the conformity analysis.
- February 3, 2023. TPB Technical Committee final presentation of the Draft Technical Inputs Solicitation and Plan Development Kickoff. By June 30, 2023 preliminary inputs for Visualize 2050 and Air Quality Conformity analysis are due for review and internal coordination.
- February 15, 2023 – Opportunity for the public comment at the TPB meeting.
- February 15, 2023 – At the TPB monthly meeting, the Visualize 2050 technical inputs solicitation containing the process and schedule for the plan (including conformity) was approved.
- April 19, 2023 – Opportunity for the public comment at the TPB meeting.
- April 19, 2023 – At the TPB monthly meeting, an updated schedule for Visualize 2050, including conformity, was presented and approved by the board.
- November 11, 2023 – Opportunity for the public comment at the TPB meeting.
- November 11, 2023 – At the TPB monthly meeting the board was briefed on the development of Visualize 2050, including conformity.
- December 15, 2023, monthly conformity consultation email referenced an information item in which the Board will be briefed on a summary of the outcomes of the February 15-November 30, 2023 public engagement conducted in preparation for Visualize 2050. In addition, the Visualize 2050 schedule was changed due to uncertainties with a few of the major projects in our region - the express lanes system in Maryland and the WMATA transit system.
- December 20, 2023 – Opportunity for the public comment at the TPB meeting.
- December 20, 2023, At the TPB monthly meeting, the board will receive a briefing summarizing the outcomes of the February 15-November 30, 2023 public engagement conducted in preparation for Visualize 2050.

- March 1, 2024 TPB Technical Committee presentation and memorandum on the Public Comment Materials Package for projects proposed for inclusion in the Air Quality Conformity analysis of Visualize 2050 and Air Quality Conformity Analysis Scope of Work. Public comment period was March 1 – 30.
- March 1-30, 2024 - A MetroQuest public comment form is made available to facilitate public engagement and input for the Air Quality Conformity Public Comment Period.
- March 1, 2024 - Washington Post newspaper ad was published announcing the public comment period.
- March 2, 2024 - The AFRO News newspaper ad was published announcing the public comment period.
- March 1, 2024 - The Washington Hispanic newspaper ad was posted in Spanish. announcing the public comment period.
- March 1 - 30, 2024 – Comment form was available on the homepage of the Visualize 2050 website. In addition to the homepage, the form was mentioned on the following pages of the Visualize 2050 website: About Visualize 2050, Comment, Ambassador Kit, Plan Goals, and Plan Development.
- March 1-30, 2024 - Links to the comment form and instructions on how the public can comment by form, email, phone, or letter were added to the Visualize 2050 website. A link to the comment form was available on each webpage through a sitewide banner.
- March 1-30, 2024 – Visualize 2050 (including conformity) updates were posted daily from one or more of the TPB accounts: Bluesky, Facebook, Instagram, and X/Twitter. Both English and Spanish messages were posted using the Visualize 2050 logo or a specialized graphic with the visualize2050.org URL and #Visualize2050. TPB staff boosted a Facebook post regarding the comment period with a link to the Visualize 2050 website. The boosted post was targeted to Facebook users within a 30-mile radius of the District of Columbia.
- March 1-30, 2024 – Posts were shared from the COG LinkedIn account using the Visualize 2050 logo.
- News about the comment period was shared in mid-October through the COG Connections, TPB News, and Commuter Connections newsletters, with a total delivery reach of over 26,000 subscribers.

- March 1-30, 2024 - The following TPB members and partner organizations posted or shared comment period materials:
    - Arlington County
    - Arlington County Dept. Environmental Services
    - Bike Arlington
    - DASH Bus (Alexandria)
    - Fairfax County
    - Fairfax County Transportation
    - Fredericksburg Area MPO
    - City of Greenbelt
    - Greater Washington Board of Trade
    - Northern Virginia Transportation Authority
    - Virginia DOT - Northern Virginia
    - Virginia Railway Express
- March 15, 2024, monthly conformity consultation email referenced an information item in which the Board will be briefed on project inputs and the draft scope of work for the air quality conformity analysis for the Visualize 2050 national capital region transportation plan and the FY 2026-2029 Transportation Improvement Program (TIP) and work session recap.
- March 19, 2025 - Opportunity for the public comment at the TPB meeting.
- March 21, 2024 – Opportunity for the public comment at the TPB meeting.
- March 21, 2024 – A TPB work session was held, and a presentation given at the TPB monthly meeting discussing the draft technical inputs for the air quality conformity analysis of Visualize 2050 and FY 2026-2029 transportation improvement program.
- April 5, 2024—The TPB Technical Committee received a presentation and memorandum on the Visualize 2050 March Comment Period Summary and Updates for Air Quality Conformity. This included an overview of the public comments and changes made to the draft regionally significant for Air Quality Conformity (RSAC) project list.
- April 12, 2024, monthly conformity consultation email referenced an information item which the Board will be brief on a summary and all the comments in response to the technical inputs submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) process.
- April 17, 2024 – Opportunity for the public comment at the TPB meeting.
- April 17, 2024 – At the TPB monthly meeting, a briefing was given on the comments received during the March 1-30 public comment period on the draft project inputs and scope of work for the air quality conformity analysis of Visualize 2050 and the FY 2026-2029 TIP.
- May 3, 2024 - TPB Technical Committee presentation that included updates to Air Quality Conformity Project Inputs Table and to the Air Quality Conformity Scope of Work.
- May 10, 2024, monthly conformity consultation email referenced a Board action is adoption of Visualize 2050 Plan and FY 2026-2029 Transportation Improvement Program (TIP), upon completion of the air quality conformity and system performance analysis.
- May 15, 2024 – Opportunity for the public comment at the TPB meeting.

- May 15, 2024 – At the TPB monthly meeting, the Board approved the project inputs for the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP, electing to remove the I-95/I-495 Southside Express Lanes Project from R12-2024 to allow more time to consider this project's inclusion in the analysis.
- June 14, 2024, monthly conformity consultation email referenced an action item in which the Board will act on R13-2024 to approve the inclusion of the I-95/I-495 Southside Express Lanes in the analysis.
- June 20, 2024 – Opportunity for the public comment at the TPB meeting.
- June 20, 2024 – At the TPB Monthly Meeting, a resolution was passed that amended the Air Quality Conformity Analysis Scope of Work and directing staff to conduct two alternative sets of regional air quality conformity analysis: one without the I-495 Southside Express Lanes project and a second set including the project. The TPB will take action to approve the air quality conformity analysis and adopting Visualize 2050 and FY 2026-2029 TIP at its December 17, 2025, meeting.
- March 19, 2025 – At the TPB Monthly Meeting, a presentation was given on Visualize 2050 and the FY 2026-2029 TIP providing an overview and status of key activities, the structure and basic contents of the plan and related documents, the remaining schedule through plan adoption, and the redesigned Visualize 2050 website. This included an update on the conformity effort and schedule.
- April 15, 2025 – at the TPM Monthly Meeting an update on the I-495 southside express lanes (SEL) project was provided.
- July 2, 2025 - TPB Technical Committee presentation on the draft findings of the air quality conformity analysis and the implications of including/not including the I-496 Southside Express Lanes project.
- July 11, 2024, the conformity consultation email announced that TPB staff would present the air quality conformity analysis results with and without the I-495 southside express lanes project in June 2024, as directed by the TPB.
- July 16, 2025 - Opportunity for the public comment at the TPB meeting.
- July 16, 2025 – At the TPB Monthly Meeting, a presentation was given that included the finalization of project inputs for the air quality conformity analysis and the technical analysis results for the air quality conformity analysis.
- On September 12, 2025, the draft conformity results with and without the I-495 Southside Express Lanes (SEL) were presented to MWAQC-TAC.
- On September 24, 2025, the draft conformity results with and without the I-495 Southside Express Lanes (SEL) were presented to MWA.
- October 17, 2025 - The Washington Hispanic newspaper ad was posted in Spanish. announcing the public comment period for the Conformity Report, Visualize 2050, and the FY 2026-2029 TIP.
- October 22, 2025 - The Visualize 2050 website (the site for the metropolitan transportation plan update) was updated and included a copy of the draft Air Quality Conformity Analysis Report of Visualize 2050 and the FY 2026-2029 TIP for public comment.

- October 23, 2025 & November 6, 2025 - Washington Post newspaper ads were published announcing the public comment period for the Conformity Report, Visualize 2050, and the FY 2026-2029 TIP.
- October 24, 2025 - The AFRO News newspaper ad was published announcing the public comment period for the Conformity Report, Visualize 2050, and the FY 2026-2029 TIP.
- October 23 – November 21, 2025 – A comment form, email address and phone number were made available on the Visualize 2050 website to allow for comments from the public to be received. In addition to the homepage, the form was mentioned on the following pages of the website: About Visualize 2050, Comment, Ambassador Kit, Plan Goals, and Plan Development.
- October 23 – November 21, 2025 – Visualize 2050 updates have been posted daily from one or more of the TPB accounts: Bluesky, Facebook, Instagram, and X/Twitter. TPB staff boosted a Facebook post discussing the comment period with a link to the Visualize 2050 website. The boosted post was targeted to Facebook users within a 30-mile radius of the District of Columbia
- Mid-October - News about the comment period was shared through the COG Connections, TPB News, and Commuter Connections newsletters, with a total delivery reach of over 26,000 subscribers.
- November 5, 2025 – A TPB News Release publicized the public comment period for the conformity document, along with the Visualize 2050 plan and the FY 2026-2029 TIP

SAMPLE: TPB Monthly Consultation Memo

From: Robert dAbadie
To: Robert dAbadie
Bcc: **Subject:** TPB Conformity Consultation
Date: Friday, July 11, 2025 12:05:00 PM
Attachments: image001.png
image002.png

This is the monthly letter relating to air quality conformity consultation with respect to TPB plans and programs. If you would like to be removed from this mailing list, please email Robert d'Abadie at rdabadie@mwcog.org with your request.

Below is the July 2025 Consultation letter regarding TPB plans and programs.

National Capital Region
Transportation Planning Board

This memo transmits the agenda for the TPB meeting, which is relevant to the TPB consultation regarding air quality conformity.

The July TPB agenda items relevant for transportation conformity and consultation are identified below.

> Item 7 is an informational item in which TPB staff will present information to assist the TPB with their decision in *October* to finalize the regionally significant project inputs for Visualize 2050. In June 2024, the Board requested two sets of conformity analysis be conducted, one without and another with the I-495 Southside Express Lanes (SEL) project. TPB staff will highlight what has been approved thus far, the results of the air quality conformity analyses, other mobile source emissions analyses, and some measures from the 2050 system performance analysis. Additionally, VDOT staff will present information on the I-495 SEL project, the preferred alternative, and the next steps in the environmental review process. In October, the TPB will vote on which set of conformity analysis will be included, with or without the SEL project.

You are welcome to watch and listen to live video of the TPB meeting and access meeting materials at https://www.mwcog.org/events/2025/7/16/transportation-planning-board/.

National Capital Region
Transportation Planning Board

TRANSPORTATION PLANNING BOARD

Wednesday, July 16, 2025
12:00 P.M. - 2:00 P.M.

In-Person Meeting

AGENDA

12:00 P.M. **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
James Walkinshaw, TPB Chair

Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing written comments to TPBcomment@mwcog.org with the subject line "Item 1 Public Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, July 15, 2025 to be relayed to the board at the meeting.

12:15 P.M. **2. APPROVAL OF THE JUNE 18, 2025 MEETING MINUTES**
James Walkinshaw, TPB Chair

12:20 P.M. **3. TECHNICAL COMMITTEE REPORT**
Victor Weissberg, TPB Technical Committee Chair

12:25 P.M. **4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**
Daniel Papiernik, CAC Chair
Laura Bachle, TPB Transportation Planner

12:35 P.M. **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director

This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.

12:45 P.M. **6. CHAIRMAN'S REMARKS**
James Walkinshaw, TPB Chair

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.
Visit www.mwcog.org/accommodations or call (202) 962-3300 or (202) 962-3213 (TDD).

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
777 NORTH CAPITOL STREET NE, SUITE 300, WASHINGTON, DC 20002 MWCOG.ORG/TPB (202) 962-3200

NOTICE ITEM

12:50 P.M. 7. **VISUALIZE 2050 FINALIZATION OF PROJECT INPUTS FOR THE AIR QUALITY CONFORMITY ANALYSIS AND A PRESENTATION FROM VDOT ON THE I-495 SOUTHSIDE EXPRESS LANES PROJECT PREFERRED ALTERNATIVE**

Cristina Finch, TPB Transportation Planner
Rob d'Abadie, TPB Transportation Engineer
Sergio Ritacco, TPB Transportation Planner
Michelle Shropshire, VDOT Megaprojects Director

TPB staff will present information to assist the TPB with their decision in October to finalize the regionally significant project inputs for Visualize 2050. In June 2024, the Board requested two sets of conformity analysis be conducted, one without and another with the I-495 Southside Express Lanes (SEL) project. TPB staff will highlight what has been approved thus far, the results of the air quality conformity analyses, other mobile source emissions analyses, and some measures from the 2050 system performance analysis. Additionally, VDOT staff will present information on the I-495 SEL project, the preferred alternative, and the next steps in the environmental review process. In October, the TPB will vote on which set of conformity analysis will be included, with or without the SEL project.

2:00 P.M. 8. **ADJOURN**

The next meeting is scheduled for Wednesday October 15, 2025.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:
www.mwcog.org/TPBmtg

Afro-American March 1, 2024

COMMENT ON DRAFT REGIONALLY SIGNIFICANT PROJECTS AND AIR QUALITY ANALYSIS SCOPE OF WORK FOR THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM THROUGH MARCH 30, 2024. The National Capital Region Transportation Planning Board (TPB) is developing the next National Capital Region Transportation Plan, Visualize 2050, and the FY 2026-2029 Transportation Improvement Program (TIP). On Friday, March 1, 2024, the TPB released for public comment the draft regionally significant projects proposed for Visualize 2050 and the TIP along with the draft Air Quality Analysis Scope of Work. The 30-day public comment period will close at midnight on Saturday, March 30, 2024. The TPB will be asked to approve the draft regionally significant projects and the Air Quality Analysis scope of work including the noted land use inputs at their meeting on May 15, 2024, as a key milestone in the TPB's transportation planning and programming process. These materials are available for review online at www.mwcog.org/tpbcomment and more information about this effort is available at www.visualize2050.org. The financial plan of Visualize 2050 and the TIP includes a subset of transportation projects in the region that use federal funding or any projects of regional significance that may impact the attainment of air quality standards with respect to the air quality requirements under the 1990 Clean Air Act Amendments. Regionally significant projects that may impact air quality mainly relate to roadway or transit capacity such as roadway widenings, extensions, or lane reductions, new high-occupancy vehicle (HOV) or express toll lanes, and transit capacity expansion. Minor roadway/bicycle/pedestrian/transit improvements are not included in the air quality analysis and are not part of this comment period. These projects will be implemented using revenue sources that are already committed, available, or reasonably expected to be available in the future. Comments may be submitted by any of the following means: Online: www.mwcog.org/TPBcomment Write: Christina Henderson, Chair National Capital Region Transportation Planning Board Metropolitan Washington Council of Governments 777 North Capitol Street NE, Suite 300 Washington, DC 20002 Email: TPBComment@mwcog.org subject line: March 2024 Public Comment on Visualize 2050 Telephone: (202) 962-3774 to leave a 3-minute voice mail The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

Washington Hispanic March 1, 2024

COMENTE SOBRE LOS PROYECTOS SIGNIFICATIVOS REGIONALES Y EL ALCANCE DEL ANÁLISIS DE CALIDAD DEL AIRE PARA EL TRABAJO EN EL PLAN DE TRANSPORTE DE LA REGIÓN DE LA CAPITAL NACIONAL VISUALIZE 2050 Y EL PROGRAMA DE MEJORAMIENTO DEL TRANSPORTE PARA EL AÑO FISCAL 2026-2029 HASTA EL 30 DE MARZO DE 2024. La Junta de Planificación de Transporte de la Región de la Capital Nacional (TPB) está desarrollando el próximo Plan de Transporte de la Región de la Capital Nacional, Visualize 2050, y el Programa de Mejoramiento del Transporte (TIP) para el año fiscal 2026-2029. El viernes 1 de marzo de 2024, la TPB publicó para comentarios del público los proyectos significativos regionales propuestos para Visualize 2050 y el TIP junto con el borrador del Alcance del Análisis de Calidad del Aire. El período de comentarios públicos de 30 días se cerrará a medianoche el sábado 30 de marzo de 2024. Se pedirá a la TPB que apruebe los proyectos significativos regionales y el alcance del análisis de calidad del aire, incluyendo las entradas de uso del suelo señaladas en su reunión del 15 de mayo de 2024, como un hito clave en el proceso de planificación y programación del transporte de la TPB. Estos materiales están disponibles para revisión en línea en www.mwcog.org/tpbcomment y más información sobre este esfuerzo está disponible en www.visualize2050.org. El plan financiero de Visualize 2050 y el TIP incluye un subconjunto de proyectos de transporte en la región que utilizan fondos federales o cualquier proyecto de importancia regional que pueda impactar el logro de los estándares de calidad del aire con respecto a los requisitos de calidad del aire bajo las Enmiendas de la Ley de Aire Limpio de 1990. Los proyectos significativos regionales que pueden impactar la calidad del aire se relacionan principalmente con la capacidad de carreteras o tránsito, como ensanches de carreteras, extensiones o reducciones de carriles, nuevas vías para vehículos de alta ocupación (HOV) o carriles de peaje exprés, y expansión de la capacidad de tránsito. Las mejoras menores de carreteras/bicicletas/peatones/tránsito no están incluidas en el análisis de calidad del aire y no son parte de este período de comentarios. Estos proyectos se implementarán utilizando fuentes de ingresos que ya están comprometidas, disponibles o que se espera razonablemente que estén disponibles en el futuro. Los comentarios pueden ser enviados por cualquiera de los siguientes medios: En línea: www.mwcog.org/TPBcomment Escribir a: Christina Henderson, Presidenta Junta de Planificación de Transporte de la Región de la Capital Nacional Consejo Metropolitano de Gobiernos de Washington 777 North Capitol Street NE, Suite 300 / Washington, DC 20002 Correo electrónico: TPBComment@mwcog.org Asunto: Comentario Público de Marzo 2024 sobre Visualize 2050 Teléfono: para dejar un mensaje de voz de 3 minutos (202) 962-3774 El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener

Washington Post March 1, 2024

COMMENT ON DRAFT REGIONALLY SIGNIFICANT PROJECTS AND AIR QUALITY ANALYSIS SCOPE OF WORK FOR THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM THROUGH MARCH 30, 2024.

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These materials are available for review online at www.mwcog.org/tpbcomment and more information about this effort is available at www.visualize2050.org.

The financial plan of Visualize 2050 and the TIP includes a subset of transportation projects in the region that use federal funding or any projects of regional significance that may impact the attainment of air quality standards with respect to the air quality requirements under the 1990 Clean Air Act Amendments. Regionally significant projects that may impact air quality mainly relate to roadway or transit capacity such as roadway widenings, extensions, or lane reductions, new high-occupancy vehicle (HOV) or express toll lanes, and transit capacity expansion. Minor roadway/bicycle/pedestrian/transit improvements are not included in the air quality analysis and are not part of this comment period. These projects will be implemented using revenue sources that are already committed, available, or reasonably expected to be available in the future.

Comments may be submitted by any of the following means:

Online: www.mwcog.org/TPBcomment
Write: Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002
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TPB News- January 2023 TPB Meeting Recap: FY2024 Unified Planning Work Program and Visualized 2050
February 1, 2023

NOTICE ITEM

visualize 2050

Visualize 2050: Draft Technical Inputs Solicitation

Lyn Erickson presented information on the Visualize 2050 Technical Inputs Solicitation (TIS). The TIS defines the process and schedule for upcoming long-range transportation plan development, air quality analysis, and development of the 2025-2028 Transportation Improvement Program (TIP). The board will be asked to approve the draft TIS document at its February 15 meeting.

Upon February approval, the Visualize 2050 plan process begins with the following steps:

- February 15, 2023 – TPB publishes a list of exempt (funded) and non-exempt (current project list reorganized) projects. Public comment on the projects will be forwarded to the agencies submitting projects.
- Spring 2023 – TPB staff will facilitate meetings with TPB board members and technical agency staff to discuss potential inputs.
- June 30, 2023 – Preliminary inputs are due to TPB staff for the Visualize 2050 long-range transportation plan and the Air Quality Conformity analysis
- September 2023 – Public comment period on plan inputs/air quality analysis and Air Quality Conformity scope of work

Sakina Khan, District Office of Planning Deputy Director for Citywide Strategy & Analysis, asked how Visualize 2050 is different from Visualize 2045 and what aspect of the plan is being updated. Srikanth responded that the financially constrained element of the plan is being updated at this time. He said that this update of Visualize 2045 would be different and new because it includes a reexamination of all projects and repopulation of the plan with projects more reflective of the TPB's policy priorities and findings of its previous scenario analysis. Srikanth commented that Visualize 2050 would represent extension of the horizon year of the plan to 2050 and use a new round of Cooperative Forecast, 10.0. He said that newer policy priorities such as the current TPB-adopted Aspirational Initiatives and climate change strategies will carry over to Visualize 2050.

Committee Reports

TPB Technical Committee, TPB Community Advisory Committee, Steering Committee, and Director's reports from January are available on the January TPB meeting page.

The TPB recognized Ashley Hutson for serving as TPB Community Advisory Committee Chair from 2021-2022. In thank you remarks to the board, Hutson said that she is "hopeful that the connections between the TPB and the CAC will continue to strengthen in the coming years."

Director's Report

TPB Staff Director Kanti Srikanth announced that the application period is open through March 3 for the Transportation Land-Use Connections (TLC) Program and the Regional Roadway Safety Program (RRSP). Both programs have the same application timelines and one application form. New for this year is that planning projects are now eligible to receive up to $80,000 in technical assistance, an increase of $20,000 from previous years.

Srikanth also shared an Environmental Protection Agency (EPA) final rulemaking "Control of Air Pollution from New Motor Vehicles: Heavy-Duty Engine and Vehicle Standards." This final rule adopts new, stronger emissions standards to reduce nitrogen oxide (NOx) emissions from heavy-duty vehicles and engines beginning with Model Year 2027. The rule, supported by a TPB letter to the federal docket, is the first of three major actions being taken under EPA's "Clean Trucks Plan." According to a TPB staff memo, the EPA estimates that by 2045, heavy-duty Nitrogen oxides (NOx) emissions will be almost 50 percent lower than they would have been without the new rule.

Also in the Director's Report is a list of 2023 TPB Board, TPB Technical Committee, and TPB Steering Committee meeting dates. 2023 TPB board meetings currently scheduled for **virtual** format are the February, September, and November meetings.

Srikanth welcomed new COG Executive Director Clark Mercer. It is anticipated that Director Mercer will address the TPB at its March meeting.

NEXT MEETING

The next TPB meeting is scheduled for February 15 at 12:00 P.M. The February meeting will be virtual. A YouTube livestream option is available for all TPB board meetings.

January 2023 TPB meeting recap: Community Advisory Committee appointments, FY 2024 Unified Planning Work Program, and Visualize 2050 - TPB News - News | Metropolitan Washington Council of Governments (mwcog.org)

TPB News- January 2023 TPB Meeting Recap: Visualize 2050 February 1, 2023

NOTICE ITEM

visualize 2050

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January 2023 TPB meeting recap: Community Advisory Committee appointments, FY 2024 Unified Planning Work Program, and Visualize 2050 - TPB News - News | Metropolitan Washington Council of Governments (mwcog.org)

TPB News- TPB Launches Visualize 2050 Long-Range Transportation Plan Update
February 14, 2023

Metropolitan Washington Council of Governments

MEDIA ADVISORY

TPB to launch Visualize 2050 long-range transportation plan update

Plan update occurring two years early to align with goals related to climate change, equity

Washington, D.C. (February 14, 2023) – At its upcoming meeting on February 15, officials on the National Capital Region Transportation Planning Board (TPB) will launch the process to update its long-range transportation plan (LRTP) and shift the region's focus from its current long-range plan, *Visualize 2045* to *Visualize 2050*.

Through the approval of a Technical Inputs Solicitation (TIS) document, the process will begin for jurisdictions to submit projects, programs, and policies for potential inclusion in the plan. The planning process will also include a re-examination of current projects and policies for the update.

Federal regulations require an update to the LRTP every four years, with the last update to *Visualize 2045* approved by the TPB in June 2022. *Visualize 2050* will be undertaken ahead of this schedule and is anticipated to be complete by December 2024. The TPB is urging its member transportation agencies to re-examine the current list of projects planned for implementation and make changes to better advance the region's goals and priorities -- including its aspirational initiatives, equity, and the reduction of greenhouse gas emissions. The federal government requires that the TPB, as the region's Metropolitan Planning Organization (MPO), ensures its long-range transportation plan demonstrates both the financial viability of projects and conformity with federal air quality standards.

MORE:
For the agenda, a live video stream, and other meeting materials, visit the event page.

WHAT:
Monthly meeting of the Transportation Planning Board

WHEN:
Wednesday, February 15, 2023
12:00 P.M. – 2:00 P.M.

WHERE:
This meeting will be held virtually and live-streamed on the event page.

WHO:
Reuben Collins, TPB Chair; Charles County Commissioner President;
Kanti Srikanth, TPB Staff Director;
Lyn Erickson, TPB Plan Development and Coordination Program Director

CONTACT:
Lindsey Martin: lmartin@mwcog.org, (202) 962-3209

The Transportation Planning Board at COG is the regional transportation planning organization for the Washington region. It includes local governments, state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), and members of the Maryland and Virginia General Assemblies.

Transportation Planning Board - Transportation - Events | Metropolitan Washington Council of Governments (mwcog.org)

TPB Twitter-The Officially Kicked Off Visualize 2050-The Region's Long-Range Transportation Plan Update

February 15, 2023

(3) COG (@MWCOG) / Twitter

TPB News- TPB Meeting recap on Visualize 2050 March 15, 2023

TPB NEWS

February 2023 TPB meeting recap: Visualize 2050, TPB and Commuter Connections Work Programs

Mar 15, 2023

Alexandria, Virginia viewed from the George Washington Masonic National Memorial (Ben Schumin/Flickr)

On February 15, the TPB approved the TPB's Technical Inputs Solicitation document to kick off Visualize 2050, the long-range transportation plan update to Visualize 2045. In addition, the board received briefings on the draft Fiscal Year (FY) 2024 Unified Planning Work Program (UPWP), the draft FY 2024 Commuter Connections program, and a presentation on the U.S. Department of Defense Office of Local Defense Community Cooperation (OLDCC) Military Installation Resilience Review Program.

Meeting agenda, materials, and recording

CHAIRMAN'S REMARKS

TPB Chair Reuben Collins II commented on development of the long-range transportation plan and noted that the plan has a transparent process that listens to concerns to the member agencies, provides an opportunity to further discuss what the plan looks like, and opportunity for members to participate in what they would like the plan to be. All agencies will be asked to reexamine every project and resubmit projects that will better advance the region's goals of improving mobility, increasing transit ridership, advancing equity, and addressing climate change. Chair Collins stated, "With today's action, the process of updating the plan will begin."

ACTION ITEM

visualize 2050

Visualize 2050: Technical Inputs Solicitation Approval

The TPB Board unanimously approved the TPB's draft Technical Inputs Solicitation (TIS) document that kickstarts the long-range plan update process. With the approval of the TIS, TPB staff will provide a list of current plan projects, programs, and policies to TPB member agencies for their re-examination and resubmission for the Visualize 2050 plan after the agencies evaluate whether projects are consistent with the TPB's regional planning priorities. More details about the Visualize 2050 process and the Technical Inputs Solicitation is available in the TPB News feature "TPB kicks off Visualize 2050 long-range transportation plan update with Technical Inputs Solicitation process."

The TPB's complete Q and A discussion of the Technical Inputs Solicitation begins at the 51:30 mark of the posted YouTube recording of the February 15 meeting.

The Visualize 2050 plan process begins with the following steps:

February 15, 2023 – The TPB published a list of exempt (funded) and non-exempt (current project list reorganized) projects. Public comment on the projects will be forwarded to the agencies submitting projects.

March 2023 – TPB staff will schedule listening sessions with TPB board members and technical agency staff to discuss potential inputs. A project feedback form is available for those who would like to provide input on individual projects. Provide feedback.

June 30, 2023 – Preliminary inputs are due to TPB staff for the Visualize 2050 long-range transportation plan and the Air Quality Conformity analysis.

[February 2023 TPB meeting recap: Visualize 2050, TPB and Commuter Connections Work Programs - TPB News - News | Metropolitan Washington Council of Governments (mwcog.org)]

Public Comment Period March 1, 2024 to March 30, 2024

VISUALIZE 2050

National Capital Region Transportation Plan

March 1-30, 2024, Public Comment Opportunity

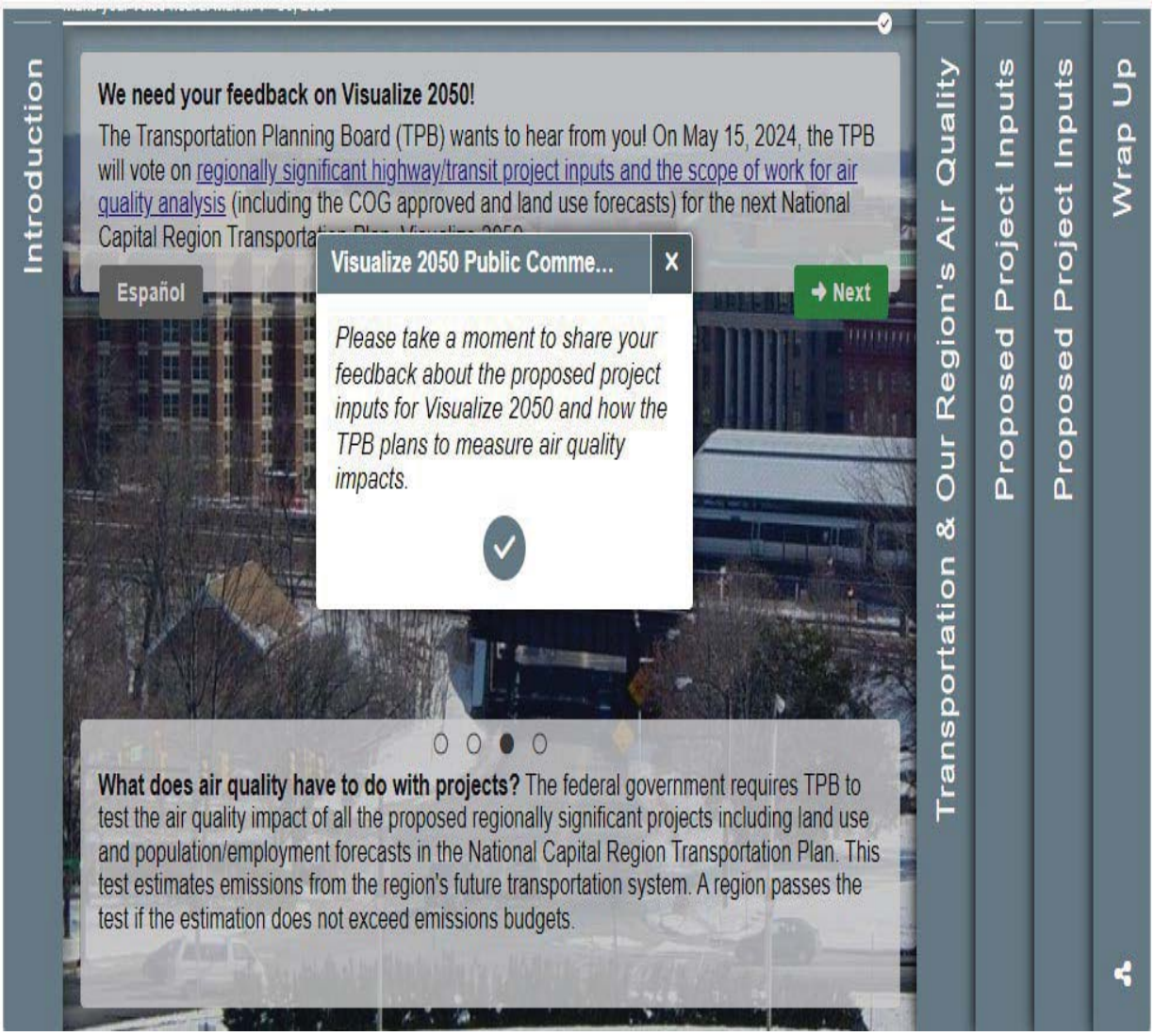
Supplementary Material to Explain Draft Regionally Significant for Air Quality Projects (to be completed in 2026 or later)
for Inclusion in Air Quality Analysis of Visualize 2050 and the FY 2026-2029 Transportation Improvement Program as Provided by TPB Member Agencies

TPB Project Title	Cost	Completion Year	Project Type	Safety	Maintenance	Reliability	Affordable and Convenient	Efficient System Operations	Environmental Protection	Resilient Region	Livable and Prosperous Communities
Viers Mills Road New BRT Expansion from Montgomery College, Rockville to Wheaton Metro Station	$167,358,000	2030	New BRT Expansion	☑	☑	☑	☑	☑	☑	☑	☑
Virginia											
Alexandria Passenger Rail Track Expansion	$185,000,000	2026	Rail Expansion	☑	☑	☑	☑	☑	☑		☑
Broad Run Track Expansion	$130,464,180	2027	Rail Expansion	☑	☑	☑	☑		☑	☑	☑
Crystal City Transitway Expansion from Crystal City Metro Station to Pentagon City Mero Station	$25,336,000	2026	BRT Expansion	☑		☑	☑	☑	☑	☑	☑
DASH Service Expansion throughout the City of Alexandria	$36,000,000	2030	Bus Expansion/ Service Improvements								
Duke Street Transitway New Bus Lane from King Street Metro to Fairfax County Line	$87,000,000	2028	New Bus Lane Expansion	☑		☑	☑		☑	☑	
Franconia to Occoquan Passenger Rail Track Expansion	$555,000,000	2028	Rail Expansion			☑	☑		☑		☑
Fredericksburg and Manassas VRE Lines Service Improvements	$1,500,797,857	2035	Rail Service Improvements			☑	☑	☑	☑		☑
I-66 Multimodal Improvements (Inside the Beltway)	Not currently available	2050	Managed lanes/HOV	☑	☑	☑	☑			☑	☑
Landmark Transit Center New BRT at Duke Street and Van Dorn Street	$12,997,000	2027	New Transit Center	☑		☑	☑		☑		

VISUALIZE 2050

DRAFT 3-4-24

Page 3


Introduction
We need your feedback on Visualize 2050!
The Transportation Planning Board (TPB) wants to hear from you! On May 15, 2024, the TPB will vote on regionally significant highway/transit project inputs and the scope of work for air quality analysis (including the COG approved and land use forecasts) for the next National Capital Region Transportation
Español
Visualize 2050 Public Comme...
Please take a moment to share your feedback about the proposed project inputs for Visualize 2050 and how the TPB plans to measure air quality impacts.
Next
What does air quality have to do with projects? The federal government requires TPB to test the air quality impact of all the proposed regionally significant projects including land use and population/employment forecasts in the National Capital Region Transportation Plan. This test estimates emissions from the region's future transportation system. A region passes the test if the estimation does not exceed emissions budgets.
Transportation & Our Region's Air Quality
Proposed Project Inputs
Proposed Project Inputs
Wrap Up

Public Comment Period March 1, 2024 to March 30, 2024

Visualize 2050 Feedback Form Updated

Share

Click the comment bubble in the top right corner of this page to give any additional feedback. Please share this with others and help us get everyone involved!

More at:

https://www.visualize2050.org

Visualize 2050 Public Comment Opportunity

Please take a moment to share your feedback about the proposed project inputs for Visualize 2050 and how the TPB plans to measure air quality impacts.

As part of the Visualize 2050 plan update, TPB staff are gathering public comments. Click the links above to review the materials or scroll through to read more about what is open for public comment.

What are project inputs? The proposed project inputs available for comment at this time are regionally significant for air quality highway and transit projects that the National Capital Region plans to invest in over the next 25 years. The projects are presented generally in the following maps and in detail via the link above. Smaller-scale roadway/bike/pedestrian/transit projects are not included here nor in the air quality analysis.

What does air quality have to do with projects? The federal government requires TPB to test the air quality impact of all the proposed regionally significant projects including land use and population/employment forecasts in the National Capital Region Transportation Plan. This test estimates emissions from the region's future transportation system. A region passes the test if the estimation does not exceed emissions budgets.

How will we use your comments? TPB staff will share your comments with the Transportation Planning Board (TPB). The TPB will consider public comments before their vote on the project inputs, air quality analysis scope of work, and land use inputs.

We need your feedback on Visualize 2050!The Transportation Planning Board (TPB) wants to hear from you! On May 15, 2024, the TPB will vote on regionally significant highway/transit project inputs and the scope of work for air quality analysis (including the COG approved and land use forecasts) for the next National Capital Region Transportation Plan, Visualize 2050.

Español

Next

Introduction

Visualize 2050 Public Comment Opportunity

Make your voice heard! March 1 - 30, 2024

1

Transportation & Our Region's Air Quality

2

Proposed Project Inputs

3

Proposed Project Inputs

4

Wrap Up

5

Public Comment Period March 1, 2024, to March 31, 2024

Mas en:

https://www.visualize2050.org

Visualize 2050 oportunidad de comentario público

Tómese un momento para compartir sus comentarios sobre las entradas de proyectos propuesto para Visualize 2050 y cómo la TPB planea medir los impactos en la calidad del aire.

Como parte de la actualización del plan Visualize 2050, el personal de TPB está recopilando comenta del público. Haga clic en los enlaces de arriba para revisar los materiales o desplácese para leer más sobre lo que está abierto al comentario público.

¿Qué son los insumos del proyecto? Las entradas del proyectos propuesto para comentarios son proyectos de tránsito y carreteras regionalmente significativos para calidad del aire que la planea invertir en los próximos 25 años. Los proyectos se presentan de forma general en los siguientes mapas y en detalle a través del enlace de arriba.

Proyectos de menor escala no se incluyen aquí ni en el análisis de la calidad del aire.

¿Qué tiene que ver la calidad del aire con los proyectos? El gobierno federal requiere que TPB pruebe el impacto en la calidad del aire de todos los proyectos de importancia regional, incluidos el uso de suelo y los pronósticos de población/empleo en el Plan de Transporte. Esta prueba estima las emisiones del futuro sistema de transporte. Una región pasa la prueba si la estimación no excede los presupuestos de emisiones.

¿Cómo usaremos sus comentarios? El personal de TPB compartirá sus comentarios con la Junta de Planificación del Transporte (TPB). El TPB considerará los comentarios públicos antes de su votación sobre los aportes del proyecto, el alcance del trabajo del análisis de la calidad del aire y los aportes sobre el uso de la tierra.
¡Necesitamos sus comentarios sobre Visualize 2050!¡La Junta de Planificación del Transporte (TPB) quiere saber de usted! El 15 de mayo de 2024, la TPB votará sobre las entradas de proyectos de carreteras/tránsito de importancia regional y el alcance de análisis de la calidad del aire (incluidos los pronósticos de uso del suelo aprobado por el COG) para el próximo Plan de Transporte de la Región de la Capital Nacional, Visualize 2050.

English

Próximo

Introducción

Visualize 2050 oportunidad de comentario público

¡Haz oír tu voz! 1 - 30 de marzo de 2024

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Transporte y calidad del aire de nuestra región

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Entradas de proyectos propuesto

TPB News- April 2023 TPB Meeting Recap Visualize 2050 Schedule Update March 16, 2023

Visualize 2050 Updated Schedule

The TPB approved an update to the Visualize 2050 planning process schedule to allow member jurisdictions additional time to reexamine and resubmit projects for inclusion in the plan update. TPB Plan Development and Coordination Program Director Lyn Erickson presented a revised schedule (table below) that adds six months to the original schedule adopted in early 2023. Under the new schedule, project inputs will be due at the end of 2023, and a 30-day public comment will take place in March 2024 in addition to the current rolling comment period on project inputs. Learn more about Visualize 2050. To provide feedback on DC, MD, or VA projects in the long-range plan, visit the Get Involved page at visualize2050.org.

Visualize 2050 Development Major Tasks

Constrained Element Tasks	Timing
1. Re-examination of Projects/Programs/Policies *Current approved Plan and TIP*	Now through December 29
2. Financial Plan Revisions (Plan and TIP)	Now through March 2025
3. Submission of Projects/Programs/Policies *For Regional Air Quality Conformity Analysis*	Now through December 29
4. Public Comment on Project Inputs and Air Quality Conformity (AQC) Scope of Work	March 1 – March 30, 2024
5. Board approval of Project Inputs and AQC Scope of Work	May 2024
6. AQC Analysis *Using updated Motor Vehicle Emissions Budgets*	May 2024 through February 2025
7. TIP Inputs due	January 26, 2025
8. Board approval of AQC Analysis, Visualize 2050 and FY 2026-2029 TIP	June 2025

Apri National Capital Region Transportation Planning Board Agenda Item #9 – Schedule Approval April 19, 2023 s |

Metropolitan Washington Council of Governments (mwcog.org)

TPB News- TPB Kick Off Visualize 2050 Long-Range Transportation Plan Update
March 16, 2023

visualize 2050

On February 15, the TPB approved the launch of Visualize 2050, which updates the current approved plan, *Visualize 2045*. The update gets underway with the Visualize 2050 Technical Inputs Solicitation and inputs to the Fiscal Year 2025 – 2028 Transportation Improvement Program (TIP).

As part of the Technical Inputs Solicitation, the public is welcome to comment on the current long-range plan projects and offer feedback on whether projects should remain in the plan or be altered. The current list of plan projects for the District of Columbia, Maryland, and Virginia, along with a feedback form, are available online. Visit the Visualize 2050 Get Involved page to learn more and complete the feedback form.

What are the initial steps in the plan update?

Spring 2023 actions center around the **Technical Inputs Solicitation**, which focuses on the plan's Constrained Element and the air quality conformity project inputs. Information on the solicitation is available on the Visualize 2050 webpage. Key steps in this process include:

TPB Staff Roles

- Prepare preliminary project lists from the current plan organized into two groups to get the conversation started: "funded/committed" projects (under construction or have received funding) or "developmental stage" projects.
- Forward public input on the projects to TPB member jurisdictions.
- Coordinate meetings with board members and their technical agency staff to discuss potential projects and project updates.

TPB Member Roles

- Re-examine all projects, programs, and policies in the current plan and TIP and resubmit projects for the new plan after evaluating whether projects are consistent with the TPB's regional planning priorities.
- Update financial forecasts for the planning horizon.
- Propose new projects and project costs.

June 30 is the deadline for TPB members to complete submission of project conformity inputs for the *Visualize 2050* update. Once TPB staff receives the projects, staff will review and coordinate for next steps.

TPB kick olitan

Washington Council of Governments (mwcog.org)

TPB Kicks off Visualize 2050 Long-Range Transportation Plan Update March 16, 2023

TPB NEWS

TPB kicks off Visualize 2050 long-range transportation plan update

Mar 16, 2023

Crystal City Metroway BRT Stop in Arlington County, Virginia (Beyond DC/Flickr)

visualize 2050

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June 30 is the deadline for TPB members to complete submission of project conformity inputs for the *Visualize 2050* update. Once TPB staff receives the projects, staff will review and coordinate for next steps.

Why is the Technical Inputs Solicitation important?

The Technical Inputs Solicitation is important because it communicates what types of projects, programs and policies are federally required to be included for the update of the region's long-range transportation plan. The solicitation also communicates the types of projects that the region would like to see planned and funded in the future, to help achieve our shared regional goals of:

- Safety
- Maintenance
- Reliability
- Affordable and Convenient
- Efficient Systems Operations
- Environmental Protection
- Resiliency
- Building Livable and Prosperous Communities

How will Visualize 2050 satisfy federal requirements?

Federal regulations require an update to the long-range transportation plan every four years, with the last update to Visualize 2045 approved by the TPB in June 2022.

Visualize 2050 will be undertaken in two years rather than four to provide an opportunity for board members to revisit the plan's projects, programs, and policies to see if changes should be made to align the plan with TPB's policy priorities and findings from various TPB scenario studies, performance analysis, and other TPB focus areas.

The federal government requires that the TPB, as the region's Metropolitan Planning Organization (MPO), ensures its long-range transportation plan demonstrates both the financial viability of projects and conformity with federal air quality standards.

TPB gathers all the inputs (projects, programs, and policies) necessary for TPB staff to test for **fiscal constraint** and **air quality conformity**—two federal requirements designed to ensure that the region's long-range transportation plans are financially feasible and that they support long-term air quality improvement goals.

What is meant by fiscal constraint and air quality conformity? Fiscal/Financial Constraint

> *Financial constraint means that each project must be capable of being completed using revenue sources that are already committed, available, or reasonably expected to be available in the future.*

TPB's member agencies are responsible to maintain, operate and expand the transportation infrastructure and services. Agencies are also required to identify the operations and maintenance programs that are needed to keep the planned transportation system in a state of good repair. This includes major rehabilitation or replacement of aging roadways, bridges, railcars, transit stations and stops, and other infrastructure as it nears the end of its useful lifespan. Expansion programs generally entail adding roadway, trail, and/or transit capacity and at times reducing capacity by changing current infrastructure or service.

An estimate of the total costs for such operations, maintenance and expansions programs is required to be included in *Visualize 2050*. Funding for day-to-day operations and maintenance activities, like repaving roadways, inspecting, and maintaining transit vehicles, installing safety-related infrastructure, and paying train and bus operators, must also be identified.

Air Quality

> *Air Quality Conformity refers to whether the financially constrained element of the long-range transportation plan projects collectively contribute to the air quality improvement goals embodied in the Clean Air Act Amendments of 1990. If the LRTP is found by the TPB to meet regional air quality goals, federal agencies certify that the plan is "in conformity."*

Projects that add or remove roadway or transit capacity could affect air quality. These include system expansion projects like new or widened roadways, new transit lines or bus only lanes, or expanded transit service on existing lines. Because of that effect, they are required to be in Visualize 2050 and part of the air quality conformity test.

Another key required input is transit service and fare assumptions—the **policies** that will affect the operation of the transportation system and could therefore affect travel patterns and air quality. This includes new or updated route, frequency, and fare policy information for the region's rail and bus systems, as well as new or updated lane restrictions and hours of operation for HOV and HOT facilities.

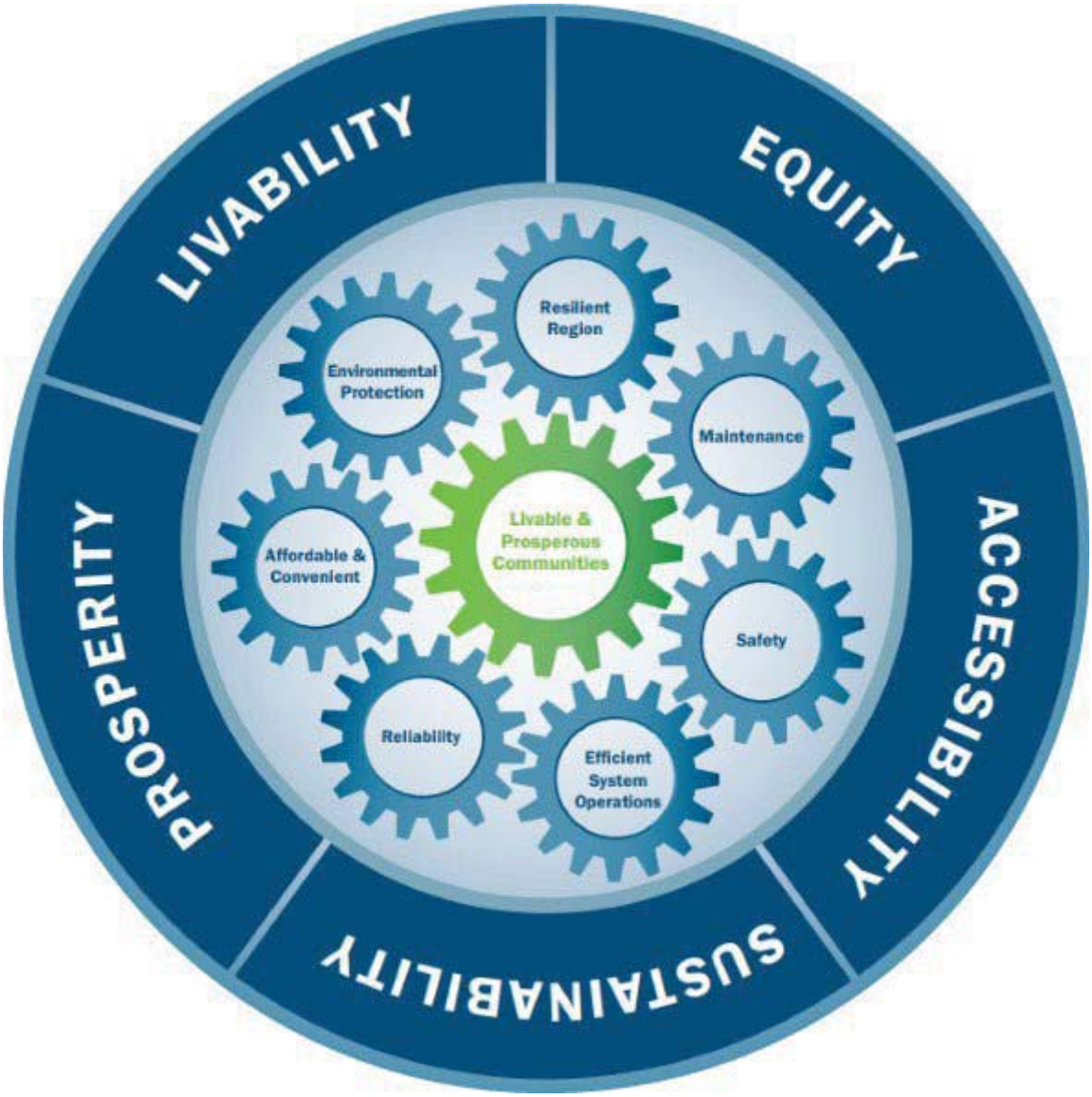
How do long-range projects further regional priorities?

Projects, programs, and policies in the Visualize 2050 plan update should:

- Reflect the TPB's priorities, uphold the TPB's principles, advance one or more TPB goals, and implement one or more of the TPB's priority strategies, as documented in the TPB Synthesized Policy Framework.
- Consider and apply other insights gained through public opinion research and public comment, performance, and air quality analysis, and more.

In 2022, the TPB emphasized its principles, goals, strategies, and performance measures in the TPB's Synthesized Policy Framework. At its core, the Policy Framework explains the region's values, what the TPB as an MPO aims to accomplish, how its goals will be accomplished, and how the TPB will determine the impact of its planned strategies.

As TPB member jurisdictions review and resubmit projects for the Visualize 2050 long-range plan update, their staff will compare projects to TPB's principles and goals to ensure that projects further regional priorities illustrated in the graphic below.



What happens next with the inputs?

The public is welcome to comment on the long-range plan projects. The current list of plan projects for the District of Columbia, Maryland, and Virginia, along with a feedback form, are available online. Visit the Visualize 2050 Get Involved page to learn more.

The deadline for TPB member agencies to submit their inputs for the long-range plan and Air Quality Conformity Analysis is June 30, 2023.

Follow the progress of Visualize 2050 through one or more of the following: (1) Visit visualize2050.org, (2) Check this COG website for periodic updates, (3) Follow @NatCapRegTPB on Twitter and Facebook, and 4) Subscribe to the TPB News monthly e-newsletter.

Contact: **Rachel Beyerle**

Phone: **(202) 962-3237**

Email: **rbeyerle@mwcog.org**

Tags:

Public Comment TPB Visualize 2045 Visualize 2050

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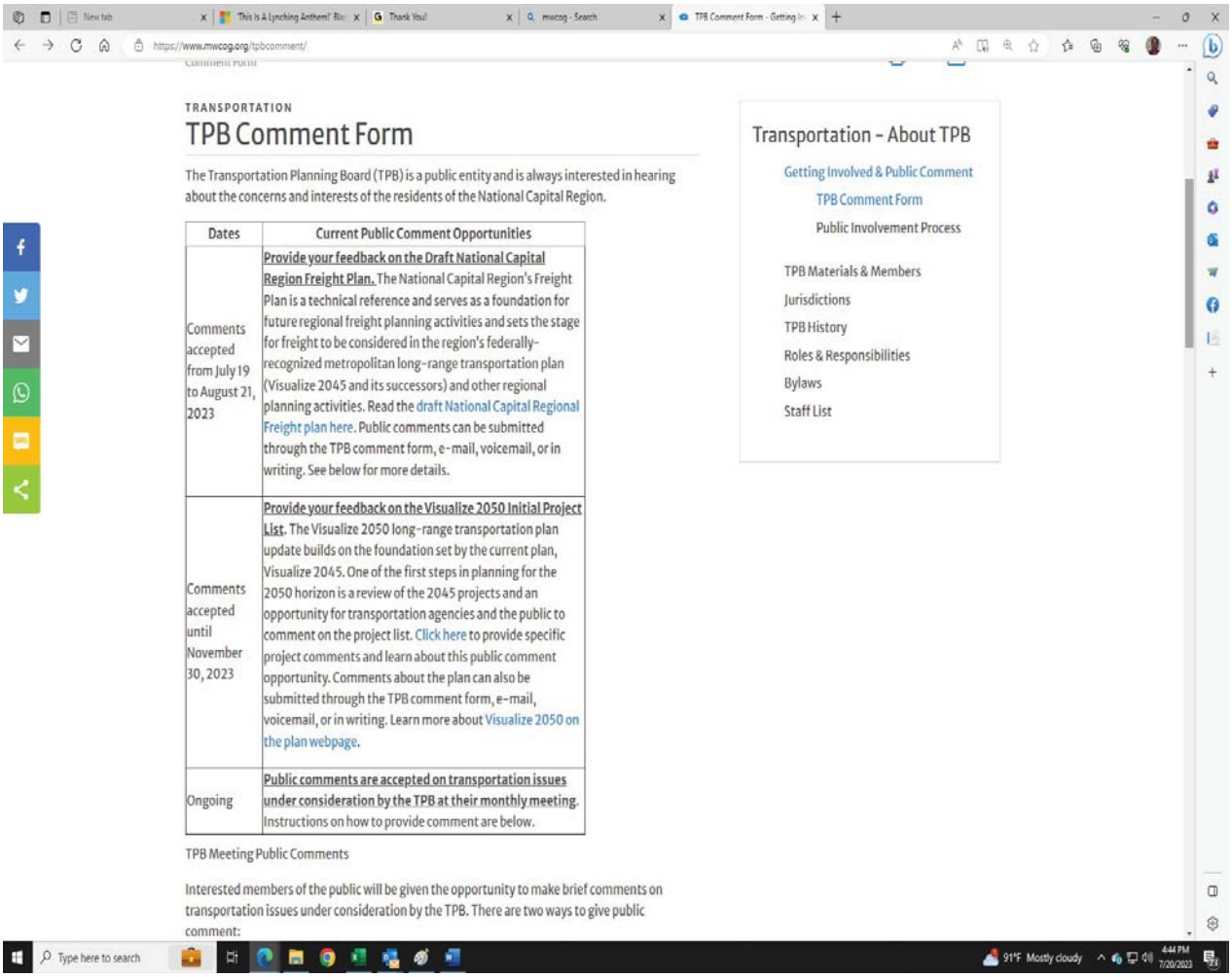

TRANSPORTATION

TPB Comment Form

The Transportation Planning Board (TPB) is a public entity and is always interested in hearing about the concerns and interests of the residents of the National Capital Region.

Dates	Current Public Comment Opportunities
Comments accepted from July 19 to August 21, 2023	**Provide your feedback on the Draft National Capital Region Freight Plan.** The National Capital Region's Freight Plan is a technical reference and serves as a foundation for future regional freight planning activities and sets the stage for freight to be considered in the region's federally-recognized metropolitan long-range transportation plan (Visualize 2045 and its successors) and other regional planning activities. Read the draft National Capital Regional Freight plan here. Public comments can be submitted through the TPB comment form, e-mail, voicemail, or in writing. See below for more details.
Comments accepted until November 30, 2023	**Provide your feedback on the Visualize 2050 Initial Project List.** The Visualize 2050 long-range transportation plan update builds on the foundation set by the current plan, Visualize 2045. One of the first steps in planning for the 2050 horizon is a review of the 2045 projects and an opportunity for transportation agencies and the public to comment on the project list. Click here to provide specific project comments and learn about this public comment opportunity. Comments about the plan can also be submitted through the TPB comment form, e-mail, voicemail, or in writing. Learn more about Visualize 2050 on the plan webpage.
Ongoing	**Public comments are accepted on transportation issues under consideration by the TPB at their monthly meeting.** Instructions on how to provide comment are below.

TPB Meeting Public Comments

Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. There are two ways to give public comment:

Transportation – About TPB

- Getting Involved & Public Comment
  - TPB Comment Form
  - Public Involvement Process
- TPB Materials & Members
- Jurisdictions
- TPB History
- Roles & Responsibilities
- Bylaws
- Staff List

[TPB Comment Form - Getting Involved & Public Comment | Metropolitan Washington Council of Governments (mwcog.org)]

TPB NEWS

TPB takes key step in development of Visualize 2050 plan

May 16, 2024

On May 15, the Transportation Planning Board made a key decision in the development of Visualize 2050, the next National Capital Region Transportation Plan (NCRTP), and the FY 2026-2029 Transportation Improvement Program (TIP), by approving the scope of work and project inputs for the Air Quality Conformity Analysis. Before the vote, the board opted to remove one project, I-495 Southside Express Lanes, from the list of project inputs agreeing to discuss further its inclusion during the June 20 TPB meeting. All major transportation projects must be included in Visualize 2050 to receive federal funding and approvals.

The board's action comes after two public comment periods and an extensive review conducted by TPB member agencies, including the District of Columbia DOT, Maryland DOT, and Virginia DOT. TPB staff will now begin the air quality conformity analysis to ensure the projects collectively contribute to the air quality improvement goals of the region. The analysis takes approximately ten months to complete.

Air Quality Conformity Analysis in Brief

The U.S. Environmental Protection Agency Federal Clean Air Act and subsequent amendments require that the NCRTP and TIP are consistent with air quality goals and progress towards achieving and maintaining federal air quality standards. The TPB performs a mobile source emission analysis for Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx). The analysis must demonstrate that the region's planned transit and highway capacity-related projects are within limits outlined in state air quality implementation plans.

Looking Ahead

Once the air quality conformity analysis is concluded, the TPB will hold a third comment period on the draft Visualize 2050 plan and FY 2026-2029 TIP. The projects approved for the air quality analysis are just a portion of the projects that will be included in the draft plan. For example, the TPB has received numerous comments and questions about bicycle and pedestrian projects. The final Visualize 2050 plan will incorporate a number of active transportation projects funded along with maintenance, operations and other transit or roadway improvements to be completed by the year 2050.

The Washington Hispanic, October 17, 2025

PERÍODO DE COMENTARIOS PÚBLICOS
SOBRE EL PLAN DE TRANSPORTE REGIONAL VISUALIZE 2050,
EL PROGRAMA DE MEJORAS DE TRANSPORTE FY 2026-2029 Y EL INFORME
RELACIONADO DE ANÁLISIS DE CONFORMIDAD DE CALIDAD DEL AIRE

La Junta de Planificación del Transporte de la Región de la Capital Nacional (TPB, por sus siglas en inglés) es la organización designada de planificación metropolitana (MPO) para la región metropolitana de Washington, responsable de la planificación de transporte regional exigida por el gobierno federal para el Distrito de Columbia, los suburbios de Maryland y Virginia.
La TPB iniciará un período de comentarios públicos de 30 días el **23 de octubre de 2025** sobre el borrador del **Plan de Transporte Regional Visualize 2050**, el **Programa de Mejoras de Transporte (TIP) FY 2026-2029**, y el **Informe de Análisis de Conformidad de Calidad del Aire**, los cuales estarán disponibles para su revisión en http://visualize2050.org. Este período de comentarios se extenderá hasta el **viernes 21 de noviembre de 2025**. Se espera que estos documentos sean aprobados en la reunión de la TPB el **17 de diciembre de 2025**.

El **TIP** incluye todos los proyectos, programas y estrategias que las agencias de transporte de la región planean implementar entre los años fiscales 2026 y 2029. El **análisis de conformidad de calidad del aire** evalúa el plan y el programa con respecto a los requisitos de calidad del aire establecidos en las Enmiendas de 1990 de la Ley de Aire Limpio. El proceso de comentarios del TIP también se utilizará para recibir opiniones sobre el programa regional de proyectos financiados por la **Administración Federal de Tránsito (FTA)** (incluidos los proyectos financiados por el Programa de Fórmula para Áreas Urbanizadas) y la **Administración Federal de Carreteras (FHWA)**.

Para el **TIP FY 2026-2029**, se llevará a cabo un **foro público el 13 de noviembre de 2025, de 6:00 p.m. a 7:00 p.m.**, en el **Consejo de Gobiernos del Área Metropolitana de Washington (COG)**, ubicado en **777 N. Capitol St. NE, Suite 300, Washington, DC 20002**. En el foro del TIP, la TPB, los Departamentos de Transporte del Distrito de Columbia, Maryland y Virginia, así como la **Autoridad de Tránsito del Área Metropolitana de Washington (WMATA)**, compartirán información sobre los proyectos con fondos programados para su implementación en la Región de la Capital Nacional durante los próximos años.

Visualize 2050 es el plan de transporte metropolitano exigido por el gobierno federal para la Región de la Capital Nacional. El plan constituye un hito en el proceso continuo de planificación del transporte que destaca las inversiones previstas en la región hasta el año 2050 para abordar los problemas de movilidad y alcanzar los objetivos regionales. El plan se desarrolla en colaboración con las agencias de transporte del Distrito de Columbia, las ciudades y condados de los suburbios de Maryland y Virginia, las agencias estatales y locales, y la **WMATA**. Estas agencias asociadas planifican y financian los proyectos de transporte incluidos en el plan, que abarcan desde la construcción de carreteras hasta los servicios de autobús y tren, así como instalaciones para bicicletas y peatones.
El público puede enviar comentarios sobre estos tres documentos en línea a través de https://visualize2050.org, por correo electrónico a

TPBcomment@mwcog.org, o por teléfono al **(202) 962-3774**. Los comentarios escritos pueden enviarse por correo postal a:
Presidente de la TPB, Consejo de Gobiernos del Área Metropolitana de Washington, 777 N. Capitol St. NE, Suite 300, Washington, DC 20002.

*El **Consejo de Gobiernos del Área Metropolitana de Washington (COG)** opera sus programas sin tener en cuenta la raza, el color o el origen nacional, y cumple plenamente con el **Título VI de la Ley de Derechos Civiles de 1964** y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, para presentar una queja relacionada con el Título VI, o para obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al **(202) 962-3300**.*

The Washington Post, October 23 and November 7, 2025

PUBLIC COMMENT PERIOD
ON THE DRAFT VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN, THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM, AND THE RELATED AIR QUALITY CONFORMITY ANALYSIS REPORT

The National Capital Region Transportation Planning Board (TPB) is the metropolitan Washington region's designated metropolitan planning organization (MPO), with responsibility for federally required regional transportation planning for the District of Columbia, suburban Maryland, and Northern Virginia. The TPB will initiate a 30-day public comment period on October 23, 2025, for the draft *Visualize 2050 National Capital Region Transportation Plan,* the draft *FY 2026-2029 Transportation Improvement Program* (TIP), and the draft *Air Quality Conformity Analysis Report* which will be available for review at http://visualize2050.org. This comment period will extend through Friday, November 21, 2025. These documents are scheduled to be approved at the December 17, 2025, TPB meeting.

The TIP includes all projects, programs, and strategies that the region's transportation agencies plan to implement between FY 2026 and FY 2029. The air quality conformity analysis assesses the plan and program with respect to the air quality requirements under the 1990 Clean Air Act Amendments. The comment process on the TIP is being used to obtain comments on the region's program of projects that are funded by the Federal Transit Administration (including projects funded by the Urbanized Area Formula Program) and the Federal Highway Administration.

For the FY 2026-2029 TIP, a public forum will be held on November 13, 2025, from 6:00-7:00 P.M. at the Metropolitan Washington Council of Governments, 777 N. Capitol St. NE, Suite 300, Washington, DC 20002. At the TIP forum, the TPB, the District of Columbia, Maryland, and Virginia DOTs, and the Washington Metropolitan Area Transit Authority (WMATA) will share information about projects with programmed funding scheduled for implementation in the National Capital Region over the next few years.

Visualize 2050 is the federally mandated metropolitan transportation plan for the National Capital Region. The plan is a milestone of an ongoing transportation planning process highlighting the region's planned investments through the year 2050 to address transportation issues and achieve regional goals. The plan is developed in partnership with transportation agencies in the District of Columbia, the cities and counties in suburban Maryland and Northern Virginia, state, and local agencies, and WMATA. These partner agencies plan and fund transportation projects contained in the plan ranging from roadway construction to bus and rail transit service, to bicycle and pedestrian facilities.

Members of the public may submit comments on these three documents online at https://visualize2050.org, by email to TPBcomment@mwcog.org, or by phone at (202) 962-3774. Written comments can be mailed to: TPB Chair, Metropolitan Washington Council of Governments, 777 N. Capitol St. NE, Suite 300, Washington, DC 20002.

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

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The TIP includes all projects, programs, and strategies that the region's transportation agencies plan to implement between FY 2026 and FY 2029. The air quality conformity analysis assesses the plan and program with respect to the air quality requirements under the 1990 Clean Air Act Amendments. The comment process on the TIP is being used to obtain comments on the region's program of projects that are funded by the Federal Transit Administration (including projects funded by the Urbanized Area Formula Program) and the Federal Highway Administration.

For the FY 2026-2029 TIP, a public forum will be held on November 13, 2025, from 6:00-7:00 P.M. at the Metropolitan Washington Council of Governments, 777 N. Capitol St. NE, Suite 300, Washington, DC 20002. At the TIP forum, the TPB, the District of Columbia, Maryland, and Virginia DOTs, and the Washington Metropolitan Area Transit Authority (WMATA) will share information about projects with programmed funding scheduled for implementation in the National Capital Region over the next few years.

Visualize 2050 is the federally mandated metropolitan transportation plan for the National Capital Region. The plan is a milestone of an ongoing transportation planning process highlighting the region's planned investments through the year 2050 to address transportation issues and achieve regional goals. The plan is developed in partnership with transportation agencies in the District of Columbia, the cities and counties in suburban Maryland and Northern Virginia, state, and local agencies, and WMATA. These partner agencies plan and fund transportation projects contained in the plan ranging from roadway construction to bus and rail transit service, to bicycle and pedestrian facilities.

Members of the public may submit comments on these three documents online at https://visualize2050.org, by email to TPBcomment@mwcog.org, or by phone at (202) 962-3774. Written comments can be mailed to: TPB Chair, Metropolitan Washington Council of Governments, 777 N. Capitol St. NE, Suite 300, Washington, DC 20002.

The Metropolitan Washington Council of Governments (COG) operates its programs without regard to race, color, and national origin and fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations prohibiting discrimination in all programs and activities. For more information, to file a Title VI related complaint, or to obtain information in another language, visit www.mwcog.org/nondiscrimination or call (202) 962-3300.

El Consejo de Gobiernos del Área Metropolitana de Washington (COG) opera sus programas sin tener en cuenta la raza, el color, y el origen nacional y cumple con el Título VI de la Ley de Derechos Civiles de 1964 y los estatutos y reglamentos relacionados que prohíben la discriminación en todos los programas y actividades. Para más información, presentar una queja relacionada con el Título VI, u obtener información en otro idioma, visite www.mwcog.org/nondiscrimination o llame al (202) 962-3300.

Feedback Form on the Visualize 2050 Website for October 23-November 21, 2025 Public Comment Period

Comment on Visualize 2050

The Transportation Planning Board is a public entity and is always interested in hearing about the concerns and interests of the residents of the National Capital Region.

Comments may be submitted by:

- Using the online form below (Please upload files for comments longer than 1,000 characters.)
- Sending an email to: tpbcomment@mwcog.org
- Leaving a voicemail at (202) 962-3774 (up to 3 minutes in length)
- Writing to the TPB Chair at:

National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002

This comment is being submitted on behalf of:

○ An Individual ○ A Governmental Body ○ A Non-profit Organization

○ A Business

Name (optional)

Zip Code

This comment pertains to:

○ Draft Visualize 2050: National Capital Region Transportation Plan

○ Draft Fiscal Year (FY) 2026-2029 Transportation Improvement Plan (TIP)

○ Draft Air Quality Conformity Analysis ○ All of the Above

Subject

Comment

Subject

Comment

999 characters left

Comments longer than 1,000 characters in length may be submitted by uploading a Word or PDF document below.

File Upload

Choose File No file chosen

Do you have any other comments that you want to share with the TPB?

Other Comments

How did you hear about this engagement opportunity?

- Email
- News or Media
- Newsletter
- Social Media
- Website
- Other

I'm not a robot

reCAPTCHA
Privacy - Terms

TPB News Release, November 5, 2025

Metropolitan Washington Council of Governments

NEWS RELEASE

Public comment period open for Visualize 2050 National Capital Region Transportation Plan

Public invited to comment through November 21

Washington, DC (November 5, 2025) – The National Capital Region Transportation Planning Board (TPB) invites the public to visit visualize2050.org and provide comments on three documents, ahead of the TPB's review of and action on the plan this fall.

- Visualize 2050 National Capital Region Transportation Plan
- FY 2026-2029 Transportation Improvement Program (TIP)
- Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP

The comment period is open through November 21, 2025. Comments inform how the region can best meet roadway, transit, and other mobility needs through operations, state of good repair, and system expansion investments.

The Visualize 2050 Plan highlights the region's planned investments through the year 2050 to address transportation issues and achieve regional goals. The plan includes transportation and infrastructure programs and projects that will help people traveling in DC, suburban Maryland, and Northern Virginia enjoy safe, affordable, and reliable mobility options.

The FY 2026-2029 TIP, available on the Visualize 2050 website's Plan Resources page, is a four-year blueprint of the transportation projects in the plan that will receive funding from federal, state, local, and other sources.

The Air Quality Conformity Analysis Report, also available on the Visualize 2050 website's Plan Resources page, assesses how regionally significant highway and transit projects and future land use changes in the region meet regional air quality standards.

Watch the Visualize video or visit Visualize2050.org to learn more, read the documents, and comment.

CONTACT:
Sydney Wright; swright@mwcog.org; (202) 962-3209

The Transportation Planning Board at COG is the regional transportation planning organization for the Washington region. It includes local governments, state transportation agencies, the Washington Metropolitan Area Transit Authority (WMATA), and members of the Maryland and Virginia General Assemblies

MWCOG.ORG

Sample Twitter/X Postings regarding Visualize 2050 and Air Quality – Also posted on Bluesky, Instagram, and Facebook

TPB
@NatCapRegTPB

Transportation projects in the region's #Visualize2050 plan show that the DMV will meet federal air quality goals. Learn more about how the region is planning for a better, and cleaner travel tomorrow:

youtube.com
Visualize 2050: Meeting Federal Air Quality Goals
Enjoy the videos and music you love, upload original content, and share it all with friends, family, and the world on YouTube.

11:10 AM · Nov 5, 2025 · **290** Views

APPENDIX F

TPB C-SMMPO Agreement

Air Quality Conformity Analysis

National Capital Region
Transportation Planning Board

TPB R6-2016
January 20, 2016

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION ON AGREEMENT BETWEEN THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD AND THE CALVERT-ST. MARY'S METROPOLITAN PLANNING ORGANIZATION AND CALVERT COUNTY, MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the TPB's planning area is part of the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area, as shown on the map in Attachment A, and as such, is subject to regional air quality conformity analysis of its Transportation Plans and Transportation Improvement Programs (TIPs); and

WHEREAS, the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area also includes Calvert County, and transportation projects within Calvert County have been included in TPB's regional air quality conformity analysis as appropriate; and

WHEREAS, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) is the newly officially designated MPO for Southern Maryland, whose planning area includes Calvert County, as shown on the map in Attachment B; and

WHEREAS, under federal surface transportation legislation (23 U.S.C. § 134 and 49 U.S.C. § 5303) related to MPO Consultation in Plan and TIP Coordination for Nonattainment areas, "If more than one metropolitan planning organization has authority within a metropolitan area or an area which is designated as a nonattainment area for ozone or carbon monoxide under the Clean Air Act (42 U.S.C. § 7401 et seq.), each metropolitan planning organization shall consult with the other metropolitan planning organizations designated for such area and the State in the coordination of plans and TIPs" and

WHEREAS, the TPB and the C-SMMPO have agreed to consult with the Maryland Department of Transportation (MDOT) in the coordination of their respective plans and TIPS; and

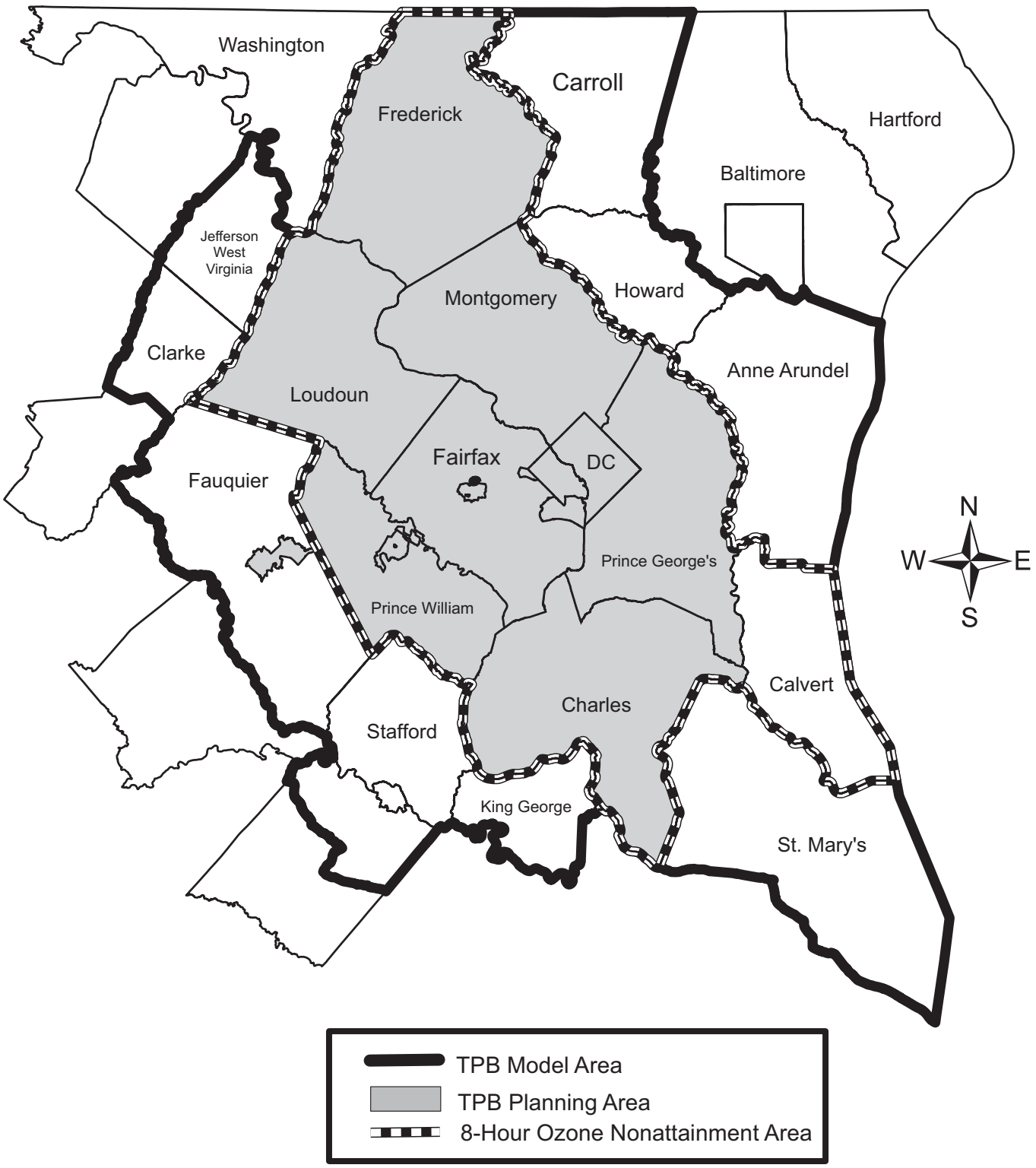
WHEREAS, the TPB, the C-SMMPO, and Calvert County have agreed to a process where C-SMMPO will develop Plans and TIPs to include Calvert County projects, and the TPB will continue to include these Calvert County projects in its regional air quality conformity analysis;

NOW, THEREFORE, BE IT RESOLVED THAT THE NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD approves execution, by its Chairman, of the attached ***Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's***

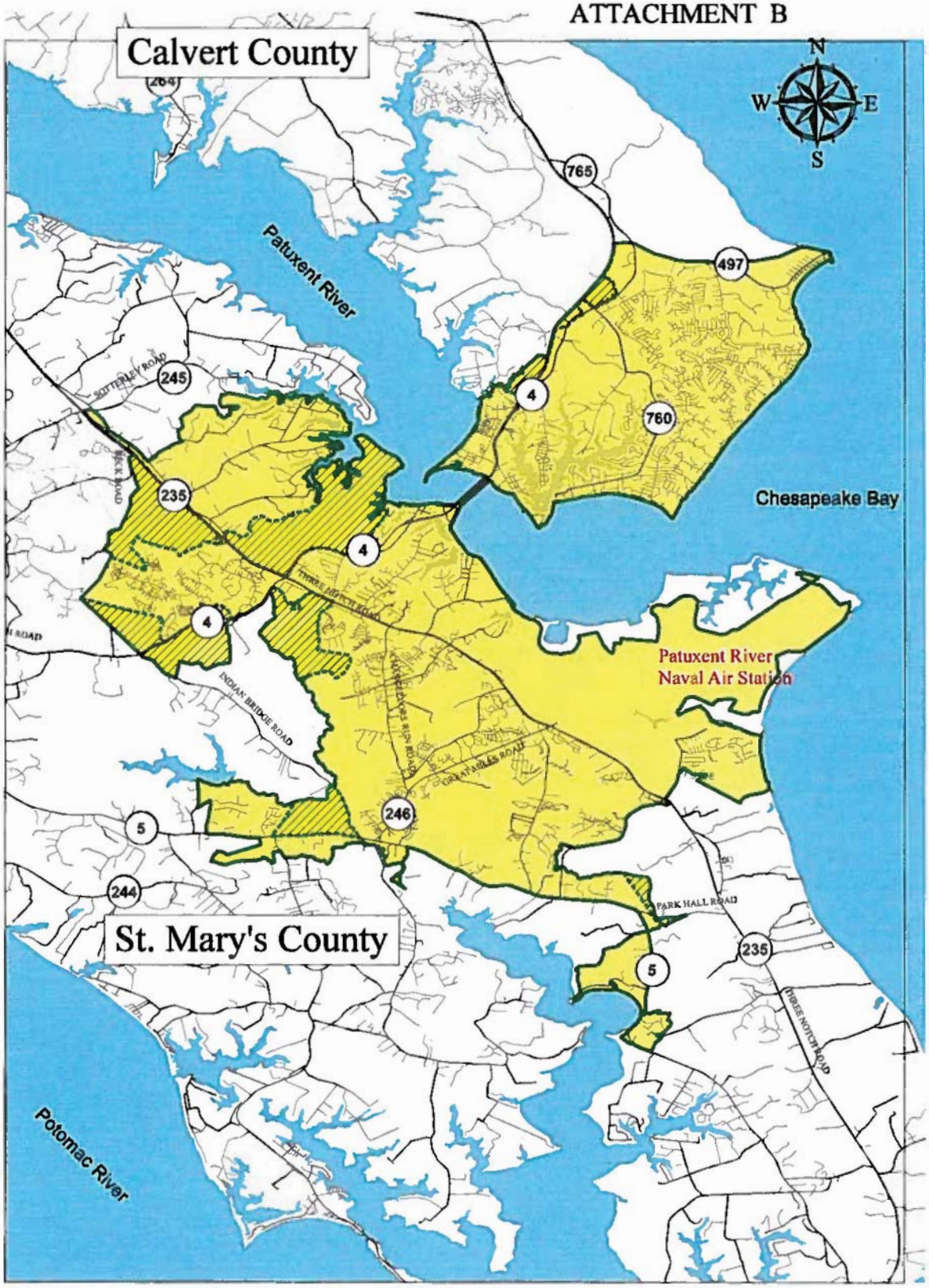
Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland document to ensure that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments).

Adopted by the Transportation Planning Board at its regular meeting on January 20, 2016

TPB Transportation Planning Areas



ATTACHMENT B



Legend

- Boundary Line
- Urbanized Area Boundary Incorporated into Adjusted Urbanized Area
- Adjusted Urbanized Area
- Metropolitan Planning Area

Calvert - St. Mary's Metropolitan Planning Organization Adjusted Urbanized Area and Metropolitan Planning Area

April 2015

Agreement between the National Capital Region Transportation Planning Board (TPB) and the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) and Calvert County, Maryland on the conformity analysis and determination of transportation plans, programs, and projects in Calvert County, Maryland

Recognizing that Calvert County, Maryland, is a member of the C-SMMPO and is included in the Washington DC-MD-VA 8-hour Ozone Nonattainment area, TPB and C-SMMPO and Calvert County agree upon the following procedures for ensuring that transportation plans, programs, and projects in Calvert County are assessed for regional air quality conformity as is required in the Clean Air Act Amendments of 1990 (with subsequent amendments):

1. Transportation plans, programs, and projects in the C-SMMPO Metropolitan Planning Area (MPA) of Calvert County will be included in the Long Range Transportation Plan and Transportation Improvement Program developed by the C-SMMPO.

2. The C-SMMPO and Calvert County, in consultation with the Maryland Department of Transportation (MDOT), will submit the plan, program, and project inputs for Calvert and for the C-SMMPO MPA to the TPB for inclusion in each update of the TPB's regional air quality conformity analysis and determination for the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area.

3. The timeframe for analysis and coordination will be outlined by the schedule in the TPB's *Call For Projects* document for each cycle.

4. The TPB's *Air Quality Conformity Scope of Work* will provide details regarding the steps taken to ensure compliance with the Federal Transportation Conformity Rule (40 CFR 51 and 93). For example, the TPB will coordinate with Calvert County and the State of Maryland to obtain all necessary analysis inputs and latest planning assumptions (e.g., land activity, vehicle registration data, etc.).

5. Project level conformity analyses will continue to be performed by the State, and assessed through the interagency consultation process, as is currently done for all state projects.

6. Calvert County will be involved in all aspects of the TPB's air quality conformity analysis and determination including its interagency consultation process:

   - Formal involvement for Calvert County on the TPB will be provided through MDOT, and through Calvert County's membership on the

777 NORTH CAPITOL STREET NE, SUITE 300, WASHINGTON, DC 20002
MWCOG.ORG/TPB (202) 962-3200

Metropolitan Washington Air Quality Committee (MWAQC) and on the MWAQC Technical Advisory Committee.

- Informal involvement by Calvert County will be provided through participation by representatives of Calvert County in TPB committees and processes concerned with regional air quality conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

7. The TPB will provide copies of the conformity report to C-SMMPO and Calvert County at the completion of each conformity cycle. As relevant, portions of the TPB conformity report will be included in the C-SMMPO Plan and TIP documentation to demonstrate conformity.

This agreement will remain in effect for the 2008 Ozone National Ambient Air Quality Standards (NAAQS) and all future NAAQS applicable to Calvert County.

Executed by the undersigned this _____day of_____2016:

Tim Lovain, Chair
National Capital Region Transportation
Planning Board

Steven R. Weems, Chairperson
Calvert – St. Mary's Metropolitan
Planning Organization

Evan K. Slaughenhoupt Jr, President
Board of County Commissioners
Calvert County, Maryland

Approved for legal sufficiency
on January 27, 2016 by

County Attorney

Department of Community Planning and Building
INTEROFFICE MEMORANDUM

TO: Board of County Commissioners
VIA: Terry Shannon, County Administrator TLS
VIA: Thomas Barnett, Director of Community Planning and Building
FROM: Patricia Haddon, Principal Planner
DATE: January 27, 2016
SUBJECT: Agreement between the National Capital Region Transportation Planning Board and the Calvert-St. Mary's Metropolitan Planning Organization and Calvert County, Maryland on the conformity analysis and determination to transportation plans, programs, and projects in Calvert County, Maryland

Background:
In their letter of July 24, 2015, to Dr. Kwame Arhin, Planning & Program Manager of the Federal Highway Administration, Maryland Division, the Calvert-St. Mary's Metropolitan Planning Organization (C-SMMPO) advised that they were coordinating the required air quality conformity analysis with the MPO for the National Capital Region, Transportation Planning Board (TPB), as Calvert County's portion of the C-SMMPO was within the non-attainment area for the 2008 8-Hour Ozone area within the National Capital Region.

Transportation plans, programs and projects in Calvert County must be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area, as per a Proposal for Satisfying Federal Metropolitan Planning Requirements for Charles and Calvert Counties (Attachment A) and TPBs current resolution, adopted in 1993 (Attachment B.)

The TPB resolution (R23-93, Resolution Responding to Governor Schaefer's Letter Concerning the Metropolitan Planning Boundary in Maryland) which includes Calvert county in the TPB's air quality conformity analysis was the result of coordination between the State transportation air agencies and the Federal Highway Administration (FHA) and the Federal Transit Administration (FTA), in response to requirements in the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991.

Discussion
Since the establishment and inclusion of Calvert County in the C-SMMPO, the TPB staff has initiated discussions with the Maryland Department of Transportation to review and update the 1993 resolution. Updates have resulted in the attached agreement between TPB, the C-SMMPO, and Calvert County to address analysis issues related to inclusion of C-SMMPO and Calvert County transportation plans, projects and programs in TPB's regional air quality conformity analysis. The agreement has been reviewed by the TPB, MDOT, the C-SMMPO, FHA and FTA, and the County Attorney, John Norris. The agreement requires BOCC approval and signature.

Conclusion/Recommendation:
Staff requests the BOCC review and authorize signature of the attached agreement by the President of the County Commissioners, Evan Slaughenhoupt.

Attachments: 3

ATTACHMENT A

Proposalfor Satisfying Federal Metropolitan Planning Requirements
for Charles and Calvert Counties

The TPB proposes the conformity procedures defined in parts 1-4 below. These procedures affirm the practices that have been used for the past two years for the Metropolitan Washington Region non-attainment area as a means for assuring conformity in Charles and Calvert Counties.

1. The TPB agrees with Governor Schaefer that Charles and Calvert Counties not be a part of the planning area covered by the TPB.

2. Transportation plans, programs and projects in Charles and Calvert Counties will be excluded from the TPB's Long-Range Transportation Plan and six-year Transportation Improvement Program (TIP). and included in the statewide Long-Range Transportation Plan and state-wide Transportation Improvement Program (STIP) developed by the State of Maryland.

3. Transportation plans, programs and projects in Charles and Calvert Counties will be included in the conformity analysis and determination carried out by the TPB for the Washington Metropolitan Statistical Area (MSA). Conformity determinations concerning proposed added projects will be based on a system level analysis for the non-attainment area.

4. Charles and Calvert Counties will be involved in all aspects of the conformity analysis and determinations.

   Formal involvement for Charles and Calvert Counties will be provided through the Maryland Department of Transportation on the TPB, and through Charles and Calvert Counties' membership on MWAQC and its Technical Staff Coordination Committee (TSCC).

- Informal involvement by Charles and Calvert Counties will be provided through participation by their representatives in COG and TPB committees and processes concerned with conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

These procedures are subject to amendment should they be found in conflict with the final rule on conformity promulgated by the U.S. Environmental Protection Agency.

ATTACHMENT B

TPB R23-93
December 16, 1993

METROPOLITAN WASHINGTON COUNCIL OF GOVERNMENTS
NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD
777 North Capitol Street, N.E.
Washington, D.C. 20002

RESOLUTION RESPONDING TO GOVERNOR SCHAEFER'S LETTER CONCERNING THE METROPOLITAN PLANNING BOUNDARY IN MARYLAND

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the officially designated Metropolitan Planning Organization (MPO) for the Metropolitan Washington area; and

WHEREAS, the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 requires MPO boundaries to "at least include the boundaries of the non-attainment area, except as otherwise provided by agreement between the metropolitan planning organization and the Governor;" and

WHEREAS, in a letter of April 16, 1992, the Governor of Maryland presented a proposal to the TPB under which "the Washington area MPO boundaries should not be expanded to encompass Charles and Calvert Counties;" and

WHEREAS, on September 16, 1992, the Transportation Planning Board (TPB) requested that the Metropolitan Washington Air Quality Committee (MWAQC) consider and provide comments to the TPB on the implications of Governor Schaefer's request for air quality planning and conformity findings in the Metropolitan Washington Area; and

WHEREAS, there has been extensive coordination with the State Transportation Agencies and the State Air Quality Agencies, who are members of MWAQC, and with Federal Highway Administration (FHWA) and Federal Transit Administration (FTA); and

WHEREAS, on December 9, 1992, the MWAQC adopted a set of recommendations to the TPB on responding to Governor Schaefer's request; and has transmitted those recommendations to the TPB; and

WHEREAS, the "Interim Guidance on the ISTEA Metropolitan Planning Requirements" issued by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) of April 6, 1992, contains the following guidance on Metropolitan boundaries:

"In non attainment areas, if the MPO and the Governor agree to exclude a portion of the nonattainment area, they must be able to demonstrate how conformity will be ensured in the excluded portion. Such proposals should be coordinated with FHWA, FTA, EPA, the state transportation agency.and the state air quality agency before a final decision is made".

NOW, THEREFORE, BE IT RESOLVED THAT: The National Capital Region Transportation Planning Board endorses the MWAQC recommendations as defined in Attachment A, agrees to respond favorably to the April 16, 1992 request of the Governor of Maryland, and also to transmit copies to the Federal Highway Administration, the Federal Transit Administration, and the Environmental Protection Agency.

Adopted by the Transportation Planning Board at its regular meeting on December 16, 1992.

MEMORANDUM

TO: Files

FROM: Robert d'Abadie, TPB Transportation Engineer

SUBJECT: TPB Coordination with C-SMMPO for Visualize 2050 Conformity Analysis

DATE: August 27, 2025

Calvert County, Maryland is in the Washington, DC-MD-VA 8-hour ozone non-attainment area and is also a member of the Calvert-Saint Mary's Maryland Metropolitan Planning Organization (C-SMMPO), located in southern Maryland. Projects in Calvert County have always been included in the Transportation Planning Board's (TPB's) air quality conformity analyses, but when the MPO was created, it was necessary to formalize coordination between the TPB and C-SMMPO to ensure that Calvert County's transportation plans, programs, and projects are assessed for regional air quality conformity.

In January 2016, the TPB adopted Resolution TPB R6-2016, approving a coordination agreement between the TPB, the C-SMMPO, and Calvert County, MD. The agreement outlines a process where C-SMMPO will develop Long-Range Transportation Plans (LRTPs) and Transportation Improvement Programs (TIPs) to include Calvert County projects, and the TPB will continue to include these Calvert County projects in its regional air quality conformity analysis. The agreement lists the seven tasks below to be followed for each conformity cycle. Following each task is a record (in italics) of the steps taken, or procedures used, to complete the task during the TPB's air quality conformity analysis of the Visualize 2050 Long Range Transportation Plan.

1. Transportation plans, programs, and projects in the C-SMMPO Metropolitan Planning Area (MPA) of Calvert County will be included in the Long-Range Transportation Plan and Transportation Improvement Program developed by the C-SMMPO.

   Transportation plans, programs, and projects in the C-SMMPO Metropolitan Planning Area (MPA) of Calvert County have been included in the 2024 Long-Range Transportation Plan (LRTP) and FY 2025-2028 Transportation Improvement Program (TIP) developed by the C-SMMPO. The C-SMMPO adopted both its Plan (https://www.calvert-stmarysmpo.com/DocumentCenter/ View/527/Moving-Forward-2050) and its TIP (https://www.calvert-stmarysmpo.com/DocumentCenter/View/528/TIP-FY-2025-2028) in April 2024.

2. The C-SMMPO and Calvert County, in consultation with the Maryland Department of Transportation (MDOT), will submit the plan, program, and project inputs for Calvert and for the C-SMMPO MPA to the TPB for inclusion in each update of the TPB's regional air quality conformity analysis and determination for the Washington, DC-MD-VA 8-Hour Ozone Nonattainment area.

In January 2024 MDOT reviewed C-SMMPO projects in the 2022 Update to Visualize 2045, the region's current long-range transportation plan, and submitted changes as input to the Visualize 2050 conformity analysis. All projects stayed the same except that the replacement of the Thomas Johnson Bridge over the Patuxent River project was reclassified as a study, so was not included in the conformity analysis. Inputs for the C-SMMPO area included: 1) a STUDY (not included in the conformity analysis) to replace the Thomas Johnson Bridge over the Patuxent River with a 4-lane structure, 2) a widening of MD 4 from the Thomas Johnson Bridge to MD 235, 3) the construction of an interchange at MD 4/MD 235, and 4) a widening of MD 4 from the Thomas Johnson Bridge to Patuxent Point Parkway. The TPB approved the project inputs at the May 2024 meeting.

3. The timeframe for analysis and coordination will be outlined by the schedule in the TPB's *Call For Project*s document for each cycle.

   Solicitation of projects for Visualize 2050 began at the February 2023 TPB and TPB Technical Committee meetings. In March 2024, staff briefed the Technical Committee and the TPB on the Scope of Work and schedule for the air quality conformity analysis. The updated schedule called for project inputs to be approved by the TPB in May 2024. At that time, the TPB requested analyses be completed with and without the I-495 Southside Express Lanes, with a decision on their inclusion scheduled for October 2025. TPB approval of the completed conformity analysis is set for December 2025. MDOT attended meetings where the Scope of Work and schedule were discussed. The Scope of Work and schedule were also included in the monthly consultation mailout to MDOT and C-SMMPO staff.

4. The TPB's *Air Quality Conformity Scope of Work* will provide details regarding the steps taken to ensure compliance with the Federal Transportation Conformity Rule (40 CFR 51 and 93). For example, the TPB will coordinate with Calvert County and the State of Maryland to obtain all necessary analysis inputs and latest planning assumptions (e.g., land activity, vehicle registration data, etc.).

   The TPB's Scope of Work for the air quality conformity analysis of Visualize 2050 and the FY 2026-2029 TIP called for the use of updated inputs and the latest planning assumptions. TPB coordinated with various Maryland agencies and reviewed C-SMMPO's latest Long-Range Transportation Plan to get the latest planning assumptions for Calvert County. The Council of Governments' (COG) Department of Community Planning and Services obtained land activity (household, population, and employment) data for Calvert and St. Mary's Counties from the Maryland Department of Planning. The Maryland Department of the Environment provided vehicle registration data, and other data, such as fuel and inspection/maintenance information, for use as input to the Motor Vehicle Emissions (MOVES4) model.

5. Project level conformity analyses will continue to be performed by the State, and assessed through the interagency consultation process, as is currently done for all state projects.

At this time there is no requirement for project level conformity analyses in Calvert County, as the county is not a non-attainment or maintenance area for fine particles ($PM_{2.5}$) or CO pollutants.

6. Calvert County will be involved in all aspects of the TPB's air quality conformity analysis and determination, including its interagency consultation process:

   - Calvert County's formal involvement on the TPB will be provided through MDOT, as well as through its membership on the Metropolitan Washington Air Quality Committee (MWAQC) and the MWAQC Technical Advisory Committee.

     MDOT representatives are active members of the TPB and are members of the TPB's subcommittees. Calvert County is a member of the Metropolitan Washington Air Quality Committee (MWAQC) and is represented on the MWAQC Technical Advisory Committee (TAC). All aspects of the conformity analysis (inputs, analysis, results) were presented to the TPB Technical Committee, the TPB, and MWAQC TAC at various times throughout the interagency consultation process.

   - Informal involvement by Calvert County will be provided through participation by representatives of Calvert County in TPB committees and processes concerned with regional air quality conformity, including receipt of all materials and participation in all meetings, discussions, and reviews.

     MDOT and representatives of C-SMMPO are included on the mailing list for the TPB's monthly consultation letter, which announces all items related to the conformity analysis and provides links to all related documents.

7. At the completion of each conformity cycle, the TPB will provide copies of the conformity report to C-SMMPO and Calvert County. As relevant, portions of the TPB conformity report will be included in the C-SMMPO Plan and TIP documentation to demonstrate conformity.

   The TPB will provide electronic copies of the final air quality conformity report after the Board approves the conformity analysis in December 2025.