National Capital Region
Transportation Planning Board

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TRANSPORTATION PLANNING BOARD MEETING PACKET

May 15, 2024

In-person / Hybrid

NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD

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May 15, 2024

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		Anna Chamberlin
		Mark Rawlings
D.C. Office of Planning	Anita Cozart	Sakina Kahn
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Charles Co.	Reuben Collins	Jason Groth
College Park	Denise Mitchell	Stuart Adams
Frederick Co.	Jessica Fitzwater	Mark Mishler
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Greenbelt	Emmett V. Jordan	Kristen Weaver
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Loudoun Co.	Mike Turner	Rob Donaldson
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City of Manassas Park	Jeanette Rishell	
Prince William Co.	Deshundra Jefferson	Meagan Landis
Prince William Co.	Victor Angry	Ricardo Canizales
Virginia DOT	Bill Cuttler	Nick Roper
		Maria Sinner
		Amir Shahpar
Virginia House	David A. Reid	
Virginia Senate	Jennifer Boysko	
WMATA	Allison Davis	Mark Phillips
EX OFFICIO/NON-VOTING		
FHWA – D.C.	Christopher Lawson	Sandra Jackson
FTA	Terry Garcia Crews	David Schilling
		Daniel Koenig
NCPC	Marcel Acosta	Michael Weil
MWAA	Vacant	
NPS	Tammy Stidham	Laurel Hammig

National Capital Region
Transportation Planning Board

TRANSPORTATION PLANNING BOARD

Wednesday, May 15, 2024
12:00 P.M. - 2:00 P.M.

Meeting in-person/hybrid for members

AGENDA

12:00 P.M. **1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Christina Henderson, 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 and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, May 14, to be relayed to the board at the meeting.

12:15 P.M. **2. APPROVAL OF THE APRIL 17, 2024 MEETING MINUTES**
Christina Henderson, TPB Chair

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

12:25 P.M. **4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**
Ra Amin, CAC Chair
James Walkinshaw, AFA Chair

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**
Christina Henderson, TPB Chair

ACTION ITEMS

12:50 P.M. **7. REGIONAL ROADWAY SAFETY PROGRAM PROJECT APPROVALS**
Janie Nham, TPB Transportation Planner

Staff will brief the board on the projects recommended by the Regional Roadway Safety Program (RRSP) Selection Panel to receive technical assistance in the fifth round of the program. The board will be asked to approve the recommended projects.

Action: Approve the Regional Roadway Safety Program Projects.

1:00 P.M. **8. NATIONAL CAPITAL REGION TRANSPORTATION PLAN: VISUALIZE 2050**

ITEM 8A: APPROVAL OF THE SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS OF THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), WHICH INCLUDES PROJECTS SUBMITTED FOR ANALYSIS
Cristina Finch, TPB Transportation Planner

Following the TPB approved Visualize 2050 development schedule, the TPB this month is asked to take the first of two key actions. The first is the Board will vote this month on the approval of the air quality conformity analysis scope of work including regionally significant projects to proceed with the required federal air quality conformity analysis. Over the last 17 months, these projects underwent a thorough review by the TPB member agencies (sponsor agency) assisted by TPB staff, two public comment periods, and several TPB meetings/work sessions. TPB member agencies have proposed these projects for inclusion in Visualize 2050 because of their anticipated value towards achieving the National Capital Region's desired future transportation system.

The second Board action is adoption of Visualize 2050 Plan and FY 2026-2029 TIP, upon completion of the air quality conformity and system performance analysis, and is scheduled for June 2025 including all the remaining project inputs that are not part of the air quality conformity analysis.

ITEM 8B: SUPPLEMENTAL INFORMATION TO SUPPORT BOARD ACTION ON RESOLUTION R12-2024
Cristina Finch, TPB Transportation Planner

Staff reviews information on letters received from agencies, edits made to the Air Quality Conformity Inputs Table since the April 17, 2024 TPB meeting and other information to support Board action on Resolution R12-2024 in Item 8A.

Action: Adopt Resolution R12-2024 to approve the scope of work for the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP, including the list of project submissions for analysis.

NOTICE ITEM

1:55 P.M. **9. TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP) UPDATE**
Katherine Rainone, TPB Transportation Planner

Staff will provide an update on the Transportation Resilience Improvement Plan (TRIP). The board will be asked to approve the TRIP at its June meeting.

2:00 P.M. **10. ADJOURN**

The next meeting is scheduled for Thursday, June 20, 2024.

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

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the February 2024 TPB Meeting
DATE: May 15, 2024

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwcog.org), online (mwcog.org/tpbcomment), mail, and phone. Comments are collected until noon on the day before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Between noon on Tuesday, April 16, 2024, and noon Tuesday, May 14, the TPB received six letters (including one resubmitted letter from the March comment period) and 125 comments submitted via email.

The comments are summarized below. All full comments are attached to this memo.

IN-PERSON PUBLIC COMMENT SPEAKERS

Eleven people signed up to speak during the Item 1 Public Comment item:

- Angela Miller
- Michael Sakata
- Bill Pugh
- Janet Gallant
- Josh Veverka
- Barbara Coufal
- Theofilos Stamatis
- Ashley Hutson
- Gary V. Hodge
- Jason Stanford
- Richard Parsons

PUBLIC COMMENT

Garret M. Gee – Comments via Letter- May 13, 2024
The Southern Environmental Law Center (SELC) submitted supplemental written comments to those the SELC submitted to the Board on April 16, 2024, and related oral remarks delivered at the Board meeting on April 17, 2024. SELC urges the TPB to take all steps necessary to set the region on a path to achieve the climate goals adopted by COG, They assert the current plan includes highway widening projects that would cause significant increases in emissions and divert scarce resources from proven measures to reduce the harmful environmental, safety, and equity impacts of the

transportation system. SELC urges the TPB ensure that the cumulative GHG and VMT impacts of the Visualize 2050 Transportation Plan put the region on track to meeting its goals. Only projects that make progress towards those goals should be candidates for inclusion in the final plan and consideration for funding. Any projects that would increase VMT or GHG should be paired with sufficient climate mitigation to offset the projects.

SELC offers four recommendations to revise the conformity analysis. The letter also contains specific recommendations on several projects.

George "Tad" Aburn- Comments via Letter- May 14, 2024
Mr. Aburn focused on two issues in the Envision 2050 air quality conformity analysis he declares are not well addressed:

- The Plan's failure to address high-risk air pollution hotspots in EJ communities of color created by transportation plans and programs; and,
- The analysis ignores climate change.

He urges the TPB to review public comments expected to be received during the May 22 MWAQC meeting and the May 20 recommendations from ACPAC.

Ashley Hutson- Comments via Letter-May 14, 2024
On behalf of the Heavy Construction Contractors Association, they resubmitted comments from the Northern Virginia Transportation Coalition (NVTC). They share their strong support of the transportation projects submitted by Virginia for the Visualize 2050 Air Quality Conformity Analysis. They state the projects show a strong commitment to expanding capacity of a multimodal transportation network, including key regional upgrades such as the new Long Bridge. They urge leaders in DC and Maryland to follow Virginia's example by investing in infrastructure that expands capacity of the transportation network, such as Maryland's planned upgrades to the American Legion Bridge and I-270.

Michael Sakata-Comments via Letter-May 14, 2024
The Maryland Transportation Builders and Materials Association (MTMBA) expresses their concern about comments made during the April 15 TPB meeting seeking to remove highway and bridge improvements from the agency-recommended list of projects for inclusion in the air quality conformity analysis. They urge the TPB to reject such requests, stating that the highway network is aging and severely congested, with key bottlenecks such as the American Legion Bridge. The projects are needed to provide congestion relief and improve access to economic development locations like National Harbor. The MTBMA supports transit projects, and acknowledges that transit alone will not address all transportation needs, including movement of goods and services. Well-designed multi-modal express or HOT lane projects create new revenue streams, provide new opportunities for regional bus rapid transit service, and a portion of their future revenues can be dedicated to other transit services. They advocate a wholistic, multi-modal approach that meets all transportation needs in a fiscally responsible manner.

Richard Parsons- Comments via Letter-May 14, 2024
The Suburban Maryland Transportation Alliance (SMTA) writes in support of the entire agency-recommended list of transit, road and other improvements for inclusion in the air quality analysis for Visualize 2050. They urge the TPB to resist calls to remove key road and bridge projects. The

American Legion and I-270 is specifically mentioned, stating changes now to this project could result in excessive delay.

Raymond Mondor- Comment via Email- May 8, 2024
Raymond Mondor writes that the idea of building toll lanes on I-495 in Montgomery and Prince Georges counties is bad, premised on the intention to continually increase the population density of the surrounding locations. People moved to the suburbs because they want to live in suburbia, but these actions will lead to sprawl.

Gary V. Hodge-Comment via Email- May 14, 2024
Gary V. Hodge writes in support of the Southern Maryland Rapid Transit Project—or SMRT. He states that the State and regional transit priority will be completed within the 26-year scope of Visualize 2050 and urges the TPB to include the SMRT project in the update of the Long-Range Transportation Plan, the TIP, and the Air Quality Conformity Analysis,

John Musso-Comment via Email-May 14, 2024
The Arlington Chamber of Commerce expresses their support for all the submitted projects included on the Project List. The submitted projects encompass a wide range of important transportation improvements, across all modes. They state that a multifaceted approach to transportation improvements is critical for the long-term economic success of our metropolitan region.

John P. Boylan-Comment via Email-May 14, 2024
Mr. Boylan is commenting on behalf of the Committee for Dulles. He states that key transportation initiatives such as the American Legion Bridge/270 and Southside Express Lane projects are essential to sustain the economic advantage an international airport brings to our region. Supporting these essential projects leverage Dulles International Airport and benefit the entire DC Metro area.

Coalition for Smarter Growth Email Campaign- Comments via Email- April 17- May 15, 2024
The TPB received 121 emails from Wednesday afternoon, April 17 until noon Tuesday from community members urging the TPB Board to reject the entire draft project list for Visualize 2050 if no changes are made. Four of the emails contained the same content as the campaign last month, but were received after the cut-off date for the April meeting. Of the remaining 117 email forms received, 15 emails contained some variation in content. There were 6 Instances of an individual submitting the exact email more than once.

Writers urged the TPB to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals if no changes are made to the list of projects.

Writers noted that the region's local elected official representatives on the TPB voted for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and to do a major overhaul of the regional transportation plan to support these goals. They noted public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion, which they state are consistent with TPB's Voices of the Region survey, showing 84% of the region's residents want elected officials to consider climate change when planning transportation. They comment the draft plan of projects that will be voted on this month by the TPB Board would fail to address these goals.

Emails specifically referenced removal several highway and arterial expansion projects in favor of prioritizing investments that support walkable, transit-friendly and inclusive communities. The emails conclude with the statement that the Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals, appreciating the changes that some jurisdictions have made.

Laura Bachle

From: Garrett Gee <ggee@selcva.org>
Sent: Monday, May 13, 2024 9:57 PM
To: TPBcomment; Lyn Erickson; chenderson@dccouncil.gov; braddock@fairfaxcounty.gov; Allen, Charles (Council)
Cc: Morgan Butler; Trip Pollard
Subject: TPB Item 8: SELC Comments on Visualize 2050 process and projects
Attachments: TPB Visualize 2050 - SELC supplemental comments 05.13.24 final.pdf

Good evening,

Please find attached the Southern Environmental Law Center's supplemental comments on the Visualize 2050 Transportation Plan process, the transportation air quality conformity analysis draft Scope of Work, and the Visualize 2050 Air Quality Conformity Network Inputs (including project-specific comments). These comments are provided for the Board's consideration in advance of the May 15th vote on the Visualize 2050 planning process. Please let us know if you have any questions or if we can be of any assistance.

Thank you for your consideration,

Garrett M. Gee (he/him)
Senior Attorney

Southern Environmental Law Center
122 C Street NW, Suite 325
Washington, DC 20001

(202) 828-8382
southernenvironment.org

SOUTHERN ENVIRONMENTAL LAW CENTER

122 C Street NW, Suite 325
Washington, DC 20001
southernenvironment.org

T 202 828 8382
F 202 347 6041

May 14, 2024

The Honorable Christina Henderson
Chair, National Capital Region Transportation Planning Board
777 North Capitol Street NE, Suite 300
Washington, DC 20002
tpbcomment@mwcog.org

VIA EMAIL

RE: Supplemental Comments on the Visualize 2050 Transportation Plan

Chair Henderson and Members of the Transportation Planning Board:

The Southern Environmental Law Center ("SELC") provides the following supplemental comments on the Visualize 2050 Transportation Plan process, the transportation air quality conformity analysis ("conformity analysis") draft Scope of Work, and the Visualize 2050 Air Quality Conformity Network Inputs, which includes a list of projects proposed to undergo a conformity analysis for the Visualize 2050 planning cycle. SELC is a non-partisan, non-profit organization that works throughout Virginia and the South to advance transportation and land use decisions that protect our environment and public health while promoting more equitable and resilient communities. SELC urges the Transportation Planning Board ("the Board" or "TPB") to take all steps necessary to set our region on a path to achieve the climate goals adopted by the Metropolitan Washington Council of Governments ("COG").

I. Background

These comments supplement written comments that SELC submitted to the Board on April 16, 2024, and oral remarks delivered at the Board meeting on April 17, 2024. These comments build on SELC's longstanding participation in the Board's Transportation Planning Process, including the Visualize 2045 Transportation Plan. Our April comments urged the Board to take the following actions:

1. Conduct detailed climate and vehicle miles traveled ("VMT") analyses for all projects proposed for the conformity analysis.
2. Ensure that each project ultimately included in the Visualize 2050 Transportation Plan is aligned with COG's climate and VMT reduction commitments.
3. Include in the conformity analysis alternatives to highway widenings and other projects that are likely to increase VMT and associated greenhouse gas ("GHG") emissions.

As noted in our prior comments, **COG has committed to reducing GHG emissions by 50 percent from 2005 levels by 2030 and 80 percent by 2050**. Transportation is the largest source of GHG emissions nationwide and accounts for approximately 34 percent of

regional emissions.[1] According to the Board's Climate Change Mitigation Study scenario analysis, the region is unlikely to achieve the reductions necessary to meet COG's 2030 GHG reduction target under even the most aggressive mode shift and technology adoption scenarios. To correct course and meet COG's 2050 goal, the Board's study found that the region **must achieve at least a 10 percent VMT reduction by 2030 and a 13 percent VMT reduction by 2050**, in addition to rapid electrification of the vehicle fleet.[2] More aggressive VMT reductions likely are needed to meet climate goals, especially if electrification adoption does not keep pace with high adoption scenarios.

Following adoption of the current long-range transportation plan,[3] the Board committed to a "zero-based budgeting" approach, which required member agencies to re-examine all projects, programs, and policies from the current plan to determine if those projects, programs and policies "reflect the findings from various scenario studies conducted by the TPB" to meet its goals and priorities, including GHG and VMT reduction commitments.[4] While we applaud COG's and the Board's climate commitments to date, the Board's planning process does nothing to ensure that we meet those ambitious goals.

II. Recommendation for the Scope of Work

The initial list of regionally significant projects submitted by member jurisdictions for conformity analysis includes significant proposed investments in major highway and arterial roadway capacity expansions, which are widely known to increase VMT and associated GHG emissions.[5] Induced travel demand, also known as "induced traffic" or "induced demand," is a well-documented phenomenon that describes how roadway capacity expansion projects, especially those extending into suburban and exurban areas, increase motor vehicle traffic. [6] These projects often preclude adequate alternative transportation modes or make those alternatives less convenient, comfortable, or safe. Auto-dependent development facilitated by these projects induces additional traffic in a cycle that locks in motor vehicle dependence and the need for further highway capacity expansions. As a result, transportation demand models routinely overestimate the

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[1] COG, *Metropolitan Washington 2030 Climate and Energy Action Plan* (Nov. 18, 2020), 50 (referencing the Community-Wide Greenhouse Gas Inventory).

[2] TPB, *TPB Climate Change Mitigation Study of 2021 Scenario Analysis Findings Final Report* (Jan. 7, 2022), 38-39 (identified as Mode Shift Scenario 1). More aggressive scenarios that are likely needed to meet transportation climate goals would require even greater VMT reductions: from 14%-20% by 2030 and from 20%-25% by 2050. *Id.*, at 42-23 and 46-47 (describing Mode Shift Scenarios 2 and 3).

[3] Known as Visualize 2045.

[4] TPB Resolution, R19-2022 (adopted June 16, 2022); TPB, *Frequently Asked Questions: On the next National Capital Region Transportation Plan – Visualize 2050* (updated April 11, 2024), https://visualize2050.org/wp-content/uploads/2024/04/Visualize-2050-FAQs-updated.pdf ("TPB FAQs").

[5] Specific Virginia projects of concern are addressed in the following section of this letter.

[6] Susan Handy & Marlon G. Boarnet, *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*, California Environmental Protection Agency, Air Resources Board (Sept. 30, 2014), https://ww2.arb.ca.gov/sites/default/files/2020-06/Impact_of_Highway_Capacity_and_Induced_Travel_on_Passenger_Vehicle_Use_and_Greenhouse_Gas_Emissions_Technical_Background_Document.pdf;

congestion relief benefits (and purported air quality benefits) of highway capacity expansion projects, overstate their need and economic value, and underestimate their long-term climate and public health impacts.[7] Recent analysis by the Georgetown Climate Center found that the influx of federal funding for transportation projects under the Bipartisan Infrastructure Law will cause emissions to *increase* if the funds are primarily invested in highway capacity expansions.[8] And the Board's own climate and mitigation study recognized the urgent need to reduce VMT through mode shift, travel demand management, transit enhancements, and transit-oriented development.[9]

The Board's guidance on the Visualize 2050 planning process seeks to hand wave away the results of its own climate study, stating simply that "it would be incorrect to generalize that all roadway capacity adding projects will increase emissions" and providing broad categories of project characteristics where this *may* be the case.[10] The guidance goes on to suggest, but does not require, that member agencies submit studies, analyses, or technically reasonable assumptions to support their "Regional Policy Alignment Documentation" in such cases.[11]

As a result, what should be an exception has swallowed the rule. The policy alignment documentation for several of the proposed roadway capacity expansions claims to address TPB's GHG reduction and environmental protection goals, without providing any supporting documentation or analyses. Without such documentation, the public—and the Board—are left with no option but to take these assertions at face value and either reject or accept the project based on speculative assertions. This flawed approach contradicts the entire purpose of zero-based budgeting—to take a clear-eyed look at all projects to ensure that they align with the Board's goals and priorities. Instead, the Board should put the onus on project proponents to justify counter-intuitive assertions.

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[7] National Association of City Transportation Officials, Design Year (adapted from the Urban Street Design Guide), https://nacto.org/publication/urban-street-design-guide/design-controls/design-year/ (last accessed May 7, 2024); *see also* Duranton and Turner, The Fundamental Law of Road Congestion: Evidence from US Cities, American Economic Review (2009), https://www.nber.org/papers/w15376.

[8] James Bradbury, et al, *Issue Brief: States Are in the Driver's Seat on Transportation Carbon Pollution*, GEORGETOWN CLIMATE CENTER (Mar. 24, 2023), https://www.georgetownclimate.org/blog/states-in-the-driver-eys-seat.html; Georgetown Climate Center, *Issue Brief: Estimating the Greenhouse Gas Impact of Federal Infrastructure Investments in the IIJA* (Dec. 16, 2021), https://www.georgetownclimate.org/articles/federal-infrastructure-investment-analysis.html.

[9] *TPB Climate Change Mitigation Study of 2021 Scenario Analysis Findings Final Report,* at 38-39.

[10] TPB FAQs, at 2 (emphasis added).

[11] *Id.*

To rectify this problem and provide the Board and the public with the information needed to make an evidence-based judgement on the merit of proposed projects, the proposed Scope of Work for the conformity analysis should be revised to explicitly include the following:

1. ***Initiate a third-party evaluation of the travel demand models used to ensure adequate accounting for induced demand***. This can be accomplished by utilizing dynamic traffic assignment that evaluates travel demand at a network level.
2. ***Require detailed GHG and VMT analyses for all projects proposed for the conformity analysis.*** While VMT is an input in the conformity analysis, VMT impacts should be evaluated as an output, along with GHG emissions.[12] If these are already intended to be outputs of the analysis, explicitly state that in the Scope of Work.
3. ***Ensure that reasonable and site-specific alternatives to proposed roadway capacity expansion projects (such as public transportation, complete streets, micromobility, operational improvements, travel demand management, or a combination of these measures) are included in the emissions modeling for all corridors with projects undergoing the conformity analysis*.** This will ensure that the Board can consider specific project alternatives in a corridor with the benefit of comparative GHG and VMT impact data. This information must be available when the Board determines which projects to include in the long-range plan in 2025.
4. ***Commit to a final assessment of the GHG and VMT impacts of the full slate of planned projects prior to finalizing the 2050 plan.*** If the results do not demonstrate a pathway to achieve VMT and GHG reduction commitments, require GHG and VMT mitigation measures consistent with the Board's climate mitigation study sufficient to address projected climate impacts.

Ultimately, if mitigation or alternatives are not sufficient to align the long-range plan with VMT and GHG reduction commitments, projects that are inconsistent with climate goals should be excluded from the final plan.

III. Project-Specific Recommendations

Below, SELC highlights specific projects of concern that would undercut the region's GHG and VMT reduction goals. In addition, several of these proposed projects would impact natural resources like forested areas and wetlands that are critical carbon sinks, facilitate stormwater infiltration, and reduce urban heat island effects. Several of these projects would also have safety and equity impacts beyond the environmental impacts discussed. We look forward to engaging with the Board about these projects in further detail as the Visualize 2050 planning process unfolds.

[12] Carbon dioxide is not defined as a criteria pollutant for the purposes of transportation conformity.

VA 234 Bypass Extension North (CE 1897) and Pageland Road (VA 704) Widening from Sudley Road (VA 234) to Lee Highway (US 29) (CE 3308)

Important information is lacking on both of these proposals. The VA 234 Bypass Extension North project is not included in the supplemental project summary table,[13] and that table's link for the Pageland Road widening proposal leads incorrectly to a description of an Arcola Boulevard project. However, based on the limited information provided, we read both projects as encompassing some portion, or all, of the highly controversial Bi-County Parkway proposal—a destructive and incredibly costly project that would form a key segment of an outer beltway around Washington, D.C., and fuel sprawling development patterns in some of the few remaining rural areas in northern Virginia. It would also cause significant damage to valuable historic and environmental resources such as Manassas National Battlefield Park and a number of headwater streams that source the Occoquan Reservoir—an important component of the regional water supply for northern Virginia.

Whether labeled and described as new construction or as the widening of existing Pageland Lane, building a major highway north along or adjacent to the existing Pageland Lane corridor would route heavy traffic alongside the western border of the Manassas Battlefield and through the rural lands to the north of the Battlefield. It would also spur more driving and automobile-dependent development. Targeted upgrades to existing north-south corridors in the area and improved transit would be more beneficial, reduce emissions, and cause less damage, and therefore neither the 234 Bypass Extension North nor the Pageland widening proposal should be included in the region's long-range transportation plan.

Manassas National Battlefield Park Bypass (CE 3791)

While we support efforts to reduce through traffic from the portions of US 29 and VA 234 that cross the Manassas Battlefield National Park, we have long opposed the so-called Manassas National Battlefield Park Bypass as an appropriate or even viable means of doing so. Much like the Bi-County Parkway discussed above, this project would promote construction of a sprawl-inducing outer beltway and inflict serious damage on the Battlefield. Instead of building four more highway lanes next to the Battlefield, alternatives should be pursued. These include shifting east-west traffic on US 29 in the vicinity of the Battlefield to I-66 (which is currently being expanded), and smoothing north-south traffic flow by building roundabouts at the intersections of VA 234 with Pageland Lane and VA 659. The proposed bypass is fundamentally inconsistent with the Board's climate

[13] Staff prepared an unofficial project summary table to assist the Board in reviewing the projects proposed for inclusion in the conformity analysis, but the Air Quality Conformity Input Tables is the document under consideration for the May board meeting. These documents are available on the Visualize 2050 website, at https://www.mwcog.org/documents/2024/02/23/visualize-2050-national-capital-region-transportation-plan-air-quality-conformity-tpb-visualize-2050/.

commitments and should be removed from the conformity analysis and replaced with these or similar operational improvements.

US 15 Widening between Battlefield Parkway and Montresor Road (CE 3608)

We continue to have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would attract more traffic—especially regional trips—to the historic corridor. Further, once one portion of the road is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. The result—a quintessential example of induced demand—is a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. An alternative approach that manages traffic flow on US 15 north of Leesburg with traffic-calming improvements and roundabouts would be both effective and protective while inducing less traffic, so we urge you to include those alternatives in the air quality conformity analysis.

VA 28 Manassas Bypass (CE 1865)

In addition to encouraging more single-driver trips, this poorly conceived project raises major water quality and environmental justice concerns and would damage parkland and historic resources. The proposed highway would cut through two census tracts included as COG Equity Emphasis Areas, and recent estimates indicate the project could require taking nearly 60 homes, many of which are in the Bull Run Mobile Home Park where most of the residents are Latino. Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area, and this proposal should be removed from the conformity analysis.

Tall Cedars Parkway Extension (CE 3739)

This proposal to build a new four-lane, median divided highway parallel to Route 50 from Tall Cedars Parkway to the Air and Space Museum Parkway Interchange on Route 28 in Fairfax County raises serious environmental concerns. The route would need to cross Cub Run and its tributaries, traversing an environmentally sensitive area while encouraging more driving. We urge the Board to remove this proposal from the conformity analysis.

US 50 Widening: Eastern City Limit of Fairfax to Arlington County Line (CE 2182)

A half billion-dollar urban highway widening is not the solution to the serious safety and operational issues on Route 50. VDOT and Fairfax County recently conducted a Safety and Operational Improvement Study of a major section of this corridor inside the Beltway, and those recommendations should be included as a project-specific alternative to widening. Significant transit improvements are needed, and bus rapid transit should be studied. This is a key example of the flawed "policy alignment documentation" process, in which the applicant self-scored a perfect 8 out of 8 for alignment with regional goals.

This segment of Route 50 experiences significant congestion at key bottlenecks at peak periods. It also has a high volume of pedestrian crossings, driven by considerable residential development on either side of the roadway, as well as retail, services, schools, and other civic destinations. The combination of dangerous design, frequent but intermittent congestion, poor infrastructure for transit riders, and the desire for pedestrian crossings has caused high rates of serious injuries and fatalities at several intersections. Further widening the roadway will exacerbate these safety issues and do little to improve multimodal access for the many residents near Route 50 that do not own a car. Redefine the scope of this proposed project to consider alternatives, such as safety, access, and transit improvements accompanied with targeted operational improvements at major bottlenecks to improve this key route. Targeted grade separations ultimately be necessary to reduce conflicts and should undergo study as an alternative to widening.

I-495 Southside Express Toll Lanes: Springfield Interchange to MD210 (CE 3814)

This project should include commitments to expand Metrorail over the bridge to connect the Blue Line to Prince George's County. While the project submission claims that rail would not be precluded by the toll lanes, binding commitments to expand rail transit are needed. Otherwise, we will miss a generational opportunity to connect the inner DC suburbs with high-capacity transit.

Dulles Airport Access Road Widening (CE 1965)

This outdated $400 million proposal is unnecessary and would undermine the region's major investment in the Silver Line. Congestion on this route is limited and frequent transit alternatives are readily available. Remove this project from the conformity analysis.

Northstar Boulevard Widening (T 12002)

Widening this existing stretch of Northstar Boulevard would increase pressure to construct a major limited-access highway along this corridor that would induce driving and accelerate development in more rural areas further to the south. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic calming features to ensure it serves a local collector purpose.

Chain Bridge Road Widening (VA 123) Widening (CE 3376)

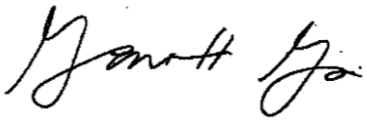
Further widening this already expansive, dangerous, highway within the Tysons and McLean area would undermine investments in the Silver Line and a transit-oriented, walkable Tysons. It would also cut against other investments in the plan that would help to right size streets around the Tysons metro stations, such as the Greensboro Drive extension. This project is another example of the "policy alignment documentation" process, in which the project sponsor claims and 8 out of 8 score in meeting the Board's regional goals from TPB, including climate, clean air, safety, and equity.

IV. Conclusions

We strongly support the Board's commitments to reducing GHG emissions and VMT. However, these commitments mean nothing without sufficient follow-through. The stakes are too high, and the timing is too urgent to rely on mere assurances. The proposed long-range transportation plan includes hundreds of lane miles of highway widening projects that would not only cause significant increases in emissions, but also divert scarce resources from proven measures to reduce the harmful environmental, safety, and equity impacts of the transportation system. To achieve meaningful climate progress, the Board must ensure that the cumulative GHG and VMT impacts of the Visualize 2050 Transportation Plan put the region on track to meeting its goals. Only projects that make progress towards those goals should be candidates for inclusion in the final plan and consideration for funding. Any projects that would increase VMT or GHG should be paired with sufficient climate mitigation to offset the projects that set our region back.

Thank you for your consideration.

Sincerely,



Garrett M. Gee
Senior Attorney
Southern Environmental Law Center

Laura Bachle

From: George Aburn <tadaburn@gmail.com>
Sent: Tuesday, May 14, 2024 8:11 AM
To: TPBcomment; Lyn Erickson
Cc: Jeffrey King; chenderson@dccouncil.gov
Subject: Item 1 Virtual Comment Opportunity
Attachments: TPB 05152024 Final Written TPB Comment Tad w DC EJC (1) (1).pdf

Lyn - Please register me to provide virtual comments during the May 15, 2024 TPB meeting. I will not be attending the meeting to provide in-person comments.

My comments are attached.

If you could please confirm receipt, and provide a response consistent with the TPB Public Participation Plan and guidance, it would be greatly appreciated.

Thanks again for your help.

Tad Aburn

(443) 829-3652

Comments for the May 15, 2024 TPB Meeting
Tad Aburn[1]
tadaburn@gmail.com
(443) 829-3652
****

Madame Chair, TPB members … Thank you for the opportunity to provide virtual public comment today.

Could you please use the language below (bold Italics) in the MWCOG staff summary of my comments:

> ***"My comments today focus on the proposed approval of the air quality conformity analysis scope of work during today's meeting. I believe that TPB should approve the scope but make it clear in the scope and elsewhere that the conformity analysis is simply a minimal federal requirement that has little to do with the transportation driven air quality problems of 2024.***
>
> ***The air quality conformity process is outdated and does not meaningfully address air pollution. It uses budgets that are no longer relevant and standards that have been replaced by EPA with stronger standards. The standards used in the TPB conformity analysis are weaker than the standards used by MWAQC in the region's air quality SIP.***
>
> ***The major reasons that the current conformity process does not address 2024 air quality priorities include:***
>
> - ***The analysis fails to address high-risk air pollution hotspots in EJ communities of color created by the transportation plan, and***
> - ***The analysis ignores climate change … the region's and the nation's most pressing and urgent air quality problem. TPB's minimalistic approach to climate change uses weak MWCOG climate change goals and fails to adequately reduce greenhouse gasses to address the climate change crisis.***

[1] As background, my name is Tad Aburn. I have submitted comments at every TPB meeting since 11/22. I was a MD resident for 68 years. I am now retired and doing volunteer work for overburdened communities in PG County and DC. I am also a member of the DC EJ Coalition. I was the Chair of MWAQC TAC multiple times. I was an MWAQC member for over 15 years. For almost 20 years I was the Director of the air pollution program in Maryland. I worked for MDE for 40 years. I was a two-term President and long-time SIP policy Committee Chair with the NACAA.

These two issues should be covered in detail in Envision 2050."

In closing, I would also urge TPB to review the public comments expected to be discussed during the 5/22/24 MWAQC Meeting and the 5/20/24 recommendation from ACPAC on climate change. Many of the MWAQC comments touch upon the TPB responsibility to address air pollution hotspots in EJ communities caused by transportation.

Thank you again for providing the opportunity to provide public comment. The courtesy of a response is requested.

In closing, I would like to request the courtesy of a response that explains how TPB will consider these comments.[2] I would also like to again request that TPB Tech and MWAQC TAC be asked by the TPB and the MWCOG Board to evaluate the comprehensive set of data, research and analyses on the issue of transportation driven air pollution hot-spots in communities of color that is now available.

Thank you again for providing the opportunity to provide public comment. I would be happy to discuss these comments with you.

[2] The TPB federally approved public participation plan says: "The TPB will give thoughtful consideration to how public input might affect its decisions and how input might improve TPB plans and products. The TPB will acknowledge the comments that were received **and how they were considered**."

Laura Bachle

From: Ashley Hutson <ashley@hcca.net>
Sent: Tuesday, May 14, 2024 11:54 AM
To: TPBcomment
Subject: Item 1 Comment Opportunity
Attachments: Coalition TPB Letter - March 20th.pdf

Hello Lyn,

On behalf of the HCCA, please sign me up to comment at tomorrow's meeting. I would also like to submit the attached letter as comment from HCCA>

Thank you,

Ashley Hutson
Director of Member Engagement
Heavy Construction Contractors Association
9251 Industrial Court Suite 201, Manassas VA 20109
O: 703-392-7410 | C: 703-508-4305

NORTHERN VIRGINIA TRANSPORTATION COALITION
PO BOX 6149 · MCLEAN, VIRGINIA 22106 · 703/883-1830 · FAX 703/883-1850

March 20, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

RE: Visualize 2050 Transportation Project Inputs

Dear Chair Henderson:

As representatives of the vast majority of private and nonprofit employers across Northern Virginia, we are writing to share our strong support for the transportation projects submitted by Virginia for Visualize 2050's Air Quality Conformity Analysis.

These projects represent Virginia's strong commitment to expanding the capacity of our multimodal transportation network that supports the growing housing and economic development needs of our community.

Virginia's project list includes key regional upgrades such as a new Long Bridge, major rail upgrades to the I-95 corridor and Virginia Railway Express, a significantly expanded regional BRT network, I-95 Bi-Directional Express Lanes, and the I-495 Southside Express Lanes. Furthermore, Northern Virginia has submitted a number of other critical regional transportation improvements that will move more people through our key corridors.

We applaud Virginia's leaders for investing in transportation improvements across all modes: roadways, transit, bike and pedestrian, and new technology to improve reliability, relieve travel congestion and reduce travel times throughout Northern Virginia.

In addition, we urge leaders in DC and Maryland to follow Virginia's example by investing in infrastructure that expands the capacity of our transportation network. For example, we implore you to approve Maryland's planned upgrades to the American Legion Bridge and I-270 in Visualize 2050. These improvements are essential to regional connectivity and the continued economic success of the DC area. If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. Therefore, we urge you to approve all projects submitted by Virginia for evaluation in the 2050 Air Quality Conformity Analysis.

Thank you for your time and consideration of this important matter.

Sincerely,

Northern Virginia Transportation Coalition

Laura Bachle

From: Michael Sakata <msakata@mtbma.org>
Sent: Tuesday, May 14, 2024 11:55 AM
To: Laura Bachle; TPBcomment
Subject: RE: Virtual Comments at the Transportation Planning Board (TPB)
Attachments: MTBMA TPB Comments May 15th.pdf

Laura – thank you for checking, here are my written comments.

Can you add me to speak in person as well.

Mike

Michael Sakata
President & CEO
Maryland/Metropolitan Transportation Builders & Materials Association
410.760.9505 | 301.377.9706 | msakata@mtbma.org
www.mtbma.org
2408 Peppermill Drive, Ste. F, Glen Burnie, MD 21061

in | Let's connect!

From: Laura Bachle <lbachle@mwcog.org>
Sent: Tuesday, May 14, 2024 11:47 AM
To: TPBcomment <tpbcomment@mwcog.org>
Subject: Virtual Comments at the Transportation Planning Board (TPB)

Hello,
Thanks for your interest in providing virtual comments to the TPB. As you may recall, the guidelines for providing commentary are on the TPB meeting page here. For your ease of reference, here's what's on the page:

"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 comments to TPBcomment@mwcog.org with the subject line "Item 1 Virtual 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 and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, May 14, 2024, to be relayed to the board at the meeting."

So, you need to be in-person to provide direct testimony. If you'd like to appear in-person, we start at 12 noon with public comments. Commenters are called on in the order of the requests received. We may need to adjust the time allocated to each speaker depending on the number of speakers. If you can't make it in-person, please submit your comments as directed above. We will verbally summarize your comments, and we provide all the written comments we receive to everyone.

Please contact me directly if you have any further questions.

Laura Bachle, AICP
Transportation Planner
National Capital Region Transportation Planning Board (TPB)
Metropolitan Washington Council of Governments
lbachle@mwcog.org l Office: (202) 962-3273

May 15th, 2024

Hon. Christina Henderson, Chair
National Capital Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

RE: Agenda Item 8, May 15th Meeting, Transportation Planning Board (TPB) – Air Quality Conformity Analysis Inputs

Dear Chair Henderson and Members of the TPB:

The Maryland Transportation Builders and Materials Association ("MTBMA") has been and continues to serve as the voice for Maryland's transportation construction industry since 1932. Our association is comprised of 200 members. MTBMA proactively works with regulatory agencies and governing bodies to represent the interests of the transportation industry, advocate for adequate state and federal funding, and promote greater regional collaboration to improve Maryland's multimodal transportation system.

We are concerned with some of the comments made during the April 15th TPB meeting seeking to remove major highway and bridge improvements from the agency-recommended lists of projects for inclusion in the air quality conformity analysis for Visualize 2050 and the TIP, and strongly urge you to reject any such request.

The National Capital Region's highway network is aging and severely congested. Significant capacity improvements are needed to address key bottlenecks including: The American Legion Bridge, sections of I-495 on both sides of the Woodrow Wilson Bridge, I-270 and US15, just to name a few. Several of these improvements are either currently undergoing federal environmental review or have already completed this process. All will need some level of federal funding for which they would not be eligible if they are changed or removed from the Visualize 2050 long-range plan.

These projects will provide significant congestion relief, boost our economy and improve access to key economic development locations like the I-270 corridor and National Harbor. There are also important multi-modal elements that would improve transit access by expanding our network of managed lanes to accommodate faster and more reliable regional express-bus service. These projects were submitted for further analysis for good reason and are significant elements in Visualize 2050 that contribute greatly to expanding access to jobs in all parts of our region.

While MTBMA understands the importance of transit projects and supports their inclusion in Visualize 2050 and the TIP, it is clear that transit alone will not address all of our future transportation needs. In particular, the movement of goods and services so vital to our economy, or interstate through-trips, or the vast majority of commuting and non-commuting daily trips are taken on our region's road and bridge network. This will remain the case in 2050 and beyond according to TPB's projections. Further, an "all transit-no roads" approach has no realistic possibility of ever

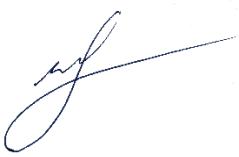
being affordable given our fiscal realities, declines in post-COVID transit ridership and farebox revenues, and rising transit operating costs.

In contrast, well designed multi-modal express lane or HOT lane projects create new revenue streams that more than cover their capital and operating costs over time. In addition, they can provide new opportunities for regional bus rapid transit service and a portion of their future revenues can be dedicated to help subsidize other transit services. At the very least, these critical multimodal projects are worth further study. Taking them out of the plan now would prevent us from knowing their impacts and would be short-sighted and irresponsible.

For these reasons, it is imperative to maintain a wholistic, multi-modal approach that meets all our transportation needs in a fiscally responsible manner.

We appreciate you taking the time to consider the expert advice of transportation professionals in our industry and request that you support all the major transit, road and bridge improvements that our state transportation agencies are recommending for inclusion in the air quality conformity analysis for Visualize 2050.

Thank you,



Michael Sakata President and CEO
Maryland Transportation Builders and Materials Association

Laura Bachle

From: rnparsons@comcast.net
Sent: Tuesday, May 14, 2024 12:51 PM
To: Laura Bachle
Subject: Corrected version attached
Attachments: TPB Commentts 2024-05-15 SMTA.docx

Here it is. Please replace the previous version with this one (sans typos!). Thanks.

Richard Parsons
Rnparsons@comcast.net
301-503-0697

SUBURBAN MARYLAND
TRANSPORTATION ALLIANCE

May 15th, 2024

Hon. Christina Henderson, Chair
National Capital Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

RE: Agenda Item #8 – Air Quality Conformity Analysis Inputs

The Suburban Maryland Transportation Alliance was formed in 2009 to educate policymakers and stakeholders about our transportation options, to advocate for increased funding for all transportation modes, and to encourage leaders to commit those funds to priority transit and road improvements that do the most to relieve congestion and improve mobility for the residents of the National Capital Region. We are here today to support the entire agency-recommended list of transit, road and other improvements for inclusion in the air quality analysis for the next update to our region's Visualize 2050 long-range plan.

In a region that already suffers from some of the nation's worst congestion, we urge you to resist calls from some of the interest groups that spoke at last month's meeting to remove key road and bridge improvements from this analysis. This would not be in keeping with TPB's mission and we urge you to keep the plan intact. Every study confirms we need a multimodal approach that includes both road and transit improvements if we are to meet the growing travel demand of a region that is projected to add another 1.3 million residents by 2050.

We also have serious concerns about depriving policymakers and the public of the information they need to make informed decisions by choosing not to even study major improvements that have long been prominent features in previous regional plans. TPB's own data show that even with all the infrastructure improvements in this plan, travel delays and access to jobs within a 45-minute commute radius continue to decline by 2050. Of course, things get much worse in the no-build scenarios you've tested. So the obvious question we have is, why would you even consider taking major projects OUT of a long-range plan that already falls far short in addressing congestion delays? You should be focusing instead on what else we can add to this plan, but that is likely a more long-term discussion.

I want to focus my comments today on one particular project that is recommended for inclusion in the list of air quality conformity analysis inputs, the American Legion Bridge (ALB) and I-270 program. As you know, the first phase of this project has already completed the federal National Environmental Policy Act (NEPA) review process, including a completed Final Environmental Impact Statement and has received an approved Record of Decision. This project is now ready to proceed to final design and construction and has Montgomery County's support as well as the support of the Maryland Department of Transportation.

At the last meeting some suggested that changes could be made to this project in this update to the Visualize 2050 plan. However, there is great risk in making any changes to this project at this point in the process. Among other things, it could risk re-opening the litigation (the previous lawsuits against this project have already been dismissed as baseless). Any change in its status in the TPB's long-range plan could trigger another round of litigation and potentially cause years of additional delay and hundreds of millions of taxpayer dollars that Maryland does not have, endangering the entire project. So, make no

mistake, any vote to remove or make significant changes to any portion of the ALB/I-270 project puts the entire American Legion Bridge replacement at risk and will be seen as a vote against the American Legion Bridge.

In closing, I'd like to share some perspective, as an active participant in many transportation project studies, expert task forces, and policy debates since the mid-1990s. SMTA and our coalition partners, including some of the local officials and state legislators on this Board, have spent over three decades urging state leaders to address the horrific congestion on I-270 and replace an aging and functionally obsolete American Legion Bridge. Despite the fact that this project effectively addresses some of the region's worst traffic chokepoints, has overwhelming public support, and the bridge itself needs extensive repairs in any case, the environmental impact review process still took over three decades to complete and construction has yet to begin. That is not good enough. Not by a long shot.

That is what is at stake in this vote today. The LAST thing we need now is the TPB throwing sand in the gears yet again by making any changes to this project and risking even more delay. This entire project is critical to our region – including the ALB and ALL of I-270 (as well as related improvements to US 15 in Frederick). We are now at the finish line and seeing it sidetracked yet again would send the clearest possible message that the transportation planning process in this region is fundamentally broken. Let's not go there.

We urge you to approve this and the other major highway, bridge and mass transit projects our transportation agencies have recommended with no changes that could cause even more delay, drive up costs even further, and doom another generation of area residents to three more decades of miserable congestion and lost economic opportunity. Thank you.

Sincerely,

Richard Parsons

Richard Parsons
Vice Chair, Suburban Maryland Transportation Alliance

NORTHERN VIRGINIA TRANSPORTATION COALITION
PO BOX 6149 · MCLEAN, VIRGINIA 22106 · 703/883-1830 · FAX 703/883-1850

March 20, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002-4239

RE: Visualize 2050 Transportation Project Inputs

Dear Chair Henderson:

As representatives of the vast majority of private and nonprofit employers across Northern Virginia, we are writing to share our strong support for the transportation projects submitted by Virginia for Visualize 2050's Air Quality Conformity Analysis.

These projects represent Virginia's strong commitment to expanding the capacity of our multimodal transportation network that supports the growing housing and economic development needs of our community.

Virginia's project list includes key regional upgrades such as a new Long Bridge, major rail upgrades to the I-95 corridor and Virginia Railway Express, a significantly expanded regional BRT network, I-95 Bi-Directional Express Lanes, and the I-495 Southside Express Lanes. Furthermore, Northern Virginia has submitted a number of other critical regional transportation improvements that will move more people through our key corridors.

We applaud Virginia's leaders for investing in transportation improvements across all modes: roadways, transit, bike and pedestrian, and new technology to improve reliability, relieve travel congestion and reduce travel times throughout Northern Virginia.

In addition, we urge leaders in DC and Maryland to follow Virginia's example by investing in infrastructure that expands the capacity of our transportation network. For example, we implore you to approve Maryland's planned upgrades to the American Legion Bridge and I-270 in Visualize 2050. These improvements are essential to regional connectivity and the continued economic success of the DC area. If the DC region expects to gain 1.3 million new people and 1 million new jobs by 2050, we must continue to invest in the vital transportation infrastructure that will keep our region moving.

Now that the TPB's zero-based submission strategy has refocused our approach, it's time to move forward with the improvements that each jurisdiction deems vital to its continued long-term transportation needs. Therefore, we urge you to approve all projects submitted by Virginia for evaluation in the 2050 Air Quality Conformity Analysis.

Thank you for your time and consideration of this important matter.

Sincerely,

Northern Virginia Transportation Coalition

Laura Bachle

From: Raymond Mondor <raymondor@rcn.com>
Sent: Wednesday, May 8, 2024 1:13 PM
To: TPBcomment
Subject: Toll Lanes on I495 In Montgomery and Prince Georges County

The idea of building toll lanes on I495 in Montgomery and Prince Georges counties is an extremely bad one. It is premised on the intention to continually increase the population density of the surrounding locations which is itself a very bad idea. People moved to the suburbs because they want to live in suburbia but you are planning to turn it all into a congested sprawling city. That may line your pockets with campaign contributions from developers but it is a betrayal of what your own studies have shown, the recommendations of your own staff, public opinion, public interest, the constant written and oral opposition from the public, and common sense.

I promise to actively oppose the re-election of any members of the TPB board who betray our interests by supporting this corruption and I urge everyone who feels the same to do so also.

Sincerely,
Raymond Mondor
Brunett Ave
Silver Spring, MD

Laura Bachle

From: GARY HODGE <garyvhodge@aol.com>
Sent: Tuesday, May 14, 2024 1:04 PM
To: TPBcomment
Cc: Gary V. Hodge
Subject: Comment on Visualize 2050 Update of the Long-Range Transportation Plan and Air Quality Conformity Analysis, Items 8A and 8B, May 15, 2024 (Registered by phone to attend and speak in person before 12:00 noon)

TPB Members and Staff:

For more than 35 years Southern Maryland leaders have been working together on the goal of bringing high-capacity, fixed-route, rapid transit 19 miles down the MD5-US301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County.

The **Southern Maryland Rapid Transit Project—or SMRT**—has long been a top regional transit priority of the elected officials of Prince George's and Charles counties in their annual letters to Maryland's Secretary of Transportation.

Five major State studies in the last 25 years have confirmed the project's feasibility, high projected ridership, economic impact and urgent need in this fast-growing corridor of the State.

The SMRT project would serve a commuter-shed of 500,000 people, enhancing mobility and relieving some of the worst traffic congestion and gridlock in the nation. It would help meet the National Capital Region's climate change goals, and bring economic growth and jobs to new transit-oriented communities all along the corridor.

Landmark State legislation enacted by the Maryland General Assembly in 2021 mandated prompt action by MDOT to complete the design, engineering and NEPA process and secure a record-of-decision for SMRT, and pledged State matching funds for future federal appropriations. Since then, Congress has approved two $5 million earmarks to expedite the planning process, and MDOT has budgeted $20 million in the current CTP to complete the planning phase.

Maryland's new Governor visited Waldorf a year ago and pledged his strong support for the project. When I talked with him on Saturday afternoon he reiterated his support and his Secretary's.

After decades of advocacy, planning and State and federal policy and funding commitments, it's time for the National Capital Region Transportation Planning Board to recognize this this major State and regional transit priority will be completed within the 26-year scope of Visualize 2050 and include the SMRT project in your update of the Long-Range Transportation Plan for future implementation, and in the Air Quality Conformity Analysis, as requested by the elected officials of Prince George's and Charles counties.

Thsnk you for your consideration and action.

Sincere regards,

GARY V. HODGE
President
Regional Policy Advisors
1490 7th Street, NW
Washington, D.C. 20001
301-873-3150

"Working with elected, civic and business leaders to build great communities"

Laura Bachle

From: John Musso <jmusso@arlingtonchamber.org>
Sent: Tuesday, May 14, 2024 1:01 PM
To: TPBcomment
Cc: Lyn Erickson
Subject: RE: Item 1 - Virtual Comment Opportunity

Hello Laura,

Thank you for the response. In that case, the following is my submitted comment, on behalf of the Chamber:

"I'm John Musso, Government Affairs Manager at the Arlington Chamber of Commerce. On behalf of the Arlington Chamber, I want to express our support for all the submitted projects included on the Project List. The submitted projects encompass a wide range of important transportation improvements, across all modes. A multifaceted approach to transportation improvements is critical for the long-term economic success of our metropolitan region. We ask that you please support all submitted projects before you today. Thank you."

Thank you for accepting and summarizing the comments.

John Musso
Government Affairs Manager
Arlington Chamber of Commerce
2009 14th Street North, Suite 100
Arlington, VA 22201
(703) 525-2400 ext. 203

From: Laura Bachle <lbachle@mwcog.org> **On Behalf Of** TPBcomment
Sent: Tuesday, May 14, 2024 12:04 PM
To: John Musso <jmusso@arlingtonchamber.org>; TPBcomment <tpbcomment@mwcog.org>
Cc: Lyn Erickson <lerickson@mwcog.org>
Subject: RE: Item 1 - Virtual Comment Opportunity

Hello John,
Thanks for your interest in providing virtual comments to the TPB. As you may recall, the guidelines for providing commentary are on the TPB meeting page here. For your ease of reference, here's what's on the page:

"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 comments to TPBcomment@mwcog.org with the subject line "Item 1 Virtual 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 and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, May 14, 2024, to be relayed to the board at the meeting."

So, you need to be in-person to provide direct testimony. If you'd like to appear in-person, we start at 12 noon with public comments. Commenters are called on in the order of the requests received. We may need to adjust the time allocated to each speaker depending on the number of speakers. If you can't make it in-person, please submit your comments as directed above. We will verbally summarize your comments, and we provide all the written comments we receive to everyone.

Please contact me directly if you have any further questions.

Laura Bachle, AICP
Transportation Planner
National Capital Region Transportation Planning Board (TPB)
Metropolitan Washington Council of Governments
lbachle@mwcog.org I Office: (202) 962-3273

From: John Musso <jmusso@arlingtonchamber.org>
Sent: Tuesday, May 14, 2024 11:56 AM
To: TPBcomment <tpbcomment@mwcog.org>
Cc: Lyn Erickson <lerickson@mwcog.org>
Subject: Item 1 - Virtual Comment Opportunity

Good morning,

I am John Musso, Government Affairs Manager at the Arlington Chamber of Commerce. I would like to sign up for virtual comments for the TPB meeting tomorrow. Do I need to submit comments now, or would I speak tomorrow?

Best,

John

John Musso
Government Affairs Manager
Arlington Chamber of Commerce
2009 14th Street North, Suite 100
Arlington, VA 22201
(703) 525-2400 ext. 203

Laura Bachle

From: John Boylan <john.boylan@bridgetpartners.com>
Sent: Tuesday, May 14, 2024 2:47 PM
To: TPBcomment
Subject: Re: Item 1 Virtual Comment Opportunity

Thanks Laura.

On behalf of the Committee for Dulles, I would like to provide virtual comment tomorrow for the TPB on May 15. The Committee for Dulles is a civic organization founded in the 1960s to advocate for Dulles International Airport. The airport is a regional economic powerhouse that propels DC Metro's travel & tourism as well as international business. It also supports over 28,000 workers from around the region.

Key transportation initiatives such as the American Legion Bridge/270 and Southside Express Lane projects are essential to sustain the economic advantage an international airport brings to our region. Supporting these essential projects leverage Dulles International Airport and benefit the entire DC Metro area.

JPB
John P. Boylan
Chair, Legislative Affairs | Comm for Dulles

John P. Boylan | Bridget Partners, LLC | 202 243-8072

On May 14, 2024, at 2:34 PM, TPBcomment <tpbcomment@mwcog.org> wrote:

Hello Mr. Boylan- could you please resubmit your comments? I don't seem to be able to find them.
Thanks,
-Laura
Laura Bachle, AICP
Transportation Planner
National Capital Region Transportation Planning Board (TPB)
Metropolitan Washington Council of Governments
lbachle@mwcog.org I Office: (202) 962-3273

From: John Boylan <john.boylan@bridgetpartners.com>
Sent: Tuesday, May 14, 2024 11:57 AM
To: TPBcomment <tpbcomment@mwcog.org>
Subject: Re: Item 1 Virtual Comment Opportunity

Thanks Laura - I was led to believe there was a virtual option to speak. I will not be able to get to DC in time, so will not be in person. I leave it with my comments. Thank you.

JPB

John P. Boylan
john.boylan@bridgetpartners.com
(202) 243-8072

From: Laura Bachle <lbachle@mwcog.org> on behalf of TPBcomment <tpbcomment@mwcog.org>
Sent: Tuesday, May 14, 2024 11:51:19 AM
To: John Boylan <john.boylan@bridgetpartners.com>
Subject: RE: Item 1 Virtual Comment Opportunity

Hello Mr. Boylan- Would you like to put on the in-person speaker's list?
-Laura

From: John Boylan <john.boylan@bridgetpartners.com>
Sent: Tuesday, May 14, 2024 11:46 AM
To: TPBcomment <tpbcomment@mwcog.org>
Subject: Item 1 Virtual Comment Opportunity

I want to comment tomorrow.

John P. Boylan
Chair, Legislative Affairs | Comm for Dulles

john.boylan@bridgetpartners.com
(202) 243-8072

Laura Bachle

From: alek.becker91@everyactioncustom.com on behalf of Alek Becker <alek.becker91@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 12:23 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr Alek Becker
1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674 alek.becker91@gmail.com

Laura Bachle

From: stevebrigham4208@everyactioncustom.com on behalf of Steve Brigham <stevebrigham4208@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 10:00 AM
To: TPBcomment
Subject: For Earth Day, fix the Visualize 2050 plan

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Steve Brigham
12740 Gladys Retreat Cir Bowie, MD 20720-3350 stevebrigham4208@gmail.com

Laura Bachle

From: claudio.jessica.elise@everyactioncustom.com on behalf of Jessica Claudio <claudio.jessica.elise@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 10:32 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
Dr. Jessica Claudio
6470 Fairview Rd Hixson, TN 37343-3144
claudio.jessica.elise@gmail.com

Laura Bachle

From: sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 9:47 AM
To: TPBcomment
Subject: For Earth Day, fix the Visualize 2050 plan

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Douglas Sedon
2815 Fry Rd Jefferson, MD 21755-7424
sedond@yahoo.com

Laura Bachle

From: j.allenleventhal@everyactioncustom.com on behalf of Judy Allen-Leventhal <j.allenleventhal@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:03 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments and do what's best for the citizens of Prince George's County.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Judy Allen-Leventhal
PO Box 217 Accokeek, MD 20607-0217
j.allenleventhal@gmail.com

Laura Bachle

From: radchic05@everyactioncustom.com on behalf of Madeline Amalphy <radchic05@everyactioncustom.com>
Sent: Friday, May 10, 2024 4:34 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. As a Gaithersburg resident who is extremely concerned about the climate crisis, I appreciate the changes that some jurisdictions have made, but more are needed. If you don't follow through on this board's commitments and immediately do everything in your power to stop climate change, millions of innocent Americans will die in hurricanes, floods, wildfires, famines, droughts, heat waves, and wildfires caused by the climate crisis. Our lives are in your hands.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,

Ms. Madeline Amalphy
651 Saybrooke Oaks Blvd Gaithersburg, MD 20877-3488 radchic05@gmail.com

Laura Bachle

From: anambler@everyactioncustom.com on behalf of Anne Ambler <anambler@everyactioncustom.com>
Sent: Friday, May 10, 2024 3:40 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. How can it be that highway expansion is still in the plan, when it clearly undercuts climate goals? We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Anne Ambler
12505 Kuhl Rd Silver Spring, MD 20902-1443 anambler@gmail.com

Laura Bachle

From: jangell@everyactioncustom.com on behalf of JL Angell <jangell@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:20 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. JL Angell
2391 Ponderosa Rd Rescue, CA 95672-9411 jangell@earthlink.net

Laura Bachle

From: joebaldi@everyactioncustom.com on behalf of Joseph Baldi <joebaldi@everyactioncustom.com>
Sent: Friday, May 10, 2024 1:25 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

We need smart planning for the future of transportation in our metro area; more and more concrete and asphalt are not the answer. Look at what happened last June - the Washington DC area had days with the worst air quality in the US and the world!!

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,

Mr Joseph Baldi
4557 Minuteman Dr Rockville, MD 20853-1263 joebaldi@verizon.net

Laura Bachle

From: mcc4rtodz@everyactioncustom.com on behalf of Laurence Aurbach <mcc4rtodz@everyactioncustom.com>
Sent: Friday, May 10, 2024 1:48 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Laurence Aurbach
9220 Edwards Way Apt 2451 Hyattsville, MD 20783-3417 mcc4rtodz@mozmail.com

Laura Bachle

From: morgenlicht7@everyactioncustom.com on behalf of Dawn M. Barclift <morgenlicht7@everyactioncustom.com>
Sent: Saturday, May 11, 2024 1:53 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Dawn M. Barclift
1129 Anesbury Ln Alexandria, VA 22308-1904 morgenlicht7@gmail.com

Laura Bachle

From: jacobbarker@everyactioncustom.com on behalf of Jacob Barker <jacobbarker@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:54 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Jacob Barker
605 Hudson Ave Apt 322 Takoma Park, MD 20912-3212 jacobbarker@me.com

Laura Bachle

From: beckybatt@everyactioncustom.com on behalf of Rebecca Batt <beckybatt@everyactioncustom.com>
Sent: Friday, May 10, 2024 5:07 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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It is critical that we stop following Hogan's out-dated, destructive plans to pave over more fragile land. We must think creatively to make transit work for people. Hogan's plan would be extremely expensive and would be destroy trees, parks, schoolyards and neighborhoods. Hogan's plan would produce more air, water and noise pollution when we need to significantly reduce greenhouse gases. Widening highways is the WRONG approach for the future of Montgomery Count and our state. We must fight climate change, not exacerbate climate change.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,

Ms. Rebecca Batt
745 Anderson Ave Rockville, MD 20850-2104 beckybatt@comcast.net

Laura Bachle

From: alek.becker91@everyactioncustom.com on behalf of Alek Becker <alek.becker91@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 12:23 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr Alek Becker
1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674 alek.becker91@gmail.com

Laura Bachle

From: alek.becker91@everyactioncustom.com on behalf of Alek Becker <alek.becker91@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:18 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr Alek Becker
1201 Braddock Pl Apt 1008 Alexandria, VA 22314-1674 alek.becker91@gmail.com

Laura Bachle

From: elainebecker@everyactioncustom.com on behalf of Elaine Becker <elainebecker@everyactioncustom.com>
Sent: Saturday, May 11, 2024 4:16 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Elaine Becker
2514 Sharmar Rd Roanoke, VA 24018-2625
elainebecker@yahoo.com

Laura Bachle

From: deborah.p.beebe@everyactioncustom.com on behalf of Deborah Beebe <deborah.p.beebe@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:57 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

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Sincerely,
Dr. Deborah Beebe
10117 Tenbrook Dr Silver Spring, MD 20901-2157 deborah.p.beebe@gmail.com

Laura Bachle

From: behradb@everyactioncustom.com on behalf of Behrad Behbahani <behradb@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:56 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Behrad Behbahani
10201 Grosvenor Pl Apt 422 North Bethesda, MD 20852-4608 behradb@gmail.com

Laura Bachle

From: deborah.p.beebe@everyactioncustom.com on behalf of Deborah Beebe <deborah.p.beebe@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:58 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Dr. Deborah Beebe
10117 Tenbrook Dr Silver Spring, MD 20901-2157 deborah.p.beebe@gmail.com

Laura Bachle

From: bonniebick@everyactioncustom.com on behalf of bonnie bick <bonniebick@everyactioncustom.com>
Sent: Sunday, May 12, 2024 9:25 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. bonnie bick
160 Farmington Rd W Accokeek, MD 20607-9749 bonniebick@gmail.com

Laura Bachle

From: birnbaumva@everyactioncustom.com on behalf of Ira Birnbaum <birnbaumva@everyactioncustom.com>
Sent: Friday, May 10, 2024 10:51 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Ira Birnbaum
3600 Druid Ln Annandale, VA 22003-1340
birnbaumva@yahoo.com

Laura Bachle

From: erica.bollerud@everyactioncustom.com on behalf of Erica Bollerud <erica.bollerud@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:49 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms Erica Bollerud
601 Hudson Ave Apt 309 Takoma Park, MD 20912-3214 erica.bollerud@gmail.com

Laura Bachle

From: jbthatch01@everyactioncustom.com on behalf of Jane Broendel <jbthatch01@everyactioncustom.com>
Sent: Friday, May 10, 2024 6:02 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms Jane Broendel
3909 Jocelyn St NW Znw Washington, DC 20015-1905 jbthatch01@gmail.com

Laura Bachle

From: josh.boxerman@everyactioncustom.com on behalf of Josh Boxerman <josh.boxerman@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:20 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Doubling down on highway expansion when all the evidence shows that it is wasteful, dangerous, and detrimental to our quality of life would be a disaster for our region. We need investments in transit that will fuel sustainable growth and create opportunities for safer, more affordable, car-free or car-lite living. Why commit our residents to paying thousands of dollars per year for a vehicle to risk their lives and waste their time in traffic on roads that cost us billions to build? Let's use that money instead to build for the future, not the past.

It's shocking to me that a region as forward thinking and dynamic as our own would be so stuck in 1950s-era planning logic, when regions around the globe are getting ahead of us by

leaps and bounds by investing in rail, transit, and walking/biking infrastructure to create quality, affordable, interconnected communities and regions.

Please focus instead on connecting our region through initiatives like regional rail to directly connect MD, DC, and VA on the same MARC and VRE trains, funding WMATA and increasing service, and building transit-oriented development and walking/biking infrastructure.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Josh Boxerman
5506 Burling Ct Bethesda, MD 20817-6309 josh.boxerman@gmail.com

Laura Bachle

From: stevebrigham4208@everyactioncustom.com on behalf of Steve Brigham <stevebrigham4208@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 10:00 AM
To: TPBcomment
Subject: For Earth Day, fix the Visualize 2050 plan

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Steve Brigham
12740 Gladys Retreat Cir Bowie, MD 20720-3350 stevebrigham4208@gmail.com

Laura Bachle

From: roseliemail@everyactioncustom.com on behalf of Roselie Bright <roseliemail@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 8:11 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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There is ample scientific evidence that vehicle emissions and noise directly harm hearts, lungs, and brains, and kill people of all ages, from prenatal to elderly. Scientific evidence also shows that both emissions and noise also harm wildlife, and humans depend on wildlife for good health. The climate crisis is causing storms, floods, droughts, wildfires, heat stress illness, damage to the ecosystem, less nutritious crops, and declines in wild fish and other marine life; these harms are bad for human well being and are very costly. (References to the scientific studies are available by contacting me at roseliemail@gmail.com.) Seeing as how alternatives are readily available and people want to adopt them, there is no reason to accept the harms and costs of enabling more traffic, especially related to internal combustion engines.

I have a Doctor of Science from Harvard in Epidemiology (the science of illness in populations) with an emphasis in Environmental Health. I had a long federal career as an epidemiologist.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
Dr. Roselie Bright
451 Hungerford Dr Ste 119214 Rockville, MD 20850-4151 roseliemail@gmail.com

Laura Bachle

From: pdjburton@everyactioncustom.com on behalf of Patricia Burton <pdjburton@everyactioncustom.com>
Sent: Friday, May 10, 2024 4:03 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Patricia Burton
334 W Deer Park Rd Gaithersburg, MD 20877-1687 pdjburton@yahoo.com

Laura Bachle

From: stevebrigham4208@everyactioncustom.com on behalf of Steve Brigham <stevebrigham4208@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:36 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Steve Brigham
12740 Gladys Retreat Cir Bowie, MD 20720-3350 stevebrigham4208@gmail.com

Laura Bachle

From: jbussells@everyactioncustom.com on behalf of James Bussells <jbussells@everyactioncustom.com>
Sent: Friday, May 10, 2024 3:22 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. James Bussells
45 Horner St Warrenton, VA 20186-3415
jbussells@pecva.org

Laura Bachle

From: marthabyers@everyactioncustom.com on behalf of Martha Byers <marthabyers@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:48 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Martha Byers
1505 D St NE Washington, DC 20002-5505
marthabyers@hotmail.com

Laura Bachle

From: mcampscomp@everyactioncustom.com on behalf of Mary Campbell <mcampscomp@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:52 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Dr. Mary Campbell
522 Dartmouth Ave Silver Spring, MD 20910-4263 mcampscomp@aol.com

Laura Bachle

From: dtcherry@everyactioncustom.com on behalf of David Cherry <dtcherry@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:37 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. David Cherry
4977 Battery Ln Unit 1015 Bethesda, MD 20814-4929 dtcherry@aol.com

Laura Bachle

From: cimino.andrea.m@everyactioncustom.com on behalf of Andrea Cimino <cimino.andrea.m@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:09 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Andrea Cimino
3913 Hampden St Kensington, MD 20895-2006 cimino.andrea.m@gmail.com

Laura Bachle

From: claudio.jessica.elise@everyactioncustom.com on behalf of Jessica Claudio <claudio.jessica.elise@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 10:32 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Dr. Jessica Claudio
6470 Fairview Rd Hixson, TN 37343-3144
claudio.jessica.elise@gmail.com

Laura Bachle

From: sancogan19@everyactioncustom.com on behalf of Sandra Cogan <sancogan19@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:51 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Sandra Cogan
350 Market St W Gaithersburg, MD 20878-6403 sancogan19@gmail.com

Laura Bachle

From: chuckcoleman@everyactioncustom.com on behalf of Charles Coleman <chuckcoleman@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 7:31 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Dr. Charles Coleman
5811 Governors View Ln Alexandria, VA 22310-2356 chuckcoleman@yahoo.com

Laura Bachle

From: charlottecook2013@everyactioncustom.com on behalf of Charlotte Cook <charlottecook2013@everyactioncustom.com>
Sent: Friday, May 10, 2024 6:07 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Charlotte Cook
10906 Bucknell Dr Silver Spring, MD 20902-4392 charlottecook2013@yahoo.com

Laura Bachle

From: jhcook120@everyactioncustom.com on behalf of Jennifer Cook <jhcook120@everyactioncustom.com>
Sent: Tuesday, May 14, 2024 10:59 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Jennifer Cook
1150 Ripley St Silver Spring, MD 20910-3475 jhcook120@gmail.com

Laura Bachle

From: philip_cotterill@everyactioncustom.com on behalf of Philip Cotterill <philip_cotterill@everyactioncustom.com>
Sent: Saturday, May 11, 2024 11:19 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Philip Cotterill
9624 Evergreen St Silver Spring, MD 20901-2934 philip_cotterill@hotmail.com

Laura Bachle

From: tim_j_crowley@everyactioncustom.com on behalf of Tim Crowley <tim_j_crowley@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:01 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Tim Crowley
15004 Butterchurn Ln Silver Spring, MD 20905-5739 tim_j_crowley@hotmail.com

Laura Bachle

From: rachel@everyactioncustom.com on behalf of Rachel Davis <rachel@everyactioncustom.com>
Sent: Friday, May 10, 2024 1:27 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Rachel Davis
4014 Marlboro Pl NW Washington, DC 20011-4810 rachel@walnutstreetcreative.com

Laura Bachle

From: ademarais@everyactioncustom.com on behalf of Alex Demarais <ademarais@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:22 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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You can never "remove" a highway bottle neck by increasing lanes, it will just move the bottle neck to where the extra lanes end. I don't want Maryland to make the same mistake VA did by widening their highways, put the money and land to transit which is our only hope to combat climate change.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Alex Demarais
9116 Eton Rd Silver Spring, MD 20901-4902 ademarais@gmail.com

Laura Bachle

From: mdombros@everyactioncustom.com on behalf of Marian Dombroski <mdombros@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:58 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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We need - investment in our existing rail system - commuter trains as are successfully used in other major urban areas. Also ride service, also used in other urban areas. Works great in South Africa. Needs study to make it work here.

We need to maintain our green infrastructure and wildlife corridors, much of which would be destroyed by lane widening. No more public land devoted to roads. Equitable use of the public right of way. Once we fragment and lose our natural areas, they can not be replaced.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a

new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Marian Dombroski
6205 Lombard St Cheverly, MD 20785-1208 mdombros@gmail.com

Laura Bachle

From: pat.doyen@everyactioncustom.com on behalf of Pat Doyen <pat.doyen@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:51 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Pat Doyen
6208 44th Ave Riverdale, MD 20737-1006
pat.doyen@yahoo.com

Laura Bachle

From: mdunlavey0710@everyactioncustom.com on behalf of Mary Ellen Dunlavey <mdunlavey0710@everyactioncustom.com>
Sent: Friday, May 10, 2024 8:54 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Mary Ellen Dunlavey
1102 Azalea Dr Rockville, MD 20850-2022 mdunlavey0710@gmail.com

Laura Bachle

From: mayorofarcola@everyactioncustom.com on behalf of W. Christopher Farrell <mayorofarcola@everyactioncustom.com>
Sent: Friday, May 10, 2024 5:48 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr W. Christopher Farrell
701 Horton Dr Wheaton, MD 20902-3010
mayorofarcola@gmail.com

Laura Bachle

From: patrick_flaherty1@everyactioncustom.com on behalf of Patrick Flaherty <patrick_flaherty1@everyactioncustom.com>
Sent: Friday, May 10, 2024 10:12 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr Patrick Flaherty
502 E Wayne Ave Silver Spring, MD 20901-3633 patrick_flaherty1@msn.com

Laura Bachle

From: ericfowler24@everyactioncustom.com on behalf of Eric Fowler <ericfowler24@everyactioncustom.com>
Sent: Friday, May 3, 2024 7:20 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr Eric Fowler
8200 Wisconsin Ave Bethesda, MD 20814-3122 ericfowler24@gmail.com

Laura Bachle

From: evelynsfraser@everyactioncustom.com on behalf of Evelyn Fraser <evelynsfraser@everyactioncustom.com>
Sent: Saturday, May 11, 2024 8:06 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mrs. Evelyn Fraser
2724 28th St NE Washington, DC 20018-1417 evelynsfraser@hotmail.com

Laura Bachle

From: ljfues@everyactioncustom.com on behalf of Lisa Fues <ljfues@everyactioncustom.com>
Sent: Friday, May 10, 2024 1:10 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Lisa Fues
9 A W Caton Ave Alexandria, VA 22301-1519 ljfues@hotmail.com

Laura Bachle

From: sandy@everyactioncustom.com on behalf of Sandra Gould <sandy@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:52 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Sandra Gould
1122 N Taylor St Apt A Arlington, VA 22201-5644 sandy@igould.com

Laura Bachle

From: agcatp2@everyactioncustom.com on behalf of Allen Greenberg <agcatp2@everyactioncustom.com>
Sent: Friday, May 10, 2024 4:55 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Allen Greenberg
1526 17th St NW Washington, DC 20036-6216 agcatp2@aol.com

Laura Bachle

From: mattghallada@everyactioncustom.com on behalf of Matthew Hallada <mattghallada@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:54 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Highways have lead to the destruction of many many communities and cities throughout Maryand. We are running out of space and need more walkable streets and public transportation.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,

Mr. Matthew Hallada
5704 Forest Rd Cheverly, MD 20785-2944
mattghallada@gmail.com

Laura Bachle

From: iighite@everyactioncustom.com on behalf of George Hite <iighite@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:06 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. George Hite
6429 Lignum St Springfield, VA 22150-1140 iighite@netscape.net

Laura Bachle

From: gopullman@everyactioncustom.com on behalf of Tom Hoffman <gopullman@everyactioncustom.com>
Sent: Saturday, May 11, 2024 1:33 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Tom Hoffman
157 Millirons Rd Pearisburg, VA 24134-2188 gopullman@aol.com

Laura Bachle

From: Epayvette@everyactioncustom.com on behalf of Yvette Hopkins <Epayvette@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:10 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms Yvette Hopkins
3181 N Pollard St Arlington, VA 22207-4156 Epayvette@gmail.com

Laura Bachle

From: marc.imlay@everyactioncustom.com on behalf of Marc And Alice Imlay <marc.imlay@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:27 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Dr. Marc And Alice Imlay
2321 Woodberry Dr Bryans Road, MD 20616-3256 marc.imlay@mdsierra.org

Laura Bachle

From: marc.imlay@everyactioncustom.com on behalf of Marc And Alice Imlay <marc.imlay@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:58 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Marc And Alice Imlay
2321 Woodberry Dr Bryans Road, MD 20616-3256 marc.imlay@mdsierra.org

Laura Bachle

From: allen.irwin@everyactioncustom.com on behalf of Allen Irwin <allen.irwin@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:55 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

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Sincerely,
Mr Allen Irwin
1023 Vernon St Alexandria, VA 22314-1349 allen.irwin@gmail.com

Laura Bachle

From: michael.italiano@everyactioncustom.com on behalf of Michael Italiano <michael.italiano@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:49 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Michael Italiano
7209 13th Ave Takoma Park, MD 20912-7069 michael.italiano@gmail.com

Laura Bachle

From: michael.italiano@everyactioncustom.com on behalf of Michael Italiano <michael.italiano@everyactioncustom.com>
Sent: Friday, May 10, 2024 7:44 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Michael Italiano
7209 13th Ave Takoma Park, MD 20912-7069 michael.italiano@gmail.com

Laura Bachle

From: rjohnson02mail@everyactioncustom.com on behalf of Richard Johnson <rjohnson02mail@everyactioncustom.com>
Sent: Friday, May 10, 2024 1:04 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Instead of express lanes and more highways, Arlington should expand bus service including to and from Metro stops and also encourage flex hours for public and private workers in Arlington.

Affordable housing also plays into the transportation issue. If people can afford to live closer to where they work, there is less need for transportation by car.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Richard Johnson

1500 S Barton St Apt 589 Arlington, VA 22204-4846 rjohnson02mail@gmail.com

Laura Bachle

From: kalukin_99@everyactioncustom.com on behalf of Andrew Kalukin <kalukin_99@everyactioncustom.com>
Sent: Sunday, May 12, 2024 3:48 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Andrew Kalukin
1114 N Stafford St Apt E Arlington, VA 22201-4656 kalukin_99@yahoo.com

Laura Bachle

From: meredith.k.815@everyactioncustom.com on behalf of Meredith Karbowsky <meredith.k.815@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:32 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Meredith Karbowsky
1515 N Queen St Unit 506 Arlington, VA 22209-3912 meredith.k.815@gmail.com

Laura Bachle

From: ajkarimi@everyactioncustom.com on behalf of Ana Karimi <ajkarimi@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:55 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Ana Karimi
1332 21st St NW Apt 102 Washington, DC 20036-1516 ajkarimi@gmail.com

Laura Bachle

From: wuya@everyactioncustom.com on behalf of Doug Kelley <wuya@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:47 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

The state and the county is 'our house'. The place we all live, work, travel, play, grow and thrive. I am personally asking you to consider all the information and points of view prior to going any further into something that can backfire and impact 'our house' adversely. I am asking you to show the same care for our state that each of us would enact personally in our homes and in our neighborhoods. This is bigger than just transportation corridors. Decisions such as this should be considered from the view point of the future looking back toward today because no longer are expected project cost overruns the worst that may result. Environmental mistakes made today will compound adversely in the very near, if not immediate, future. That cost will be monumental on so many levels, some potentially unforeseen. We may not be able to repair a mistake made today. Wisdom is the step of being extra sure, taking the extra effort and gathering ALL information before plowing ahead. Please do not sacrifice the health of our communities in favor of an impatient limited desire today. The old ways are not the only ways, nor have they been the successful ways. Look to California - two lanes grew to eight/twelve lanes and remain jammed today. Happened in

many other places. Quick fix temporary solutions work short term. They do not work for climate.

A commuter driven decision results in minimal assistance to a small portion of the entire community. The majority do not commute in these corridors. But this decision will affect all of us and not provide anything positive to the majority - actually it will be negative to the whole. Why not expand consciousness and focus more on alternatives that support common sense climate oriented alternatives that would increase mass transit opportunities for all rather than believing that increasing the size of the commute 'parking lot' on 495/270 is a real solution? It isn't. This is a simplistic bandage, not a functionally complex solution to a complex problem. Repeating the same solution over and over is by definition insanity and our increasing climate nightmare bears proof to where this insanity leads. Save the climate. Listen to the majority of residents. Do not widen!

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Doug Kelley
9904 Renfrew Rd Silver Spring, MD 20901-2217 wuya@earthlink.net

Laura Bachle

From: hotjenday@everyactioncustom.com on behalf of Tammy King <hotjenday@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:51 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Dr. Tammy King
29 Acadia Rd Gardner, MA 01440-1505
hotjenday@aol.com

Laura Bachle

From: king.rebekah@everyactioncustom.com on behalf of Rebekah King <king.rebekah@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:00 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments. Please do not move forward with plans to expand highways like 270. Expanding highways does not solve traffic problems in the long-term. Our region needs dedicated bus lanes, rapid bus transit, the Purple Line completion and more investment in transit and multi-modal strategies. It is time to move away from the priority on highways.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,

Mrs. Rebekah King
1906 Belford Ct Frederick, MD 21702-3048 king.rebekah@rocketmail.com

Laura Bachle

From: d.kittrell@everyactioncustom.com on behalf of Donna Kittrell <d.kittrell@everyactioncustom.com>
Sent: Friday, May 10, 2024 4:56 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mrs. Donna Kittrell
9541 Fostern Ln Manassas, VA 20112-4427 d.kittrell@yahoo.com

Laura Bachle

From: klamcd@everyactioncustom.com on behalf of Caroline Klam <klamcd@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:51 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments. As a local resident, local voter and citizen of the world - I implore you to change our response to the undoubted transportation issues to bring them in to accord with our climate needs.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms Caroline Klam
4006 N Upland St Arlington, VA 22207-4644 klamcd@aol.com

Laura Bachle

From: n.kotsch@everyactioncustom.com on behalf of Nicolas Kotschoubey <n.kotsch@everyactioncustom.com>
Sent: Friday, May 10, 2024 5:19 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Nicolas Kotschoubey
4978 Sentinel Dr Bethesda, MD 20816-3598 n.kotsch@ix.netcom.com

Laura Bachle

From: bjkraft1@everyactioncustom.com on behalf of Barbara Kraft <bjkraft1@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:53 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Barbara Kraft
2947 Upton St NW Washington, DC 20008-1107 bjkraft1@gmail.com

Laura Bachle

From: evank2@everyactioncustom.com on behalf of Evan Krichevsky <evank2@everyactioncustom.com>
Sent: Saturday, May 11, 2024 5:40 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Evan Krichevsky
9205 Copenhaver Dr Potomac, MD 20854-3016 evank2@aol.com

Laura Bachle

From: dcterra@everyactioncustom.com on behalf of David Land <dcterra@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:00 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. David Land
821 Malibu Dr Silver Spring, MD 20901-3649 dcterra@hotmail.com

Laura Bachle

From: ag7dollar@everyactioncustom.com on behalf of Gail Landy <ag7dollar@everyactioncustom.com>
Sent: Tuesday, May 14, 2024 11:02 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Gail Landy
17600 Silver Dollar Ct Gaithersburg, MD 20877-4237 ag7dollar@msn.com

Laura Bachle

From: ag7dollar@everyactioncustom.com on behalf of Gail Landy <ag7dollar@everyactioncustom.com>
Sent: Tuesday, May 14, 2024 11:59 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments. The Maryland plan to modernize and widden the American Legion Bridge, while widdening Rt.495 (Beltway) and I--270 with expensive toll lanes will defeat the goal of reducing greenhouse gas emission 50% by 2030. Induced demand will entail with more people believing congestion will be reduced due to highway expansion. Not only is that a false assumption, but the toll lane project is not equitable since it only serves the wealthy, Use of the toll lanes will be limited and more traffic will crawl on the free lanes, including large trucks, wih one lane eliminated. Also the toll lanes while end abrupty at Old Georgetown and Rt. 370, causing a dangeous merging plan. The same drawbacks exist for the Virginia's 495 Southsde Express Lane project. Instead of expanding highways, We need additional transit such as light rail connecting Virginia and Maryland. The plan for bus rapid transit alond Rt. 355 is a positive step. Why can't that replace the Beltway,I 270 Toll Lane project which will resultin additional traffic on arterial roadsthat leading into

DC?The goal is to make the DVM more walkable and bicycle friendly and preferably moe relient on transit. Exclusive bus lanes are a good measure, expediating bus transit. These lanes can also be used by bicyclists when devoid of buses. Connecting trails can encourage increased bike and pedestrian traffic. Changes must made in the TPB plan to coincide with the goal of reducing auto traffic and making the DMV a more walkabe and people friendly region.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Gail Landy
17600 Silver Dollar Ct Gaithersburg, MD 20877-4237 ag7dollar@msn.com

Laura Bachle

From: brisketeer@everyactioncustom.com on behalf of Dan Lantner <brisketeer@everyactioncustom.com>
Sent: Friday, May 10, 2024 1:27 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Dan Lantner
13 Lake Ct Rockville, MD 20853-3627
brisketeer@gmail.com

Laura Bachle

From: brian.lutenegger@everyactioncustom.com on behalf of Brian Lutenegger <brian.lutenegger@everyactioncustom.com>
Sent: Saturday, May 11, 2024 8:47 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Brian Lutenegger
1615 Kenyon St NW Apt 50 Washington, DC 20010-2776 brian.lutenegger@gmail.com

Laura Bachle

From: slmader@everyactioncustom.com on behalf of Stewart Mader <slmader@everyactioncustom.com>
Sent: Saturday, May 11, 2024 10:02 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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The projects we prioritize reflect our values as a county and community. Instead of wider highways, I recommend we focus on transit-first projects, like increasing the frequency of RideOn bus routes to at least a 15-minute standard throughout downcounty, piloting and promoting a frequent bus connection between key hubs like Wheaton, Bethesda and Tysons, and accelerating the delivery of long-gestating projects like BRT on the 355 corridor.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Stewart Mader
4508 Edgefield Rd Kensington, MD 20895-4203 slmader@icloud.com

Laura Bachle

From: dsmarcin@everyactioncustom.com on behalf of Daniel Marcin <dsmarcin@everyactioncustom.com>
Sent: Friday, May 10, 2024 9:42 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If you want to decongest highways and make people make better transportation decisions, then just toll every highway. Simple as that. I think you'll find that the need to expand will quickly go away.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
mr Daniel Marcin
1910 Westchester Dr Silver Spring, MD 20902-3561 dsmarcin@gmail.com

Laura Bachle

From: bmccann202@everyactioncustom.com on behalf of Barbara McCann <bmccann202@everyactioncustom.com>
Sent: Saturday, May 11, 2024 4:51 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

Places meeting climate goals are doubling down on low and no emissions travel modes... And have stopped digging the hole of highway expansion. We can't succeed with both. Pour that money into transit!

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms Barbara McCann
1439 Monroe St NW Washington, DC 20010-3138 bmccann202@gmail.com

Laura Bachle

From: myrna38717@everyactioncustom.com on behalf of Eileen McCarthy <myrna38717@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:27 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms Eileen McCarthy
3720 39th St NW Washington, DC 20016-5519 myrna38717@gmail.com

Laura Bachle

From: mmeditch@everyactioncustom.com on behalf of Marcie Meditch <mmeditch@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:19 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Marcie Meditch
4002 Underwood St Chevy Chase, MD 20815-5028 mmeditch@aol.com

Laura Bachle

From: julmey27@everyactioncustom.com on behalf of Julie Meyer <julmey27@everyactioncustom.com>
Sent: Saturday, May 4, 2024 10:01 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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We need to make it not only feasible, but preferable, to move around without a car. There are so many in our city who either cannot drive or would prefer not to -- senior citizens (like my husband), children, people with disabilities. All these folks are currently at a huge disadvantage. Our infrastructure should be for PEOPLE to move, not for cars--it's a different orientation! I, myself, drive, walk, bicycle, and use the bus and metro, so am familiar with pretty much all modes. Though I drive, I am happy to see it become more difficult to park downtown, and to see more protected bike lanes and traffic calming measures. Let's think radically!!

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,

Ms. Julie Meyer
1525 Upshur St NW Washington, DC 20011-7007 julmey27@gmail.com

Laura Bachle

From: blueslistings@everyactioncustom.com on behalf of John Miskelly <blueslistings@everyactioncustom.com>
Sent: Saturday, May 11, 2024 6:41 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr John Miskelly
218 N Tyrone Rd Baltimore, MD 21212-1123 blueslistings@aol.com

Laura Bachle

From: marc.moshman@everyactioncustom.com on behalf of Marc Moshman <marc.moshman@everyactioncustom.com>
Sent: Saturday, May 11, 2024 5:54 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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The year 2050 is a long way off. The car has changed considerably in the past 25 years, and there's been a lot of money spent on self-driving cars in this same period. The internet, via cell towers as well as fixed routers, has become faster and more robust and 5G is becoming mainstream. Low flying satellites like Starlink may help with bandwidth needs. The future may involve self-driving cars which can utilize highway space much more efficiently than in the past.
We should not be moving into a higher highway acreage future if at all possible, as it means greater maintenance costs and a harsher heat signature in our area. What is San Francisco doing? Have we looked into where they're allocating future capital budget dollars?

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a

new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Marc Moshman
2900 Woodstock Ave Silver Spring, MD 20910-1225 marc.moshman@gmail.com

Laura Bachle

From: local@everyactioncustom.com on behalf of Denise Nelson <local@everyactioncustom.com>
Sent: Saturday, May 4, 2024 1:10 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
ms Denise Nelson
6720 Rosewood St Annandale, VA 22003-2009 local@denisen.ftml.net

Laura Bachle

From: oldsfrfx@everyactioncustom.com on behalf of Kimcarolyn Olds <oldsfrfx@everyactioncustom.com>
Sent: Saturday, May 11, 2024 11:14 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mrs. Kimcarolyn Olds
8406 Sleepy Hollow Rd Ft Washington, MD 20744-1829 oldsfrfx@aol.com

Laura Bachle

From: demolition18@everyactioncustom.com on behalf of Tim Paich <demolition18@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:54 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Tim Paich
133 A Long Beach Township Beach Haven, NJ 08008 demolition18@gmail.com

Laura Bachle

From: Patwardhan.K.M@everyactioncustom.com on behalf of Kripa Patwardhan <Patwardhan.K.M@everyactioncustom.com>
Sent: Friday, May 10, 2024 1:17 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Something else I want to bring attention to as a resident of Fairfax County and a user of the silver line is how dismayed I am to see the extent to which asphalt dominates the landscape of the Spring Hill to McLean corridor. The endgame of Tyson's was to transform it into a walkable urban community. Instead, Route 7, which runs parallel to the silver line, is being widened. This is directly antithetical to any serious climate or public health goal.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Kripa Patwardhan
12995 Azalea Woods Way Herndon, VA 20171-4832 Patwardhan.K.M@gmail.com

Laura Bachle

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 10:55 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Niels Pemberton
11538 Links Dr Reston, VA 20190-4821
npjmu1@gmail.com

Laura Bachle

From: npjmu1@everyactioncustom.com on behalf of Niels Pemberton <npjmu1@everyactioncustom.com>
Sent: Friday, May 10, 2024 10:59 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Niels Pemberton
11538 Links Dr Reston, VA 20190-4821
npjmu1@gmail.com

Laura Bachle

From: alaina13@everyactioncustom.com on behalf of Alaina Pitt <alaina13@everyactioncustom.com>
Sent: Monday, May 13, 2024 9:15 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Alaina Pitt
3199 8th St NE Washington, DC 20017-1622 alaina13@gmail.com

Laura Bachle

From: mp@everyactioncustom.com on behalf of Martha Polkey <mp@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:47 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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It is so easy for elected officials to focus on the short term (or terms, if they plan to run again); please make the courageous decision to do the right thing for future generations and for the health and safety of our region.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms Martha Polkey
14605 Chapel Ln Leesburg, VA 20176-5277 mp@budiansky.com

Laura Bachle

From: luciapollock@everyactioncustom.com on behalf of Lucia Pollock <luciapollock@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:08 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Ms. Lucia Pollock
1001 26th St NW Apt 702 Washington, DC 20037-1604 luciapollock@yahoo.com

Laura Bachle

From: linspro@everyactioncustom.com on behalf of Linda Provost <linspro@everyactioncustom.com>
Sent: Wednesday, April 17, 2024 1:47 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Ms. Linda Provost
4514 Greenwood Rd Beltsville, MD 20705-2627 linspro@gmail.com

Laura Bachle

From: henry.renze@everyactioncustom.com on behalf of Henry Renze <henry.renze@everyactioncustom.com>
Sent: Friday, May 10, 2024 4:03 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

As a lifelong Maryland resident, sophomore in civil engineering at the University of Maryland, College Park, and a concerned citizen of planet Earth, I am very keen to the devastating effects of climate change and the problems we face. I have spent much time reading and watching videos about transportation philosophies and practices, and it is clear to me that we cannot endlessly expand roads and belch smog and CO2 everywhere. It does not benefit anyone except oil and gas executives.

Please listen to your constituents, the people on the ground facing real issues and demanding real change. I urge you to please remove widening of major highways as well as stroads

(Google it; aka arterials) and instead opt for quality, accessible transit and a clean future for all.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Henry Renze
2903 War Admiral Ct Mitchellville, MD 20721-1279 henry.renze@gmail.com

Laura Bachle

From: charlie.renze@everyactioncustom.com on behalf of Charlie Renze <charlie.renze@everyactioncustom.com>
Sent: Saturday, May 11, 2024 10:45 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Charlie Renze
12517 Caswell Ln Bowie, MD 20715-1523
charlie.renze@gmail.com

Laura Bachle

From: mreplogle@everyactioncustom.com on behalf of Michael Replogle <mreplogle@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:14 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

Our future and the future for our children and grandchildren is at stake. It is time for elected officials in our region to take a stand against the road lobby and the sprawl lobby. Electrifying transportation will help reduce greenhouse emissions but will be grossly inadequate to meet urgent climate goals. Expanding roads will create more driving, more sprawl, and more inequality of access to jobs and opportunities in our region.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Michael Replogle
744 Dividing Creek Rd Arnold, MD 21012-1004 mreplogle@me.com

Laura Bachle

From: rdriet@everyactioncustom.com on behalf of Rudi Riet <rdriet@everyactioncustom.com>
Sent: Monday, April 22, 2024 3:49 PM
To: TPBcomment
Subject: For Earth Day, fix the Visualize 2050 plan

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Stop perpetuating the focus on private motor vehicles being the focus of mobility in our region.

Maintain - even boost - in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

At this point we don't have time to delay a movement away from the proliferation of private motor vehicles which pollute - and EVs will not be the savior here - they add as much PM to the air as internal combustion cars due to far heavier gross vehicle weight causing more tire dust. We need sustainable, scalable, connected transit and micromobility networks NOW, not 20 years from now. Climate pledges need to be heeded.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr Rudi Riet
2146 Florida Ave NW Apt B Washington, DC 20008-1929 rdriet@gmail.com

Laura Bachle

From: asiminawonders@everyactioncustom.com on behalf of Kate Robb <asiminawonders@everyactioncustom.com>
Sent: Saturday, May 11, 2024 9:18 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mrs. Kate Robb
706 Sheridan St Hyattsville, MD 20783-3226 asiminawonders@gmail.com

Laura Bachle

From: schorm@everyactioncustom.com on behalf of Mary Schor <schorm@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:25 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

Climate change is already causing significant impacts in Maryland, including higher average temperatures, more frequent and longer heatwaves, more intense storms and flooding, increased probability of summer drought, and saltwater intrusion in Chesapeake Bay communities. Climate change leads to not only an increase in the average air temperature over time but is associated with much greater variability in temperature. During the past few years in Maryland, it has become common to have temperatures fluctuate by 20-30 degrees within a single week.Hotter summer weather is associated with many negative health outcomes including heatstroke, asthma attacks and cardiovascular events, all of which can be fatal. Additionally, the combination of longer summers and warmer winters is increasing the

risk of Lyme disease in Maryland. There will surely be additional impacts by 2050 if we do not endeavor to stop climate change now.

Please think of your children, grandchildren, and great grandchildren, and the impacts that the decisions you make today will have on them.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Mary Schor
10320 Westlake Dr Apt 305 Bethesda, MD 20817-6444 schorm@vcu.edu

Laura Bachle

From: sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>
Sent: Wednesday, May 1, 2024 9:47 AM
To: TPBcomment
Subject: For Earth Day, fix the Visualize 2050 plan

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Douglas Sedon
2815 Fry Rd Jefferson, MD 21755-7424
sedond@yahoo.com

Laura Bachle

From: sedond@everyactioncustom.com on behalf of Douglas Sedon <sedond@everyactioncustom.com>
Sent: Friday, May 10, 2024 10:55 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Douglas Sedon
2815 Fry Rd Jefferson, MD 21755-7424
sedond@yahoo.com

Laura Bachle

From: anshu.g.sharma@everyactioncustom.com on behalf of Anshu Sharma <anshu.g.sharma@everyactioncustom.com>
Sent: Wednesday, April 17, 2024 5:41 PM
To: TPBcomment
Subject: The draft Visualize 2050 plan needs fixing

Dear Transportation Planning Board (TPB),

I ask that you extend the review of the Visualize 2050 project list and conduct an evaluation that meets the requirements of the TPB Board's 2021 resolution. The Visualize 2050 process is required to consider multiple build scenarios and "zero-based budgeting" of projects based on TPB priority strategies and goals, in particular TPB's target for a 50% reduction in greenhouse gas emissions from transportation by 2030.

We cannot afford to miss our goal for greenhouse gas reductions, and it is unacceptable that numerous projects lack required information on how they address TPB's greenhouse gas target, make misleading statements that they are helping the region meet its 2030 climate target by widening highways, or get checkmarks for supporting environmental protection by expanding road capacity.

Public comments in 2023 and last month overwhelmingly called for prioritizing transit, pedestrian, bicycle and local complete streets projects, opposed continued highway and arterial expansion, and asked you to fulfill your climate change commitments.

Please reconsider and remove inconsistent projects like the 495 Southside widening and express lanes proposal, the Maryland 495/270 widening with toll lanes, Route 123 widening in Tysons, Routes 4 and 5 widening to southern Maryland, and Route 15 widening in Loudoun, among others. Maintain in the plan the important bus rapid transit, safety road diet projects, and rail improvements that will truly give our region a foundation for sustainable and affordable transportation options in the future.

(I apologize for sending this message late, I was at a conference over the past two days)

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. Please follow through on this board's commitments.

Sincerely,
Mr. Anshu Sharma
2501 9th Rd S Apt 410 Arlington, VA 22204-9720 anshu.g.sharma@gmail.com

Laura Bachle

From: lindas@everyactioncustom.com on behalf of Linda Silversmith <lindas@everyactioncustom.com>
Sent: Friday, May 10, 2024 6:46 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals.

We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Dr. Linda Silversmith
260 New Mark Esplanade Rockville, MD 20850-2733 lindas@capaccess.org

Laura Bachle

From: liam.sims@everyactioncustom.com on behalf of Liam Sims <liam.sims@everyactioncustom.com>
Sent: Friday, May 10, 2024 5:36 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. Liam Sims
5415 Connecticut Ave NW Washington, DC 20015-2765 liam.sims@gmail.com

Laura Bachle

From: slater.tina@everyactioncustom.com on behalf of Tina Slater <slater.tina@everyactioncustom.com>
Sent: Tuesday, May 14, 2024 10:43 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

We seriously need to push the projects that WILL benefit Climate Change --- walking, biking, and transit.

We seriously need to ELIMINATE the projects that will make Climate Change worse --- expanding or building new roadways invites more cars, encourages sprawl, and results in the same (or more) traffic congestion.

We don't have too many more years in which to "get it right" on climate change. Please think of the future and deny these lane widening/new road projects.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Tina Slater
402 Mansfield Rd Silver Spring, MD 20910-5515 slater.tina@gmail.com

Laura Bachle

From: jcs2b@everyactioncustom.com on behalf of John Stanley <jcs2b@everyactioncustom.com>
Sent: Friday, May 10, 2024 11:54 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

Please get out of the 1950s and into 21st century. No more spending tax money to subsidize environmentally, socially, and aesthically nightmarish exurban hellscapes instead of building the sustainable, climate-friendly communities of the future that we need and want.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. John Stanley
2510 1ST Rd N Arlington, NY 10004
jcs2b@mindspring.com

Laura Bachle

From: bsteig@everyactioncustom.com on behalf of William Steigelmann <bsteig@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:56 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments. Please back mass transit -- perhaps dedicated bus lanes in a separate roadway next to I-270 through southern Frederick County and northern Montgomery County -- instead of widening this portion of I-270.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mr. William Steigelmann

6113 Broad Run Rd Jefferson, MD 21755-9110 bsteig@aol.com

Laura Bachle

From: frances.stewart6@everyactioncustom.com on behalf of Frances Stewart <frances.stewart6@everyactioncustom.com>
Sent: Monday, May 13, 2024 12:01 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Dr. Frances Stewart
4407 Maple Ave Bethesda, MD 20814-4732
frances.stewart6@gmail.com

Laura Bachle

From: magthecat1@everyactioncustom.com on behalf of Maggie Taylor <magthecat1@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:16 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. Maggie Taylor
12403 Village Square Ter Apt 401 Rockville, MD 20852-1945 magthecat1@yahoo.com

Laura Bachle

From: ddtmagnolia@everyactioncustom.com on behalf of DeeDee Tostanoski <ddtmagnolia@everyactioncustom.com>
Sent: Friday, May 10, 2024 5:07 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

Public comments in March and in prior outreach have been overwhelmingly in favor of these goals and opposed to highway expansion. The comments are consistent with TPB's scientific Voices of the Region survey, which showed that 84% of the region's residents want elected officials to consider climate change when planning transportation.

However, the draft plan of projects that will be voted on this month by the TPB board would fail to address the goals in any serious way. Therefore, I join others in recommending removal of the I-495 Southside Express Lanes widening, Maryland I-495/270 widening, and other wasteful highway and arterial expansion projects that threaten our climate and other goals. And instead prioritizing investments that support walkable, transit-friendly and inclusive communities.

This Visualize 2050 plan will be the last that can make a difference in helping the region meet its 2030 climate change goals. We appreciate the changes that some jurisdictions have made, but more are needed. Please follow through on this board's commitments.

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Ms. DeeDee Tostanoski
400 Madison St Alexandria, VA 22314-1772 ddtmagnolia@gmail.com

Laura Bachle

From: amu@everyactioncustom.com on behalf of Aaron Ucko <amu@everyactioncustom.com>
Sent: Friday, May 10, 2024 10:15 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Sincerely,
Mr. Aaron Ucko
503 Pleasant Dr Rockville, MD 20850-5880 amu@alum.mit.edu

Laura Bachle

From: steven.j.vogel@everyactioncustom.com on behalf of Steven Vogel <steven.j.vogel@everyactioncustom.com>
Sent: Friday, May 10, 2024 12:20 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

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Sincerely,
Mr. Steven Vogel
449 Hampton Ct Falls Church, VA 22046-4121 steven.j.vogel@earthlink.net

Laura Bachle

From: zcweinstein@everyactioncustom.com on behalf of Zachary Weinstein <zcweinstein@everyactioncustom.com>
Sent: Monday, May 13, 2024 9:58 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr Zachary Weinstein
1150 Ripley St Apt 1716 Silver Spring, MD 20910-7436 zcweinstein@gmail.com

Laura Bachle

From: mike4petworth@everyactioncustom.com on behalf of Michael Whelan <mike4petworth@everyactioncustom.com>
Sent: Tuesday, May 14, 2024 9:47 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Michael Whelan
4014 Kansas Ave NW Washington, DC 20011-5781 mike4petworth@gmail.com

Laura Bachle

From: kcwd50@everyactioncustom.com on behalf of Katherine White <kcwd50@everyactioncustom.com>
Sent: Friday, May 10, 2024 2:19 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Dr. Katherine White
17705 Hollingsworth Dr Derwood, MD 20855-1306 kcwd50@hotmail.com

Laura Bachle

From: woolfwoman@everyactioncustom.com on behalf of Sandra Woolfenden <woolfwoman@everyactioncustom.com>
Sent: Friday, May 10, 2024 6:53 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

This region's local elected official representatives on the Transportation Planning Board (TPB) voted overwhelmingly for resolutions to fight climate change, promote equity, improve street safety, foster more walkable and transit-oriented communities, and do a major overhaul of the regional transportation plan, Visualize 2050, to support these goals (See TPB R19-2021).

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Yay! It looks like theTPB had great ideas and plans to accomplish moving forward. Please go back and review what you said you would do, and do it. Listen to the comments you solicited. Follow the refs you mentioned for reducing pollution. More traffic cannot possibly reduce pollution! As for equity, what happened to the plans for dedicated busses and rail transportation?

If no changes are made to the list of projects, I urge you, through your jurisdiction's representative on the TPB, to reject the entire draft project list and ask TPB staff to prepare a new plan with a smart growth alternative scenario that will help the region meet its urgent climate and equity goals.

Sincerely,
Mrs. Sandra Woolfenden
4709 Twinbrook Rd Fairfax, VA 22032-2045 woolfwoman@juno.com

Laura Bachle

From: rgwoollett@everyactioncustom.com on behalf of Ruth Woollett <rgwoollett@everyactioncustom.com>
Sent: Saturday, May 11, 2024 10:36 AM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Ms. Ruth Woollett
3711 14th St N Arlington, VA 22201-4927 rgwoollett@yahoo.com

Laura Bachle

From: bmwray0@everyactioncustom.com on behalf of Brendan Wray <bmwray0@everyactioncustom.com>
Sent: Sunday, May 12, 2024 3:17 PM
To: TPBcomment
Subject: Please fix the region's long-range transportation plan before it's too late

Dear Transportation Planning Board (TPB),

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Sincerely,
Mr. Brendan Wray
9122 Baltimore Ave Apt 3049 College Park, MD 20740-1375 bmwray0@gmail.com

TRANSPORTATION PLANNING BOARD
MEETING MINUTES
Hybrid

April 17, 2024

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

James Walkinshaw – Fairfax County, TPB Vice Chair (presiding)
Charles Allen – DC Council
Matt Frumin – DC Council
Amanda Stout – DDOT
Haley Peckett – Montgomery County
Eric Olson – Prince George's County
Drew Morrison – MDOT
Marc Korman – Maryland House
Takis Karantonis – Arlington County
Walter Alcorn – Fairfax County
Meagan Landis – Prince William County
Bill Cuttler – VDOT
Maria Sinner – VDOT
Amir Shahpar – VDOT
Julia Koster – NCPC

MEMBERS AND ALTERNATES PRESENT *ONLINE*

Heather Edelman – DC Council
Leigh Miles – DC Council
Mark Rawlings – DDOT
Rebecca Schwartzman – DC Office of Planning
Mati Bazurto – Bowie
Reuben Collins – Charles County
Jason Groth – Charles County
Jessica Fitzwater – Frederick County
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
David Edmondson – City of Frederick
Neil Harris – Gaithersburg
Kristen Weaver – Greenbelt
Victor Weissberg – Prince George's County
Monique Ashton - Rockville
Shana Fulcher – Takoma Park
Canek Aguirre – Alexandria
Dan Malouff – Arlington County
Tom Ross – City of Fairfax
Dave Snyder – Falls Church
Mike Turner – Loudoun County
Rob Donaldson – Loudoun County
Pamela Sebesky – City of Manassas
Jeanette Rishell – City of Manassas Park

Allison Davis – WMATA
Mark Phillips – WMATA
Michael Weil – NCPC
Laurel Hammig – NPS

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Andrew Meese
Mark Moran
Tim Canan
Dan Sheehan
Leo Pineda
John Swanson
Sergio Ritacco
Rachel Beyerle
Deborah Etheridge
Kim Sutton
Jamie Bufkin
Cristina Finch
Andrew Austin
Amanda Lau
Jane Posey
Dusan Vuksan
Laura Bachle
Lindsey Martin
Kenneth Derryberry
Bill Bacon
Amy Garbarini – Technical Committee Chair, DRPT
Ra Amin – CAC Chair
Gary Erenrich – Montgomery County
Hana Fouladi – DC Council
Kari Snyder – MDOT
Regina Moore - VDOT
Robert Brown – Loudoun County
LaToya Crump – Prince William County
Evandro Santos – Prince William County
Tiffany Jennings – Prince George's County
Steward Schwartz – Coalition for Smarter Growth
Bill Pugh – Coalition for Smarter Growth
Kevin O'Brien – WABA
Jason Stanford – Northern Virginia Transportation Alliance
Janet Gallant – DontWiden270.org
Lindsey Mendelson – Maryland Sierra Club
Garrett Gee – Environmental Law Center
Barbara Coufal – Citizens Against Beltway Expansion
Bill Orleans – public

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

Vice Chair Walkinshaw said that that Chair Henderson is unavailable to attend, and the meeting will be conducted in a hybrid format. He thanked members for participating in person and virtually. He stated that for action items, he would make a motion to act after the staff presentation and would invite a second from a member of the TPB.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first pages of the minutes. She confirmed there was a quorum. She said that a number of people had signed up to provide comments in person.

Lindsey Mendelson, senior transportation campaign representative with the Maryland Sierra Club, urged the TPB to reevaluate the proposed expansion project inputs in light of TPB's goals to reduce greenhouse gas emissions, Maryland's climate targets, and MDOT's VMT targets. She stated that the Maryland Sierra Club is glad to see multiple bus rapid transit projects and MARC service improvements but is concerned about the 900 lane miles of new and expanded highways including the Capital Beltway and I-270 with toll lanes and urged the TPB to remove those segments for inclusion in the air conformity report. She stated that it is critical that the TPB reject the I-495 Southside express toll lanes. She encouraged the TPB to categorize projects by highway capacity, highway preservation, transit capacity, and transit preservation using a category system currently used by the Baltimore Regional Transportation Board.

Barbara Coufal, chair of Citizens Against Beltway Expansion, stated that highway expansions of I-495 and I-270 are not consistent with TPB policies and should be removed from Visualize 2050. She said that Lines 206 to 210 of the air quality conformity network input tables include projects that would wrap toll lanes around the Maryland Beltway from Old Georgetown Road east through Silver Spring and Prince George's County. She commented that the study to add toll lanes from Bethesda through Prince George's County should be removed from Visualize 2050. She stated that it is clear from the MetroQuest survey that the public rejects highway expansion and urged the TPB to remove the study of toll lane extensions on the Maryland Beltway and to remove the Southside express lanes from Visualize 2050.

Janet Gallant, a coordinator of dontwiden270.org, stated that the group strongly opposes including the Southside project and MDOT's toll lane projects in Visualize 2050. She said that toll lanes on lower I-270 would mean gratuitous destruction of MDOT's innovative congestion management system, demolition of fully functioning bridges, years-long construction of unnecessary interchanges which would lead to unforced harms, worse bottlenecks, and more congestion. She said that there is the unexpected inclusion of toll lanes along the Beltway in Montgomery and Prince George's Counties, and the fact that the Beltway project is listed as a study is no comfort. She commented that if MDOT procures funding, the listing can be changed to construct and widen. She urged the TPB to remove the Maryland Beltway toll lanes, lower I-270, and Southside toll lanes from Visualize 2050.

Jason Stanford reiterated the Northern Virginia Business Community's strong support for the projects submitted in Visualize 2050 and noted that population density and high-capacity transit corridors will nearly double under current regional land use plans by 2045, walking and biking will increase by 39 percent; and transit trips will increase by 28 percent. He stated that two-thirds of all transportation dollars will go towards transit and transit lane miles will increase by 27 percent, yet by 2045, 80 percent of the trips in our region will still be taken via automobile because jobs and population growth are the largest drivers of VMTs in the region. He commented that Visualize 2045's no-build scenario still shows a 13 and a half percent increase in vehicle miles traveled, and the TPB's 2021 climate change mitigation study showed when the most aggressive mode shift strategies, including free transit, DC congestion pricing, VMT charges, and 40 percent telework were implemented, the region would only achieve a 17 percent emissions reduction by 2050. He commented that eliminating roadway projects

will increase congestion, delays, and access to jobs and opportunities. He commented that Visualize 2045 showed a 10 percent drop in access to jobs for D.C. area residents in the no-build scenario.

Garrett Gee, senior attorney with the Southern Environmental Law Center, commented that the initial Visualize 2050 major project list for the conformity analysis is not consistent with greenhouse gas reduction goals for 2030 or for 2050 because it includes dozens of highway widenings and adds billions of dollars of costs. He recommended that the board ensure that the transportation conformity analysis includes climate in the analysis so greenhouse gas emissions and VMT induced from the projects is included. He recommended that any highway widening project also have a non-road alternative paired with it so that the TPB does not end up in the same position as with the 2045 plan where this board expressed concerns about the direction and the projects were included, but was told that it was too late in the process because conformity take about a year to do,

Stewart Schwartz, executive director of the Coalition for Smarter Growth, asked the TPB to see the letter submitted by Bill Pugh, the coalition's senior policy fellow which points out how the draft plan doesn't comply with the TPB's resolutions requiring agencies to seriously consider actions necessary to achieve a 50 percent reduction in greenhouse gas emissions by 2030, to provide true zero-based budgeting, and to do alternate scenarios. He stated that he does not think that the plan meets any of the requirements. He commented that the public comments have been overwhelmingly supportive of meeting climate goals, are opposed to highway expansion, and support transit, walk, and bike investments. He said that the TPB must significantly reduce vehicle miles traveled in addition to adopting electric vehicles and the approach has to be a comprehensive, full build-out of transit-oriented development at Metro Purple Line, BRT stations and corridors, plus transit expansion plus pricing, including parking pricing, to reduce vehicle miles traveled and emissions. He commented that the TPB voted for a new approach to the plan but still proposes 900 lane miles of road expansion, does not include all planned transit projects, and is not based on TOD build-out. He asked that the TPB run through the regional traffic model with a "What Would It Take" package to slash emissions.

Kevin O'Brien, Washington Area Bicyclists Association (WABA), encouraged the TPB to take a critical look at the Visualize 2050 project list and evaluations to ensure that the final plan will adequately deliver on the region's commitments around active transportation, vulnerable road user safety, and sustainability. He said that WABA questions an evaluation scheme that allows jurisdictions to grade their own projects and that almost every road widening project gets a checkmark for safety yet there is little contemplation on how additional lanes, higher speeds, and wider crossings compromise safety. He commented that WABA has noted that road diet projects have received some generally poor marks under the 2050 scoring rubric but are being touted as vital and worthy of transportation alternatives funding. He commented that this seems to reflect a disconnect between the TPB's stated values -- better safety, fewer vehicle miles traveled, lower carbon emissions -- and its metrics, which still prioritize roadway expansion on the now debunked theory of congestion relief.

Patricia Jackman, member of the Maryland Coalition for Responsible Transit, urged the TPB to remove the Southside express lanes from Visualize 2050. She said that when the Woodrow Wilson Bridge was built, policymakers ensured that there would be room for rail, and WMATA is studying the extension of the Blue Line to National Harbor. She said that public-private partnerships are long-term arrangements, and it would be too expensive for VDOT to pay off a concessionaire to allow toll lanes to be converted to rail and that Virginia would use its veto to block the extension of the Blue Line. She stated that of the people who expressed opinion on the Southside express lanes, 87 percent were opposed. She urged the TPB to remove the Southside express lanes project from Visualize 2050.

Lyn Erickson said that between noon March 20 and noon April 16, the TPB received five letters and 95 comments via email. She said a summary of the following can be found on the TPB meeting page. She went through the items quickly:

- Mike Litt, Sierra Club DC Chapter Sustainable Transportation Committee, voiced support for the TPB's efforts in reducing vehicle lane capacity to lower car speeds and enhance safety for cyclists and pedestrians; advocated for expansion of bus and bike lanes and rail in DC; congestion pricing and car-free zones; and enforcement against unsafe driving. He voiced concern that the Benning Road streetcar expansion project is focusing on road improvements for cars without including the planned streetcar extension.
- George Aburn, DC EJ Coalition, resubmitted comments sent during the March comment period focusing on three EJ issues in the Envision 2050 plan that he thinks were not well addressed: the air quality conformity analysis is outdated and does not fully address air pollution; the plan fails to address high risk air pollution local hot spots in EJ communities of color; and their plan has weak climate change goals.
- Douglas Stewart, Sierra Club Great Falls Group, stated that they appreciate the TPB's adoption of a more inclusive vetting and public engagement process for reviewing submitted projects in the constrained long-range plan (CLRP) update; however the draft CLRP still includes an excessive number of road and highway expansion projects that hinder progress toward greenhouse gas emissions and achieving net zero submissions. He said that public comments during the March TPB meeting highlighted the plan's failure to uphold its climate commitment, criticized the proliferation of highway and arterial expansion projects, and advocated for transit, pedestrian, bicycle, and road diet initiatives.
- TPB received 94 email campaign forms with writers urging the TPB to ensure an evaluation that aligns with the board's 2021 resolution, and writers requested the TPB's evaluation to include a range of scenarios and a zero-based budgeting approach focusing on the TPB's strategic priorities and objectives, especially the goal of cutting greenhouse gas emissions from transportation by 50 percent by 2030. Writers said that some projects claim to support the 2030 climate target through counterproductive measures like highway expansion and the public has expressed a strong preference for transit, pedestrian, bicycle, and complete local streets projects over the expansion of highway and arterial roads.
- Several speakers from the April 17 meeting included written comments. She said that remarks were submitted from Patricia Jackman, Garrett Gee, and the Coalition for Smarter Growth.

2. APPROVAL OF THE MARCH 21, 2024 MEETING MINUTES

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

3. TECHNICAL COMMITTEE REPORT

Chair Amy Garbarini said that the Technical Committee met on April 5. She said that the committee received briefings on Items 7, 8, 9b, and 11, which covered the Bike to Work Day proclamation, the Transportation Land-Use Connections recommended projects, Visualize 2050 briefing on public comments and air quality conformity project inputs, and a briefing on the Climate Pollution Reduction grants final priority climate action plan.

Amy Garbarini said that the Technical Committee reviewed three additional items, including the TPB equity deep dive analysis presented by the ICF consultant team, the Maryland critical urban freight corridor designation updates, and an update on the Performance Based Planning and Programming greenhouse gas emissions federal ruling.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Chair Ra Amin said that the committee met on April 11. He said that the committee held a discussion with TPB Staff Director Kanti Srikanth about how the CAC can best advise the TPB. He said that the CAC members would like to hear from TPB members about what they view at the CAC's role and how the committee can be more effective. He stated that the committee conducted work planning to share ideas on work activities, which include a meeting with DDOT, MDOT, and VDOT representatives, a meeting with the TPB chairs and vice chairs, and the new COG and WMATA Unified Regional Transit Management Initiative. He stated that other topics of interest include expanding bike lanes beyond the urban core including Charles County, MARC through train service, an update on Union Station redevelopment, collaboration with the National Park Service and other federal land owners, multimodal transportation including the first and last-mile connections to transit as well as getting the word out about transit options.

Ra Amin said that the committee held a brief discussion about two of the TPB's safety and equity deep dives, what safety might look like from an equity lens.
Chair Walkinshaw invited board members to reach out to Ra Amin to answer the question of what the CAC can do to support the TPB's mission even more. He stated that he had the chance to meet with the CAC, enjoyed the session, and would be happy to meet with the CAC again.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Kanti Srikanth announced the following from the Steering Committee and Director's Report:

- The TPB Steering Committee met on April 5 and approved two amendments at the request of Maryland DOT and Virginia DOT. He said that details are available in the packet.
- The TPB has written two letters of support, one to the Town of Herndon for its Safe Streets for All grant application and the other for Frederick County's Low or No Emissions (Low-No) grant.
- The solicitation for Maryland Transportation Alternatives Set-Aside Program funds is now open through May 15.
- The U.S. EPA has announced tougher emissions standards for heavy duty vehicles starting with model year 2027.
- Update on WMATA's FY 2025 operating funds: A pathway has been found to fund WMATA's operations in 2025 and likely 2026. The COG board issued a letter of invite to WMATA to develop a unified vision for transit in the region which would look at the kind of service needed, what the cost would be, how revenue might be raised, and how might all systems coordinate and cooperate in operating in their governance. The WMATA board responded positively, and there will be regular updates to the board for the next 12 to 16 months.

6. CHAIR'S REMARKS

Vice Chair Walkinshaw stated that the board has a couple action items on the agenda and three informational items. He commented that some discussion or Q and A may need to be curtailed and said that TPB members can place comments and questions in the chat in case the board cannot get to all the questions during the meeting.

Vice Chair Walkinshaw said that the COG and WMATA initiative is important to the region and stated that those who serve on both the COG board and TPB will be excited and enthusiastic to see all organizations working together on this.

ACTION ITEMS

7. APPROVAL OF REGIONAL BIKE TO WORK DAY 2024 PROCLAMATION

Chair Walkinshaw said that May 17 will be Bike to Work Day. He introduced LaToya Crump, BTWD Steering Committee Chair, who presented the proclamation. LaToya Crump said that each May, the Bike to Work Day event encourages bicycling as a viable form of commuting. According to the Commuter Connections 2022 State of the Commute Survey, 16 percent of all commuters in the region live fewer than 5 miles from their jobs. She said that from that same study we know that 90 percent of bicyclists and walkers are satisfied with their commute.

LaToya Crump said that Bike to Work Day celebrates existing bike commuters and serves as a springboard to try bike commuting for the very first time. She said that this year's free event coincides with National Bike to Work Week. She said that the number of registrants from last year's Bike to Work event was 14,600, and the Bike to Work Committee's goal for 2024 is 16,000.

LaToya Crump said that in addition to the TPB's regional Bike to Work Day proclamation signing, all TPB member jurisdictions are encouraged to host similar proclamations and that TPB members are encouraged to register for Bike to Work Day and attend the local pit stop of your choice.

Vice Chair Walkinshaw stated that the Regional Bike to Work Day 2024 Proclamation was unanimously approved.

8. APPROVAL OF FY 2025 TLC TECHNICAL ASSISTANCE RECIPIENTS

Vice Chair Walkinshaw welcomed Deborah Bilek, Urban Land Institute Executive Director, and John Swanson, TPB Transportation Planner. Deborah Bilek said that she was pleased to be asked to serve as chair for this year's Transportation Land-Use Connections (TLC) selection panel. She said the TPB received a slate of great applications this year, and nine are being recommended for funding. She stated that since 2007, the TLC program has funded more than 170 projects throughout the region that promote vibrant communities, active transportation, and safer streets, and this year, the TPB received more applications than ever.

John Swanson said that all nine of the projects selected are in or near regional activity centers, adjacent to or supportive of high-capacity transit stations, eight projects are in Equity Emphasis Areas, and eight will support or provide access to the National Capital Trail Network.

John Swanson provided details on the selected projects and recommended TPB approval of the TLC funding for the following:

- Funding a fare study for the Capital Bikeshare Service
- Producing pedestrian and transit rider strategies for two commercial corridors; Okie Street and Martin Luther King Jr Avenue
- College Park: funding 30 percent design plans for protected bike lanes along the Purple Line corridor between the Metro station and the trail system
- Frederick: continuing design work for sidewalks, crosswalks, and bikeways
- Montgomery County: evaluating how the county can best transition its transportation impact analysis process for new development projects using vehicle miles traveled as a key metric
- Rockville: a study to make Congressional Lane more walkable and bikeable
- Takoma Park: identifying a route for cyclists to access the Purple Line

- Alexandria: improved connections between high-density residential communities, commercial areas, and transit stations
- Fairfax County: design plans for a cycle track on Wiehle Avenue in Reston, connecting the Silver Line with the W&OD Trail.

Julia Koster asked if there is a way to expand the TLC program because all of these projects, even though they're benefiting each of the regional jurisdictions, is contributing to a much greater region as a whole.

Vice Chair Walkinshaw made a motion to approve the TLC Land Use Connections Program FY 2025 projects as presented.

Pamela Sebesky seconded the motion.

The board voted unanimously to approve the FY 2025 TLC technical assistance recipients.

INFORMATIONAL ITEMS

9. NATIONAL CAPITAL REGION TRANSPORTATION PLAN: VISUALIZE 2050 DEVELOPMENT

ITEM 9A: OVERVIEW OF MARYALND EXPRESS LANE PROJECTS PROPOSED FOR VISUALIZE FOR 2050

Vice Chair Walkinshaw said that in March several board members asked MDOT for a briefing on the HOT lanes project proposed for inclusion in Visualize 2050. He recognized Drew Morrison of the Maryland Department of Transportation and William Pines from the Maryland State Highway Administration to brief the TPB and reminded board members that the TPB staff provided an FAQ handout on the item.

Drew Morrison introduced William Pines to provide an overview of the project planning and development of the American Legion Bridge I-270 program.

William Pines said that MDOT hosted four open houses in November and December 2023 to engage with communities and stakeholders on potential multimodal solutions for the corridor and also participated in two public meetings in Virginia. He said that stakeholder asks include strong support for bicycle and pedestrian connections to connect the existing facilities on the Maryland and Virginia sides, more transit options throughout the corridor, and at a minimum providing rapid and efficient bus transit, and addressing the aging infrastructure of the aging American Legion Bridge.

William Pines said that MDOT is looking at a comprehensive approach to the program that considers multiple projects in the corridor that prioritize transit and ridesharing opportunities with options such as improvements to the MARC-Brunswick Line, bus rapid transit, commuter bus options, and managed lanes in the corridor. He said this includes expansion of programs to encourage the reduction of single-use drivers on the road and transit-oriented development near WMATA transit stations, and connecting transit, rideshare, rail, and existing bike and pedestrian facilities. He stated that MDOT is looking at the replacement of the American Legion Bridge and the phased managed lanes and moving forward with the multimodal study on I-270 North of the 370 intercounty connector interchange.

William Pines said that the Maryland State Highway Administration is currently advancing design on a portion of the study including the American Legion Bridge and the west spur. He stated that MDOT will be launching the I- 270 North study for north towards Frederick in the fall. He stated that work is not advancing on the section between I-270 at the Y split and I-370 but stakeholder engagement will

continue.
William Pines said that one of MDOT's key efforts is to determine how to avoid or minimize impacts to Plummers Island at the American Legion Bridge including looking at an option to shift the shared-use path to the west side of the bridge. He said that replacement of the American Legion Bridge and the managed lanes up to the 270 Y split are not currently funded for construction, and MDOT is exploring funding options to construct replacement of the American Legion Bridge.

William Pines said that immediate efforts have been refocused on the salvage and rebuild efforts of the American Legion Bridge; however, MDOT knows that the American Legion Bridge and I-495/270 corridor need to be addressed to support the needs of the community and the state, and MDOT is committed to continue the program. He stated that the American Legion Bridge is projected to be in poor condition within a 10-year timeframe.

Marc Korman referred to the map provided in the agenda FAQ. He asked if segments A and B on the map are going to look like A and B as shown on the chart with two lanes in each direction.

William Pines said that segments A and B are moving forward consistent with the Record of Decision, and E is where the study is starting in the fall. He stated that MDOT is not advancing any design or planning activities associated with segment D.

Marc Korman asked about the status of segment C.

William Pines said that segment C is functionally part of segment D and that parts C and D are in the Visualize document.

Marc Korman asked why C and D are in the document if MDOT is not doing anything with the segments in 2024.

William Pines responded that MDOT is trying to clarify what is being done today and to deliberately advance the program as the distinction between what is in the long-range plan environment versus what is the day-to-day activity of the department.

Marc Korman said that for those concerned about segment D hearing that MDOT is not doing anything on segment D right now is not a lot of comfort because it is still in the Visualize document.

Drew Morrison said that he and William Pines spoke with Rockville Mayor Monique Ashton earlier in the day and are continuing the conversation. He said the intention of the memorandum was to clarify where MDOT is on the project delivery side and to be clear of what the administration intends to do. He said that the segment is part of the Visualize 2050 plan, providing consistency between MDOT's environmental documents and the regional plan.

Eric Olson said that Prince George's County has not been supportive of a study for toll lanes around the Beltway and stated that the county would not want to have that in the 2050 document. He asked if MDOT could speak to the item.

William Pines, referring to the agenda item map, said that segments A through E show all that MDOT is incorporating into portions of potential tolling lanes. He said the segment near the Wilson Bridge is not part of the Visualize 2050 package that MDOT is submitting, and he could not comment on behalf of Virginia for the contemplated projects in the Prince George's County region.

Eric Olson said that he has not yet talked about the Southside project, but he understands that the HOT lanes study that MDOT was going to start is in the 2050 submission and that is a concern.

Drew Morrison said that MDOT's focus in on the project portions shown on the agenda item map, but he understands that there had previously been a line-item study for the rest of the Beltway in 2045. He stated that there is no active planning design activity from a toll lane standpoint in that section of the Beltway.

Eric Olson said that he appreciates that nothing is happening on the segment in question. He stated that on the Southside project he wanted to express deep concern about the project and pushing the bottleneck into Prince George's County along with the fact that there has not been regional discussion about rail on the Wilson Bridge. He said that he does not see how putting HOT lanes on the Woodrow Wilson Bridge would allow transit in the future.

Kanti Srikanth said that the Maryland portion of I-495 HOT lanes have been the subject of questions and comments. He stated from the TPB perspective, it is listed as a study. He said that does not mean that MDOT has the approval to include that part in the long-range plan for construction. He stated that MDOT will have to come back to the TPB board, and the board will have to take an action to explicitly include any part of that section for construction. He said that the TPB's approval at the next meeting would be just approving MDOT's request to study.

Haley Peckett said that MDOT has committed funding and construction for transit in Montgomery County related to additional bus bays, related to BRT construction, and a park and ride lot, as part of previous discussion on this. She asked if those projects are included for conformity in the list of projects.

Drew Morrison stated that MDOT is working through the project list and intends to engage more on what the potential menu might look like. He said that there may be some projects that are relatively advanced and more operational that are not necessarily part of the Visualize project list. He stated that MDOT would work with the county for any necessary TIP amendments that may be required to further define the program and the exact funding strategy for both the roadway project and the larger program may influence when do some things come to fruition.

William Pines said that there are some things in the NEPA Record of Decision that are included in the program and early commitments discussed focused around bus rapid transit options. He said that since then, through the public engagement process, MDOT has heard about the potential for New Brunswick Line expansions and other things that are of interest to stakeholders, so transit options need to be vetted to make sure that MDOT has an approach that makes sense and is affordable as part of the larger program.

Monique Ashton said that she met with William Pines and asked some of the same questions as Marc Korman and other Maryland colleagues. She said that she wants to make sure that MDOT is putting on the record what has been enumerated in terms of discussion for Rockville and to acknowledge she appreciates the support of colleagues north and south of Rockville. She said she knows there is a significant bottleneck north as the road goes from 12 lanes in Rockville to two lanes in other parts of Maryland. She said her continued concern is making sure that things are in writing as much as they can be because the document and plans will outlive administrators. She said that Rockville has the experience from the 1990s of lane expansion and the promise of sound walls that never happened.

Monique Ashton said she wants to make sure there is a roadmap for future administrators. She said she has concerns about taking free lanes in Rockville and turning them into HOT lanes from a variety of perspectives including equity. She stated that she wants to make sure that MDOT is being clear about transit and promises made when this project was discussed earlier in Montgomery County. She stated that she knows Frederick has interest in some of the transit projects and wants to see the statements documented.

Drew Morrison acknowledged Monique Ashton's statement and said that MDOT appreciates coordination with the mayor.

Kelly Russell said that Frederick north of I-370 feels like the cork on the top of a champagne bottle that keeps getting shaken and the pressure keeps building up towards Route 15 and just south of that which is a number one priority with the section of I-270 from I-370 to I-70. She said that all things happening to the south is only going to push traffic up, so Frederick needs the northern portions to be included.

Charles Allen said that he appreciates all of the Maryland colleagues' comments. He said that if he understands, segments C and D on the map are not moving forward, but he heard Kanti Srikanth say that the inclusion of the C and D segments is to allow for it to be studied. He stated that he is hearing MDOT say they are not planning on these segments. He said that this seems this contradicts the TPB's 2021 resolution.

In response to Charles Allen's comment about consistency with the TPB's 2021 resolution, Kanti Srikanth said that the 2021 resolution was an action where the Maryland DOT, in response to comments, removed the proposed construction of HOT lanes on the Maryland portion of the Beltway from C all the way through Woodrow Wilson Bridge. He said that MDOT in its current submission has removed this segment of HOT lanes and is not proposing it for construction. He noted that MDOT's submissions does show that it will continue to study the corridor for ways to improve mobility.

William Pines said that he would like to add that MDOT had a productive conversation with Monique Ashton about needs in the corridor, and sound walls have been mentioned as a need. He said that MDOT has no funding or plans to build anything in that D segment under the current Maryland administration unless there was an opportunity through the Record of Decision and based on stakeholder feedback for things desired in segment D. He stated there are transit pieces, noise wall pieces, pieces of the program in segment D that MDOT is hearing are still of interest, but the toll lanes portion of the Record of Decision has been deferred. He said that the timeframe of the segment in Visualize 2050 is significantly far into the future and well past this administration to where MDOT is not working on that in the near term but for specific stakeholder requests that MDOT may be able to fund and pursue.

Charles Allen said that 2050 is not that far away, and he is struggling with how something that there is no plan to do and does not seem to flow with the TPB's work and resolutions is going to be in the Visualize 2050 plan. He commented that maybe that is something between now and next month that can be remedied or worked on. He said he appreciates Kelly Russell's comments, and DC is going to be impacted as well.

Drew Morrison said an important flag is that we look vis-a-vis 2045, and where the 2021 conversation all landed is that actually the main play here has been to defer certain elements. He said that the Visualize 2045 plan had some of the elements happening earlier and the main move with this plan is to try to better reset on priorities of timing, which is the lower section, and to identify where sections are less a priority—which is segments C and D.

Drew Morrison said that MDOT is happy to converse more on the topic, and he thinks there is consistency and an effort to try to emphasize what is a near-term priority, what is not, and the focus of the program relative to a few years ago.

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ITEM 9B: BRIEFING ON COMMENTS RECEIVED ON THE DRAFT PROJECT INPUTS AND SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS OF VISUALIZE 2050 AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM

Cristina Finch said that there are two items included in the briefing packet: a list of projects proposed by the TPB member agencies to be included in the Visualize 2050 conformity analysis and the technical scope of work to conduct the analysis, including a forecast of future population, employment, and households. She said that the board will be asked to take action on these two items in May. She said that other materials are to help inform discussions that TPB members and their respective boards and councils can have before taking action in May.

Cristina Finch provided an update on comments received during the March Visualize 2050 comment period, which was focused on the Visualize 2050 technical inputs, including capacity impacting projects that must undergo an air quality conformity analysis to make sure the implementation of these projects does not exceed regional air quality goals in the future. She said that it is important for the TPB to vote on the inputs before TPB staff embarks on the months-long modeling process to keep on schedule for having a draft plan available for TPB approval in June 2025.

Cristina Finch referred to the air quality conformity project inputs table in her presentation and noted that technical corrections made in the last month are shown in pink. She referred to the air quality scope of work and stated that TPB staff has attached COG-approved data tables for employment, population, and household forecasts through 2050.

Cristina Finch stated that the project summary table is available in the packet, and the member agencies have been working with TPB staff to review and provide technical corrections to the information on the project summary table. She stated that the project summary table is supplementary material that is not for board approval in May. She said that all projects should now have goals alignment information.

Cristina Finch said that it is important to collect public comments at this stage because the air quality conformity analysis must be done before the plan can be adopted. She stated that TPB member agencies also undertake their own public engagement, and the March comment period was one more chance for the board to hear the public's thoughts on these key planned investments.

Cristina Finch said that the TPB communicated the public comment opportunity in many ways and used paid advertising through Facebook to promote it. She said that the TPB used MetroQuest, which received the most participants, and people provided feedback via email, letter, and in person at the board meeting last month. She stated that this was an open comment period and not a scientific survey, so the results are not statistically significant. She said that the comment review found that many participants showed support or opposition to a project based on type, rather than the application of a project type to a particular location or purpose.

Cristina Finch said concerns focused around: express toll lanes' effectiveness to reduce congestion, roadway widenings encouraging more automobile trips, increasing carbon pollution, not enough transit projects in the plan or to be completed soon enough, and bicycle and pedestrian projects not being included on the list.

Cristina Finch stated that bicycle and pedestrian projects are not part of the air quality conformity modeling process although many of the proposed projects do include bicycle and pedestrian components. She said that Maryland has provided a response to comments through the express lanes presentation today, and TPB staff responses to frequently asked questions are included in the packet including questions received from board members during the TPB March work session and from the

public during the comment period. She noted that VDOT provided a response letter also included in the packet.

Cristina asked board members to consider the information provided and ask questions, review the two items for action in May, review the comment period results, and updated packet materials.

Marc Korman said that there has been a number of comments about the I-495 Southside HOT lanes including the Wilson Bridge project. He noted that this is a Virginia project that he as a Maryland representative may not be able to directly go to VDOT about. He asked if the TPB staff could talk a little about the process here at the TPB on what actions the TPB takes.

Kanti Srikanth said that the TPB will be evaluating and considering all the projects proposed for inclusion in Visualize 2050 by all 24-member jurisdictions in May. He said that individually members can express their support or concerns on any of the projects, including projects they think they are not yet fully ready, or all the issues have not been resolved, they could propose excluding that particular project from the list of projects to be approved. He said that if there is a majority support for removing any particular projects that might still have unresolved issues, then the rest of the packet could be voted for. He commented that if members have specific questions about a project, staff can assist with those questions, working with the sponsoring agency, collecting those responses, and sharing it with the full board ahead of the next month's meeting to help members with their decision.

Marc Korman asked if the TPB could also send out a reminder about how weighted voting works.

Kanti Srikanth said that yes, the TPB staff can send out an explanation of the weighted voting process.

Vice Chair Walkinshaw said that there will continue to be a robust conversation in Virginia about the Southside project and the future of transit access on the bridge. He encouraged members who have questions to send them to Kanti between the April and May TPB meetings. He commented that VDOT will be happy to coordinate with Kanti to get answers and responses.

Eric Olson said that the draft includes claims that a lot of the road projects, almost half of the road projects, reduce greenhouse gas emissions. He said that he finds this puzzling because induced traffic is real. He stated that he does not understand how the TPB can make that claim and would like to understand this better. He commented that the TPB members do not have information from VDOT about greenhouse gas emissions, yet we do from DC and Maryland.

Speaking to the matter of roadway capacity projects and emissions levels, Kanti Srikanth said that it is a bit complicated and technical, and he would try to summarize it a high level. He noted that it is not borne by facts that all roadway projects by themselves will increase greenhouse gases. He stated that certain improvements to roadways have certain impacts on the speed of travel, and emissions are related to speed of travel. He said that certain emissions go up at higher speeds, and certain emissions go down or are very high or at low speeds.

Kanti Srikanth said that there was a public comment made that the TPB's conformity analysis should also look at greenhouse gases, and the TPB has been doing that since 2010. He commented that if one looks at the TPB's long-range transportation plan since 2010 there are always projects that have added roadway capacity, but at the regional level, the TPB is continuing to show that greenhouse gases are going to be going down into the future. He stated that there was also a comment made that the TPB's conformity analysis should include induced demand, which is true because when roadway capacity is improved through reduced congestion, people are likely to begin to shift to driving from transit, from carpools, from vanpool. He noted that the TPB's model does account for this, and there are factors beyond roadway capacity that reduce or increase greenhouse gases.

Eric Olson said that he is concerned that when capacity is added, traffic is added, and he understands that some projects will make traffic move smoother, but the subject is something he thinks the committee should be looking into further.

Vice Chair Walkinshaw said that for Fairfax County's project inputs, there are 14 road-widening projects that were removed during review. He said some were big and some small road widening projects that the county found no longer fits goals and priorities in Fairfax County. He said that some other jurisdictions did that as well, and the reduction of those road widening projects will reduce greenhouse gas emissions.

Reuben Collins referred to page 86 to reemphasize comments made by Charles County. He stated that Charles County wants to ensure that the Visualize 2050 transformative document includes projects that not only break decades of endless congestion and provide mobility for all our citizens but also can truly achieve greenhouse gas emission goals for an entire region. He said that toll lanes will not be able to do that alone. He referred to the project on the page that is fully funded in the capital transportation program for the first phase of NEPA and has unanimous support from the federal delegation as seen by the repeated federal earmarks it has received. He stated that Charles County believes that this commitment shows that the project will be constructed by 2050. He commented that if Visualize 2050 only lists projects that are funded for construction, it is just a capital improvement program table of contents and not an actual planning document. He stated that the document is both a current planning document and aspirational.

Reuben Collins said that MDOT is a partner with Charles County that has traditionally shown resistance to include projects that are not fully funded for construction. He noted that SMRT is transformative and is now a primarily funded transit project and should be included in the plan.

Victor Weissberg said that he appreciates Reuben Collins comments on the SMRT project. He said that he has questions about the Southside study that can be placed in the chat and sent in an email to Kanti Srikanth. He asked whether VDOT has a timeline on implementing the bus plan that came out of the DRPT study with phasing connected to specific milestones and funding streams. He asked how VDOT will transfer from HOT lanes to rail when that project is advanced given the nature of the long term of P3 contracts. He stated that Prince George's County is concerned about how that will happen given the nature of these businesses.

Victor Weissberg said that a clearer and stronger understanding of how travel from locations east of Maryland 210, which is where the project drops off, will not be significantly adversely impacted. He asked what the benefits are to Prince George's County of having HOT lanes on that portion of the Beltway.

Vice Chair Walkinshaw said the questions might need to be submitted and responded to in writing.

Victor Weissberg said that he will send the four questions in writing and asked that the answers to the questions be provided in writing before the May meeting. He requested a briefing from VDOT on the Southside project.

Bill Cutler said that rather than answering every question asked, he would like to provide a quick summary of what VDOT is pursuing on behalf of Virginians and the region. He stated that there is a 94-mile network of HOV-3 facilities, bus lanes, and express lanes in Northern Virginia and an extensive park and ride program that feeds the system. He said that VDOT was part of the development of the Woodrow Wilson Bridge which provides the physical space for Metrorail as well as the bridge has the strength to handle rail. He said that VDOT does see Metrorail on the Wilson Bridge in the future. He stated that VDOT is looking at how to get the most out of the assets that exist today and are looking to see how we can make the most out of the interim until such time the region is ready for Metrorail.

Bill Cutler said it is possible to document through NEPA documents should the studies say two express lanes in each direction, it could be documented that in the future that could go back to one express lane in each direction plus Metrorail. He said that if and should it happen that a concessionaire is involved, that can be included in the contract language. He said that there are different ways that VDOT is able to place guard rails on the situation to follow through on the commitment to support Metrorail across the Wilson Bridge.

10. CARBON REDUCTION PROGRAM: MARYLAND DEPARTMENT OF TRANSPORTATION

11. CLIMATE POLLUTION REDUCTION GRANTS (CRPG) FINAL PRIORITY CLIMATE ACTION PLAN

Chair Walkinshaw said that unless Items 10 and 11 can be covered in the five remaining minutes, they might need to be postponed until an upcoming meeting.

Kanti Srikanth said that TPB staff will look for another meeting where the two items can be presented together.

12. ADJOURN

There being no other business, the meeting was adjourned at 1:57 P.M. The next meeting will be on May 15, 2024.

Meeting Highlights
TPB Technical Committee – May 3, 2024

The Technical Committee met on Friday, May 3, 2024. Meeting materials can be found here: https://www.mwcog.org/events/2024/5/3/tpb-technical-committee/

The following items were reviewed for inclusion on the TPB's April agenda:

TPB AGENDA ITEM 7 – REGIONAL ROADWAY SAFETY PROGRAM PROJECT APPROVALS
Staff briefed the board on the projects recommended by the Regional Roadway Safety Program (RRSP) Selection Panel to receive technical assistance in the fifth round of the program. The board will be asked to approve the recommended projects.

TPB AGENDA ITEM 8 – VISUALIZE 2050: APPROVAL OF THE SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS OF THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP), WHICH INCLUDES PROJECTS SUBMITTED FOR ANALYSIS
The committee received a briefing on final steps to the approval of projects submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) analysis process and the scope of work. The board will be asked to approve the Air Quality Conformity Technical Inputs Table and Scope of Work at its May meeting. Staff also provided an update on the progress to develop the Visualize 2050 financial plan and review next steps on agency project inputs to the Project InfoTrak database for non-regionally significant planned investments.

The following items were presented for information and discussion:

IMPLEMENTATION CONSIDERATIONS FOR ON-ROAD TRANSPORTATION GREENHOUSE GAS (GHG) REDUCTION STRATEGIES UPDATE
ICF presented a draft report on implementation considerations for on-road transportation greenhouse gas (GHG) reduction strategies.

TPB RESOURCES AND APPLICATIONS PAGE (TRAP) DEVELOPMENT UPDATE
Staff provided an update on the development of a website that catalogs TPB's data and visualization products.

STRATEGIC HIGHWAY NETWORK (STRAHNET) OVERVIEW
The staff provided an overview of the Strategic Highway Network (STRAHNET) and the U.S. military transportation system. Strategic Highway Network (STRAHNET)/U.S. Department of Defense (DOD) Coordination is one of the FHWA/FTA Planning Emphasis Areas for MPOs and State DOTs to consider in the transportation planning and project programming process.

OTHER BUSINESS
- Maryland Critical Urban Freight Corridor (CUFC) Approval Update
- Ride for the Region
- Bike to Work Day (BTWD) May 17
- Joint WMATA/COG Board meeting May 1 - DMV Moves Regional Transit Initiative
- Micromobility Practitioners Workshop Announcement
- Street Smart Update
- Staff Update

ACCESS FOR ALL ADVISORY COMMITTEE REPORT
May 15, 2024

James Walkinshaw, Chair

The Access for All Advisory Committee (AFA) met in a hybrid format on Monday, May 6, 2024. The committee received staff updates on the DMV*Moves* initiative and the Regional Bus Stop Design workshop. They also received a briefing regarding an initiative of the Transportation Safety Subcommittee on an accessibility-themed meeting, the Transportation Land-Use Connections (TLC) FY 2025 Recipients, and an update on the public comments received on projects included in the Visualize 2050 Air Quality Conformity Analysis. The committee also held a brief discussion on upcoming topics for future meetings.

STAFF UPDATES

Kanti Srikanth, TPB Staff Director, briefed members on the COG-WMATA Regional Transit Initiative (DMVMoves), which kicked off formally on May 1. The initiative aims to develop a regional vision for transit in DC, Maryland, and Virginia. He and Chair Walkinshaw outlined the challenges of the regional transit systems, including funding, making transit more inclusive and accessible, and navigating the different transit systems across the region. The initiative will consist of three steps: creating a vision on what a world-class integrated transit network looks line; how to pay for it; and, how to govern it. Discussion included how WMATA is currently funded. This effort will look at whether there is a better model.

The task force has established two advisory groups: the Community Partners Advisory Group, and the Government Partners Advisory Group. The AFA Advisory Committee will be participating in the Community Partners Advisory Group. The meetings are expected to begin in June, with a preliminary report due in early 2025. Although the task force meetings will be public, the membership on the advisory committees are being kept at a number that will facilitate progress. There will be opportunities for the public to weigh in on the products.

Member comments included the following:

- Revisit the opportunity for public comment and input.
- Explore options for getting corporations involved in contributing to public transit.
- Coordinate services and streamline options for people with disabilities, seniors and visitors across jurisdictions.
- Consider amending the federal compact to include the same jurisdictions that are currently part of the MPO.
- Explore the possibility of increasing funding for transit by taxing commercial properties in the region.

Pierre Gaunaurd, TPB Transportation Planner, gave an overview of the TPB Regional Public Transportation Subcommittee Bus Stop Design Forum held April 23. More than 50 individuals attended across different modes. The workshop looked at new types of stops, such as floating island stops and bulb-outs. Forum discussions included design of floating bike lanes, use of tactile surfaces, fixed signage, shade provision, and stormwater management.

Members did not have any questions or comments.

UPDATE AND DISCUSSION WITH TRANSPORTATION SAFETY SUBCOMMITTEE.

Janie Nham, TPB Planning Manager, who was joined by Vanessa Holt, TPB Safety Subcommittee chair, gave the committee an overview of the TPB's safety planning activities, including trends in transportation safety across the region. The Regional Roadway Safety Program's origins date back to 1998, with the TPB taking a sharpened focus on roadway safety in 2018 after analyses detected an increase in fatalities. TPB adopted Resolution R3-2021 in 2020, which re-affirmed roadway safety as a priority and urged safety measures to be implemented in a non-racist way. The TPB serves as an important convener for the region via information-sharing, safety programs, and identifying opportunities for coordination. Janie. Nham shared past topics of the Transportation Safety Subcommittee and noted that the. Safety Subcommittee is interested in convening a special meeting on accessibility. AFA members were asked to provide input and perspectives on what topics may be good to cover in the meeting.

Member discussion: NVRides has been collecting safety data to encourage volunteer drivers that it's a safe volunteer option. They can share this information and will be available to brief the AFA committee. There was a question about what led to the pre-pandemic spike. Ms. Nham responded that driver behavior, drunk driving, and speeding are all likely factors. Also, since the pandemic there are fewer work trips, which means an overall lower exposure to unsafe conditions. Chair Walkinshaw mentioned missing sidewalks or disconnected sidewalks creating safety hazards. USDOT's Safe System Approach was discussed, which looks at the entire transportation system through a safety lens. Sergio Ritacco, TPB Transportation Planner, mentioned past AFA discussions on this topic that he will share for future discussion.

Member questions and comments included the following:

- Consider incorporating cycling classes in schools as part of the curriculum for improved bicycle and pedestrian safety.
- Consider further study on the trends and factors leading to increased aggressive driving behavior, speeding, and drinking and driving.
- Is there any newer research on seatbelt usage?
- Is there a relationship between the unemployment rate and safety?

TRANSPORTATION LAND-USE CONNECTIONS (TLC) FY 2025 RECIPIENTS

Kenneth Derryberry, Transportation Planning Intern, provided an overview of the recipients of FY 2025 Transportation Land-Use Connections (TLC) Program funding, which has provided support to local jurisdictions integrating land use and transportation planning at the community level since 2006. The presentation emphasized the accessibility aspects of the newly funded projects. Staff solicited applications for the FY 2025 TLC round of technical assistance between January 5 and March 8, 2024. The TPB approved the applications for funding in FY 2025.

Members did not have any questions or comments.

VISUALIZE 2050 UPDATES

Leo Pineda, TPB Transportation Planner, provided a briefing on comments received on the draft project inputs and scope of work for the air quality conformity analysis of Visualize 2050 and the FY 2026-2029 transportation improvement program (TIP), including next steps in the planning process. The TPB will be asked to approve two documents at the next meeting: the inputs to the air quality conformity analysis and the air quality conformity scope of work. This will initiate a 10-month long process of analyzing the inputs and evaluating the air quality impacts. The other components of the plan that are not considered as impacting the air quality conformity analysis will be added by the end of June 2024. Public comments received included concerns about express toll lanes, lack of transit projects, and bicycle and pedestrian access. All comments can be viewed on the TPB March meeting

website.

Member comments included the following:
There is likely to be spirited discussion expected at the TPB meeting next week about the project inputs with the potential for using the weighted voting option among TPB members.

LOOKING AHEAD: WORK PLANNING FOR THE AFA COMMITTEE

Sergio Ritacco facilitated a discussion on items to bring forward for future meetings in addition to items already noted at the last meeting,

- Regarding the Section 5310 program, Dan Sheehan and COG's Enhanced Mobility staff will keep the AFA committee up to date on the current round of grantee projects. The next solicitation round will be in summer 2025.
- COG has received an Innovative Coordinated Access and Mobility (ICAM) federal grant. This grant has been awarded to update the ReachARide.org transportation services clearinghouse. TPB staff are looking forward to working with the AFA Committee to solicit ideas, and perhaps, form a small working group to update the ReachARide platform. Coordination efforts are expected to commence this summer. The ReachARide website is https://reacharide.org/
- Angela White mentioned that the Olmstead Task Force is meeting in Washington, DC, this year. Some connection to the AFA Committee would be worth looking into, and she will connect with Laura Bachle, TPB Transportation Planner, on this topic.

The next meeting is July 8 and is virtual at 12:00 P.M.

Attendees

District of Columbia
Faye Dastgheib
Jason Harris
Nicholas Roland

Maryland
Doreen Brown
William Clement
Bong Delrosario

Virginia
Cynthia Alarico
Emily Braley
Kinta Carter
Clemmon Hammie
Lorena Rios
Valesca Maldonado

Regional
Angela White
Sherri Mohebbi
Cecilia Castillo-Ayometzi
Janine Ashe
Bill Orleans

Vanessa Holt, TPB Safety Subcommittee Chair

TPB Staff

Rachel Beyerle
Kanti Srikanth
Leo Pineda
Pierre Gaunaurd
Kenneth Derryberry
Cristina Finch
Sergio Ritacco
Janie Nham

Chair
James Walkinshaw, Fairfax County Board of Supervisors

COMMUNITY ADVISORY COMMITTEE
MONTHLY REPORT TO THE TPB

May 15, 2024
Ra Amin, CAC Chair

The May meeting of the CAC was held virtually on Thursday, May 9. The meeting featured a discussion with Kanti Srikanth about the DMV*Moves* initiative, an update on the public outreach for Visualize 2050, and a presentation on the Regional Bus Stop Design Forum.

DMV*MOVES*: COG-WMATA REGIONAL TRANSIT INITIATIVE

Kanti Srikanth, Director, Transportation Planning Board, gave an overview of the initiative and the CAC's role in it. He said the initiative aims at coming up with a unified vision for transit in the region. There are two advisory groups that will assist a task force with the effort. The Community Partners Advisory Group (CPAG) will include the CAC. The chair, Ra Amin, has been asked to represent the CAC, assisted by the two vice-chairs as alternates, Ashley Hutson, and Richard Wallace. Ra Amin will provide the conduit for communications between the CPAG and the CAC, assisted by TPB staff. Kanti Srikanth described details of what the effort is all about, how it is organized, the goals of the effort, the work products, and the proposed schedule.

Member questions included the following:

Will the CPAG meetings be virtual or in-person? Will the public be able to view those meetings?
The work sessions will not be open to the public to allow for progress to be made among a very divergent representative group. The group may decide to hold an open meeting from time to time. The task force meetings will be open to the public. There is a community involvement component in addition to the two working groups to coordinate review of work products and feedback from the public.

What is the timeline?
It's envisioned as a two-year effort. The effort kicked off May 1. The first task force meeting is scheduled for June 10, with the first advisory committee work sessions being scheduled in June. Draft recommendations are expected by winter 2025, and an interim report is expected by spring 2025. The second year will focus on implementation of the recommendations.

Who is in charge of the effort?
This effort is a consensus-seeking process. It is hoped that the outcome will be actions that will be implementable, so working collaboratively will be key. Parties agree that the current system is not sustainable and that progress needs to be made. The process has four goals, starting with a vision of what a world-class transit system looks like, what the standards would be for such a system, what actions are needed to get there, what capital is needed, and how the system would be governed.

Regarding funding, how might that work? Would something like a land use tax or penalty be considered to discourage growth that is not near transit?
All ideas are on the table at the moment. There are several options to generate revenue that could be explored once the criteria for the funding is identified, for example, a criterion regarding reliability, and sustainability, that can be used to evaluate funding options.

The CPAG is a very diverse group. It includes business owners, labor unions, advocacy groups, and community organizations. How is this group going to be managed?
Two facilitators well-regarded in the transportation industry have been hired to manage the effort: Nuria Fernandez, who served as the administrator of the Federal Transit Administration, and Nick Donohue, Principal at Capitol Transportation Consulting.

Discussion concluded with noting that this will be a reoccurring topic on the CAC agenda with opportunities to share and discuss progress as the working group gets started.

UPDATE ON PUBLIC OUTREACH FOR VISUALIZE 2050 (NATIONAL CAPITAL REGION TRANSPORTATION PLAN) AND NEXT STEPS

Cristina Finch, TPB Transportation Planner, provided a briefing on comments received on the draft project inputs and scope of work for the Air Quality Conformity analysis of Visualize 2050 and the FY 2026-2029 Transportation Improvement Program (TIP). The TPB received a summary of comments in response to the technical inputs submitted for inclusion in the Visualize 2050 Air Quality Conformity (AQC) process. The 30-day comment period took place between March 1 and March 30. The committee received a presentation on the two documents to be reviewed at the May 15 TPB meeting, a summary of the public comments received, and an outline of the next steps in the process. Links to the documents were provided. Cristina Finch noted how the documents have been formatted to indicate any changes in the project inputs table. The project inputs table, after review and adoption by the TPB, will serve as the basis for the ten-month conformity analysis that needs to be undertaken to comply with Clean Air Act regulations. All the public comments received by the TPB were conveyed to the TPB Board last month.

Member questions included the following:

How did this public comment process compare to the last one?
The number of comments received this time were greater than in the past, mostly due to the use of an application, MetroQuest, that was publicized throughout social media and the jurisdictions. Over 800 comments were received via MetroQuest. It was noted that MetroQuest was not a formal survey and that the results are not statistically significant.

Will there be any evaluation? How will feedback on the public comment process be gathered?
TPB staff continue to examine the public comment process and are open to understanding more from the CAC about this public comment effort.

What's the difference between a study and a survey? Does TPB do any formal surveys?
A survey is a statistically significant information-gathering effort. The TPB undertakes a survey whenever there is an effort that they believe might benefit from robust information-gathering. The TPB does two substantial surveys: the Regional Travel Survey done once every ten years, and the State of the Commute Survey produced by Commuter Connections, which is undertaken every three years. TPB has a budget to undertake these surveys. There has been discussion of doing the travel survey more frequently.

REGIONAL BUS STOP DESIGN FORUM

Pierre Gaunaurd, TPB Transportation Planner, gave an overview of a workshop held by the Regional Public Transit Subcommittee on the Bus Stop Design Workshop on April 23. More than 50 organizations attended. The workshop looked at new types of stops, such as floating island stops

and bulb-outs. Forum discussions included design of floating bike lanes, use of tactile surfaces, fixed signage, shade provision, as well as accessibility and safety features. Pierre Gaunaurd was asked to return to the June meeting to follow up with feedback and discussion due to time constraints.

OTHER BUSINESS

CAC Chair Ra Amin asked committee members who participated in the Community Leadership Institute to share their reflections at the next meeting. He also mentioned two ideas for future CAC consideration: an "Act Locally" component to add to each meeting in which CAC members could share something about what they are doing in their communities and an oral history of the CAC.

ATTENDANCE

Members
Ra Amin, Chair
Ashley Hutson
Christina Farver
Daniel Papiernik
Zach Israel
Kalli Krumpos
Lorena Rios
Maribel Wong
Mark Scheufler
Bernie LoCascio
Jeff Parnes
Gail Sullivan
Richard Wallace

Staff
Kanti Srikanth
Rachel Beyerle
Leonardo Pineda
Pierre Gaunaurd
Cristina Finch
Laura Bachle

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: May 9, 2024

The attached materials include:

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

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions
DATE: May 9, 2024

At its meeting on Friday, May 3, the TPB Steering Committee adopted a resolution to update the Critical Urban Freight Corridors (CUFC) in suburban Maryland and two resolutions approving amendments to the FY 2023–2026 Transportation Improvement Program (TIP) that are exempt from the air quality conformity requirement, as described below.

- TPB SR22-2024 – With changes enacted in the recent Infrastructure Investment and Jobs Act (IIJA) and collaboration of TPB and MDOT staff, TPB has an opportunity to update and expand CUFC designations within suburban Maryland. Andrew Meese on TPB's staff gave a presentation on the proposed designation updates. Following the presentation, the committee adopted resolution SR22-2024 authorizing the updates, as described in the attached materials.

- TPB SR23-2024 – requested by Prince George's County Department of Public Works and Transportation to add the Bridge Preservation Program, Phase 1 (T13607) with $6.75 million programmed using BFP and local matching funds for the current TIP (FY 2023-2026) and an additional $1.0 million for FY 2027 for a total project cost of $7.75 million. This project is exempt from the air quality conformity requirement as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.

- TPB SR24-2024 – requested by VDRPT to add $3.0 million using federal earmark, state, and local funds for the Envision Route 7 Bus Rapid Transit (BRT) Planning Study (T13608), and adds approximately $49 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) and local matching funds for construction of the Crystal City Metro Station East Entrance project (T6670), bringing the revised total to cost $146 million, as described in the attached materials. This project is also exempt from the air quality conformity requirement.

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

Attachments:
- May 3, 2024 TPB Steering Committee Attendance (Members and alternates only)
- Adopted resolution SR22-2024 approving updated CUFC designations in suburban Maryland
- Adopted resolution SR23-2024 approving an amendment to the TIP, as requested by PG DPW&T
- Adopted resolution SR24-2024 approving an amendment to the TIP, as requested by VDRPT

TPB Steering Committee Attendance – May 3, 2024
(only voting members and alternates listed)

TPB Chair/DC rep.:	Christina Henderson
TPB Vice Chair/MD Rep.:	Neil Harris
TPB Vice Chair/VA Rep.:	James Walkinshaw
Tech. Committee Chair:	Amy Garbarini, VDRPT
DDOT:	Mark Rawlings
MDOT:	Kari Snyder
VDOT:	Amir Shahpar
	Maria Sinner
	Regina Moore
WMATA:	Mark Phillips

TPB Steering Committee
Item 1
TPB SR22-2024
May 3, 2024

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

RESOLUTION TO UPDATE THE CRITICAL URBAN FREIGHT CORRIDORS IN SUBURBAN MARYLAND

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

WHEREAS, the provisions of the FAST Act enable the designation of Critical Urban Freight Corridors (CUFC) and Critical Rural Freight Corridors (CRFC) as part of the National Highway Freight Network; and

WHEREAS, the provisions of the FAST Act authorize MPOs with a population greater than 500,000 (including the TPB) to designate public roads within its urbanized area as CUFCs in consultation with the relevant state(s); and

WHEREAS, CUFCs are important complements to the Primary Highway Freight System (PHFS) designated in the FAST Act, to provide Federal funding eligibility for a wide range of activities that support freight infrastructure including planning, engineering, and construction; and

WHEREAS, the TPB adopted Resolution R6-2018 on November 17, 2017, designating CUFCs in the District of Columbia, and Maryland and Virginia portions of the National Capital Region, in accordance with the FAST Act requirements and constraints; and

WHEREAS, the TPB has since amended the CUFC network in Northern Virginia and the District of Columbia in 2021 and 2023, respectively, through Resolutions SR4-2022 and SR6-2024; and

WHEREAS, the IIJA modified requirements and constraints for CUFC designation to include an increase in the mileage of roadways eligible to be designated as CUFCs in all states; and

WHEREAS, TPB staff has collaborated with the Maryland Department of Transportation (MDOT) staff to identify updates to its CUFC network as a result of the CUFC modifications of the IIJA; and

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board approves the changes to the designation of the Suburban Maryland public roads listed in the attached table as Critical Urban Freight Corridors, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, May 3, 2024.
Final approval following review by the full board on Thursday, May 15, 2024.

Table 1: Existing (2017) Suburban Maryland Critical Urban Freight Corridors Proposed to be Removed

ID	Route	Start Point	End Point	Length (miles)
Charles County				
	None			
Frederick County				
A	US 15 Catoctin Mountain Hwy	Hayward Rd	MD 26 Liberty Rd	1.05
B	US 15 Catoctin Mountain Hwy	Mile Marker 10	Mt. Zion Rd	1.07
Montgomery County				
C	MD 185 Connecticut Ave	Manor Rd	MD 410 East-West Hwy	0.54
D	MD 198 Sandy Spring Rd	US 29 Old Columbia Pike	Dino Rd	0.49
Prince George's County				
E	US 50 John Hanson Hwy	MD 295 Baltimore Washington Pkwy	MD 410 Veterans Pkwy	3.55
F	MD 198 Sandy Spring Rd	Gunpowder Rd	I-95	1.25
G	MD 201 Kenilworth Ave	US 50 John Hanson Hwy	District of Columbia/ Maryland State line	0.46
SUM				**8.41**

Table 2: Suburban Maryland Critical Urban Freight Corridors to be Added

ID	Route	Start Point	End Point	Length (miles)
Charles County				
A	MD 5 Mattawoman Beantown Rd	MD 5 Leonardtown Rd / St. Charles Pkwy	US 301 Crain Hwy	3.21
B	US 301 Crain Hwy	MD 6 E Charles St	MD 225 E Hawthorne Dr	0.73
Frederick County				
C	MD 26 Liberty Rd	N Market St	MD 194 Woodsboro Pike	1.37
D	MD 85 Buckeystown Pike	English Muffin Way	Shockley Dr	1.38
E	MD 85 Buckeystown Pike	Shockley Dr	I-270	0.43
Montgomery County				
F	MD 28 Norbeck Rd	Carrolton Rd	MD 97 Georgia Ave	0.79
Prince George's County				
G	MD 4 Pennsylvania Ave	US 301 Crain Hwy	Patuxent River (Bridge)	1.43

H	MD 4 Southern Md Blvd	US 301 Crain Hwy	MD 4 Stephanie Roper Hwy (Bridge)	2.87
I	MD 193 Greenbelt Rd	MD 295 Baltimore Washington Pkwy S	Good Luck Rd	2.52
J	MD 210 Indian Head Hwy	Fort Washington Rd	Livingston Rd	2.64
K	US 301 Crain Hwy	Chew Rd	MD 4 Pennsylvania Ave	1.43
ID	**Route**	**Start Point**	**End Point**	**Length (miles)**
L	US 301 Crain Hwy	Mattawoman Creek	Short Cut Rd	2.55
M	US 301 Crain Hwy	MD 4 Pennsylvania Ave	MD 214 Central Ave	5.99
N	US 301 Crain Hwy	MD 5 Mattawoman Beantown Rd	Mattawoman Creek	0.13
O	US 301 Crain Hwy	MD 197 Collington Rd	US 50 John Hanson Hwy	0.86
P	US 301 Crain Hwy	MD 214 Central Ave	MD 197 Collington Rd	3.06
Q	US 301/MD 3 Crain Hwy	US 50 John Hanson Hwy	MD 450 Annapolis Rd	2.20
SUM				**33.59**

Table 3: Existing (2017) Suburban Maryland Critical Urban Freight Corridors that Remain Unchanged from 2017 Designation

ID	Route	Start Point	End Point	Length (miles)
Charles County				
A	US 301 Crain Hwy	Prince George's / Charles County line	Smallwood Dr	4.00
Frederick County				
B	US 15 Catoctin Mountain Hwy	I-70	Mile Marker 10	1.40
C	US 15 Catoctin Mountain Hwy	MD 26 Liberty Rd	US 40	3.21
D	US 40	US 15 Catoctin Mountain Hwy	I-70 / I-270	0.62
Montgomery County				
E	MD 185 Connecticut Ave	I-495	Manor Rd	0.67
F	MD 198 Sandy Spring Rd	Dino Dr	Gunpowder Rd	0.86
Prince George's County				
G	MD 4 Pennsylvania Ave	I-95	MD 337 Suitland Pkwy	0.91
H	MD 5 Branch Ave	Surratts Rd.	MD 373 Accokeek Rd	3.48
I	US 50 John Hanson Hwy	District of Columbia / Maryland State line	MD 295 Baltimore Washington Pkwy	0.50
SUM				**15.65**

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: TPB Technical Committee

FROM: Andrew Meese, TPB Systems Performance Planning Program Director
Janie Nham, TPB Transportation Planner

SUBJECT: Proposed Critical Urban Freight Corridor (CUFC) Designation Updates for Suburban Maryland

DATE: April 5, 2024

This memorandum describes proposed updates to the Critical Urban Freight Corridor (CUFC) designations in the Maryland portion of the National Capital Region, originally approved by the Transportation Planning Board in November 2017. The 2021 Infrastructure Investment and Jobs Act (IIJA) increased the number of CUFC miles that a state or MPO can designate. Maryland Department of Transportation (MDOT) and TPB staff recently collaborated to develop recommended changes to its CUFC network under this new designation limit, described below in this memorandum and an accompanying PowerPoint presentation.

BACKGROUND

The 2015 Fixing America's Surface Transportation (FAST) Act created a freight-specific formula grant funding program, the National Highway Freight Program (NHFP) (in addition to other freight discretionary grant funding programs) to ensure the condition and performance of highways deemed most critical to freight movement. The programs were established to increase U.S. competitiveness in the global economy, improve the efficiency and reliability of the freight network, and reduce the environmental impacts of freight.

Since 2016, between $1.1 billion to $1.5 billion[1] has been authorized annually for the NHFP to support the most critical portions of the national freight network. The FAST Act outlined requirements and constraints for identifying the subset of roadway segments to receive NHFP funding. Some of these provisions were subsequently amended under the IIJA.

Designation Responsibility

The FAST Act directed NHFP funds towards roadway segments identified as part of the National Highway Freight Network (NHFN), a subsection of the total national freight network. The NHFN includes four subcategories of roadways:

- Primary Highway Freight System (PHFS) – the most critical Interstate and highway segments of the U.S. freight transportation system based on national data.
- Other Interstate portions not on the PHFS (non-PHFS) – Interstate roads not included in the PHFS that provide important continuity and access to freight transportation facilities.

[1] Federal Highway Administration (FHWA) FAST Act and Bipartisan Infrastructure Law Fact Sheets.

- Critical Rural Freight Corridors (CRFCs) - public roads not in an urbanized area that provide access to and connection between the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.
- Critical Urban Freight Corridors (CUFCs) - public roads in an urbanized area that provide access to and connection between the PHFS and the Interstate with other important ports, public transportation facilities, or other intermodal freight facilities.

The first two components (PHFS and other interstate portions not on the PHFS) were designated within the FAST Act itself. The last two components (Critical Rural Freight Corridors and Critical Urban Freight Corridors) would be designated by either state Departments of Transportation (DOT) or by Metropolitan Planning Organizations (MPO) depending on the type of corridor (CRFC or CUFC) and the size of the MPO. In all cases, the FAST Act required DOTs and MPOs to coordinate on CRFC and CUFC designations as shown in Table 1. Moreover, CRFC and CUFC designations could be made on a rolling basis. Based on the population of the National Capital Region, the TPB is responsible for designating CUFCs, which will be the focus of this memorandum.

Table 1: MPO Role in Designating CUFCs and CRFCs

Corridor Type	State DOT role	MPO role
CRFC	Designates all CRFC's – must coordinate with MPOs	Coordinates with state DOTs
CUFC	Designates CUFCs in MPOs with less than 500,000 population – must coordinate with MPOs	**Designates CUFCs in MPOs with greater than 500,000 population – must coordinate with state DOTs**

It should be noted that CUFCs and CRFCs do not represent the totality of state-designated truck routes nor of truck-allowing facilities in the region and may not be contiguous from an operational standpoint. Rather, CUFCs and CRFCs are subsets of these truck-allowing facilities that are identified for the purpose of ensuring eligibility for the aforementioned special federal grants. States and MPOs generally prioritize the limited miles available under federal law for CUFCs and CRFCs for road segments that have anticipated improvement needs. Identified segments may not be contiguous and may later change once improvements have been implemented.

Requirements for Candidate Critical Urban Freight Corridors

To be designated as a Critical Urban Freight Corridor, candidate public roadways must be located within an urbanized area and meet at least one of the following criteria:

- Connects an intermodal facility to the Primary Highway Freight System (PHFS) or the Interstate System;
- Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement;
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.

Mileage Limitations

The FAST Act limited the number of CUFC miles that a state or MPO could designate to 75 miles of highway or 10 percent of the PHFS mileage in the state, whichever was greater.

IIJA Amendments[2]

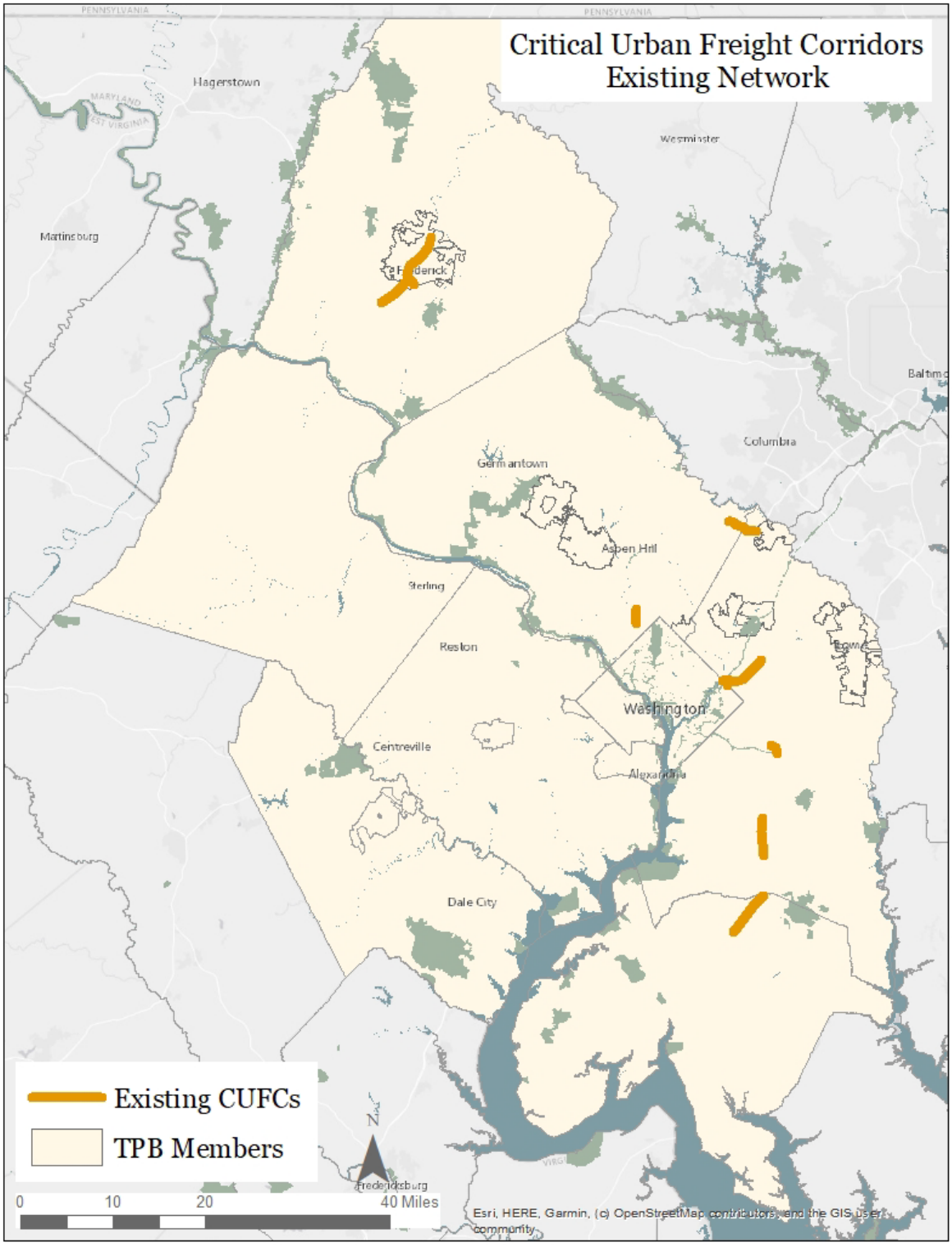
The IIJA continued all provisions that applied to CUFCs under the FAST Act, except for the mileage limitation. The IIJA increased the total amount of CUFC mileage that could be designated by states and MPOs to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater. As a result of this change, up to 150 CUFC miles can be designated in Maryland, a portion of which is being allocated to the National Capital Region portion of Maryland.

CRITICAL URBAN FREIGHT CORRIDORS FOR SUBURBAN MARYLAND

The TPB adopted Resolution R6-2018 on November 15, 2017, which established the Critical Urban Freight Corridors for the National Capital Region. The 2017 designation included 24.1 corridor miles for Suburban Maryland, which are illustrated in Figure 1. Following the increase mileage allowed under the IIJA, this allocation is anticipated to increase to nearly 50 miles for Suburban Maryland.

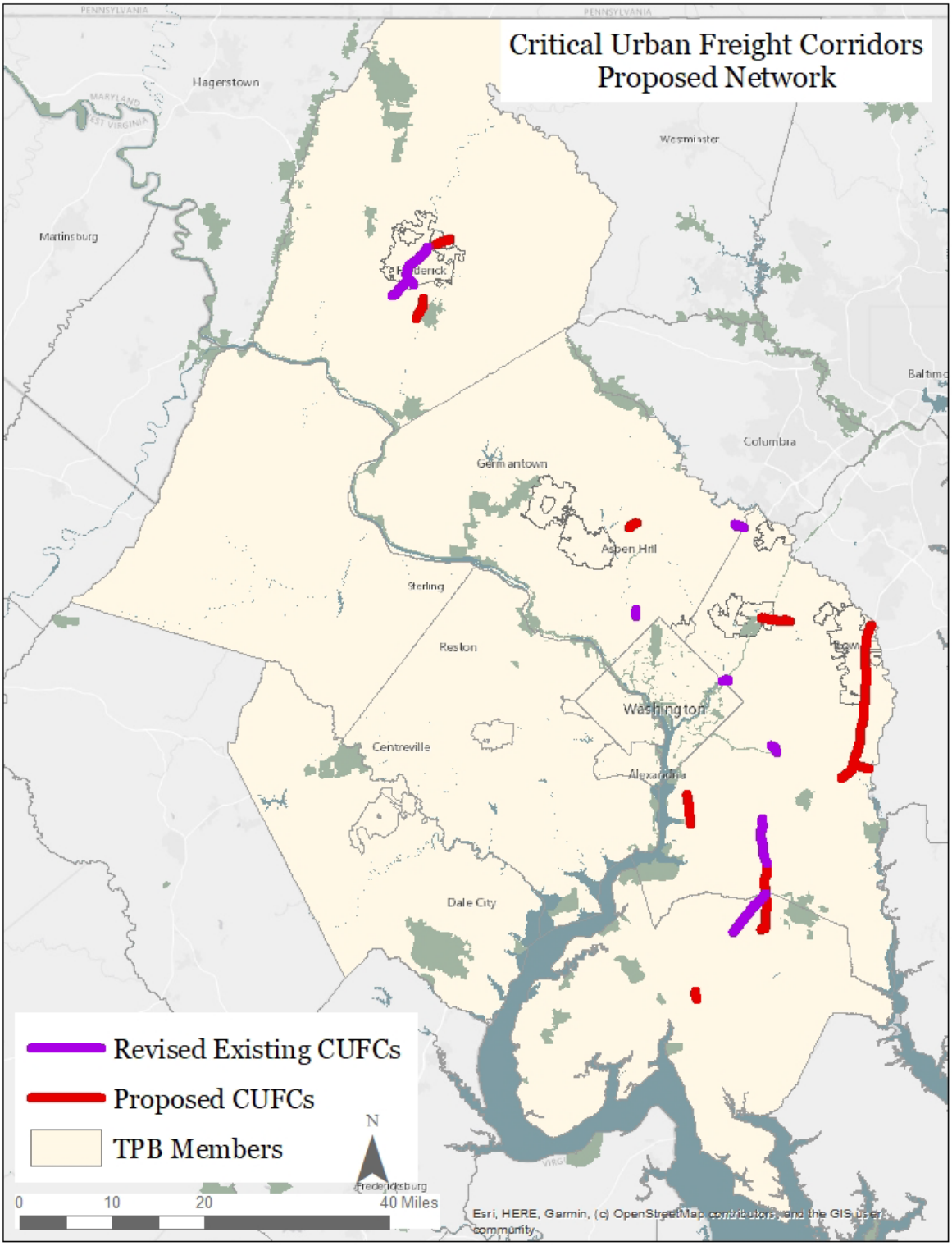
[2] This paragraph only discusses the IIJA amendments concerning CUFCs. For a summary of all IIJA amendments that apply to the NHFP, see the FHWA's Bipartisan Infrastructure Law Fact Sheet for the NHFP, available at: https://www.fhwa.dot.gov/bipartisan-infrastructure-law/nhfp.cfm .

Figure 1: Map of Existing CUFC Designations in Suburban Maryland



As a result of the CUFC mileage increase provided through the IIJA, MDOT and TPB staff have identified potential updates to the District's CUFC designations. The proposed changes include the removal of approximately eight miles of roadway segments and the addition of roughly 34 miles of corridors, for a proposed new designation of 49.24 CUFC miles. The recommended new network is illustrated in Figure 2, and a detailed listing of the segments within the new CUFC network is provided as an appendix.

Figure 2: Map of Proposed CUFC Network in Suburban Maryland



Designation Methodology

Maryland's CUFC designations represent a subset of the truck and bus route network and other truck allowable segments in its portion of the region. To identify additional recommended CUFC segments, MDOT and TPB staff assessed the roadway network and freight facilities in Suburban Maryland to select the most important candidate segments for CUFC designation. This included analysis of high truck traffic corridors, connections to freight generators and commercial districts, locations of planned investments, and pavement and bridge condition. Stakeholder feedback was additionally solicited through the TPB Freight Subcommittee.

NEXT STEPS

TPB staff will present these recommendations for the CUFC network updates to the TPB Technical Committee on April 5 for technical review and comment. On May 3, 2024, the TPB Steering Committee will be asked to approve the proposed changes, which has been the forum for amendments to the Virginia CUFCs in 2021 and the District of Columbia CUFCs in 2023. Upon approval, TPB Staff will submit the updated CUFC designations to the Federal Highway Administration (FHWA).

TPB staff continues to coordinate with the Virginia Department of Transportation (VDOT) regarding identifying appropriate modifications for their CUFC network and anticipates following this same process once necessary information becomes available for their designation update.

APPENDIX

Table 1: Existing (2017) Suburban Maryland Critical Urban Freight Corridors Proposed to be Maintained

Route	Start Point	End Point	Length (miles)
US 15 Catoctin Mountain Hwy	MD 26 Liberty Rd	US 40	3.21
US 40	US 15 Catoctin Mountain Hwy	I-70 / I-270	0.62
US 15 Catoctin Mountain Hwy	I-70	Mile Marker 10	1.40
US 301 Crain Hwy	Prince George's / Charles County line	Smallwood Dr	4.00
US 50 John Hanson Hwy	District of Columbia / Maryland State line	MD 295 Baltimore Washington Pkwy	0.50
MD 198 Sandy Spring Rd	Dino Dr	Gunpowder Rd	0.86
MD 4 Pennsylvania Ave	I-95	MD 337 Suitland Pkwy	0.91
MD 185 Connecticut Ave	I-495	Manor Rd	0.67
MD 5 Branch Ave	Surratts Rd.	MD 373 Accokeek Rd	3.48
SUM			**15.65**

Table 2: Existing (2017) Suburban Maryland Critical Urban Freight Corridors Proposed to be Removed

Route	Start Point	End Point	Length (miles)
US 15 Catoctin Mountain Hwy	Mile Marker 10	Mt. Zion Rd	1.07
US 15 Catoctin Mountain Hwy	Hayward Rd	MD 26 Liberty Rd	1.05
US 50 John Hanson Hwy	MD 295 Baltimore Washington Pkwy	MD 410 Veterans Pkwy	3.55
MD 198 Sandy Spring Rd	US 29 Old Columbia Pike	Dino Rd	0.49
MD 198 Sandy Spring Rd	Gunpowder Rd	I-95	1.25
MD 201 Kenilworth Ave	US 50 John Hanson Hwy	District of Columbia/ Maryland State line	0.46
MD 185 Connecticut Ave	Manor Rd	MD 410 East-West Hwy	0.54
SUM			**8.41**

Table 2: Suburban Maryland Critical Urban Freight Corridors Proposed Additions

Route	Start Point	End Point	Length (miles)
US 301 Crain Hwy	Chew Rd	MD 4 Pennsylvania Ave	1.43
MD 4 Southern Md Blvd	US 301 Crain Hwy	MD 4 Stephanie Roper Hwy (Bridge)	2.87
US 301 Crain Hwy	MD 6 E Charles St	MD 225 E Hawthorne Dr	0.73
MD 85 Buckeystown Pike	English Muffin Way	Shockley Dr	1.38
US 301 Crain Hwy	Mattawoman Creek	Short Cut Rd	2.55
US 301 Crain Hwy	MD 197 Collington Rd	US 50 John Hanson Hwy	0.86
MD 26 Liberty Rd	N Market St	MD 194 Woodsboro Pike	1.37
MD 28 Norbeck Rd	Carrolton Rd	MD 97 Georgia Ave	0.79
MD 210 Indian Head Hwy	Fort Washington Rd	Livingston Rd	2.64
US 301 Crain Hwy	MD 214 Central Ave	MD 197 Collington Rd	3.06
US 301 Crain Hwy	MD 4 Pennsylvania Ave	MD 214 Central Ave	5.99
US 301 Crain Hwy	MD 5 Mattawoman Beantown Rd	Mattawoman Creek	0.13
US 301/MD 3 Crain Hwy	US 50 Join Hanson Hwy	MD 450 Annapolis Rd	2.20
MD 5 Mattawoman Beantown Rd	MD 5 Leonardtown Rd / St. Charles Pkwy	US 301 Crain Hwy	3.21
MD 4 Pennsylvania Ave	US 301 Crain Hwy	Patuxent River (Bridge)	1.43
MD 193 Greenbelt Rd	MD 295 Baltimore Washington Pkwy S	Good Luck Rd	2.52
MD 85 Buckeystown Pike	Shockley Dr	I-270	0.43
SUM			**33.59**

SUBURBAN MARYLAND CRITICAL URBAN FREIGHT CORRIDORS UPDATE

Andrew Meese
TPB Systems Performance Planning Program Director

Youngmin Choi
Maryland Department of Transportation (MDOT) Freight Program Manager

TPB Technical Committee
April 5, 2024

Background

- The 2015 Fixing America's Surface Transportation (FAST) Act created a freight-specific formula grant funding program, the National Highway Freight Program (NHFP) to ensure the condition and performance of highways deemed most critical to freight movement
- The FAST Act directed NHFP funds towards roadway segments identified as part of the National Highway Freight Network (NHFN)
- One subcategory of roads on the NHFN is of concern to the TPB – **Critical Urban Freight Corridors**
  - CUFCs are subsets of state-designated truck-allowing facilities which are identified for the purpose of ensuring eligibility for NHFP funding
  - They do not represent the totality of state-designated truck routes nor of truck-allowing facilities in the region, and may not be contiguous

CUFC Mileage Limitations

- The FAST Act capped the number of CUFC miles a state or MPO could designate
- The Infrastructure Investment and Jobs Act (IIJA) subsequently increased the limit

Legislation	Mileage Limitation
2015 FAST Act	Up to 75 miles of highway or 10 percent of the PHFS mileage in the state, whichever was greater
2021 IIJA	Up to 150 miles of highway or 10 percent of the PHFS mileage in the state, whichever is greater

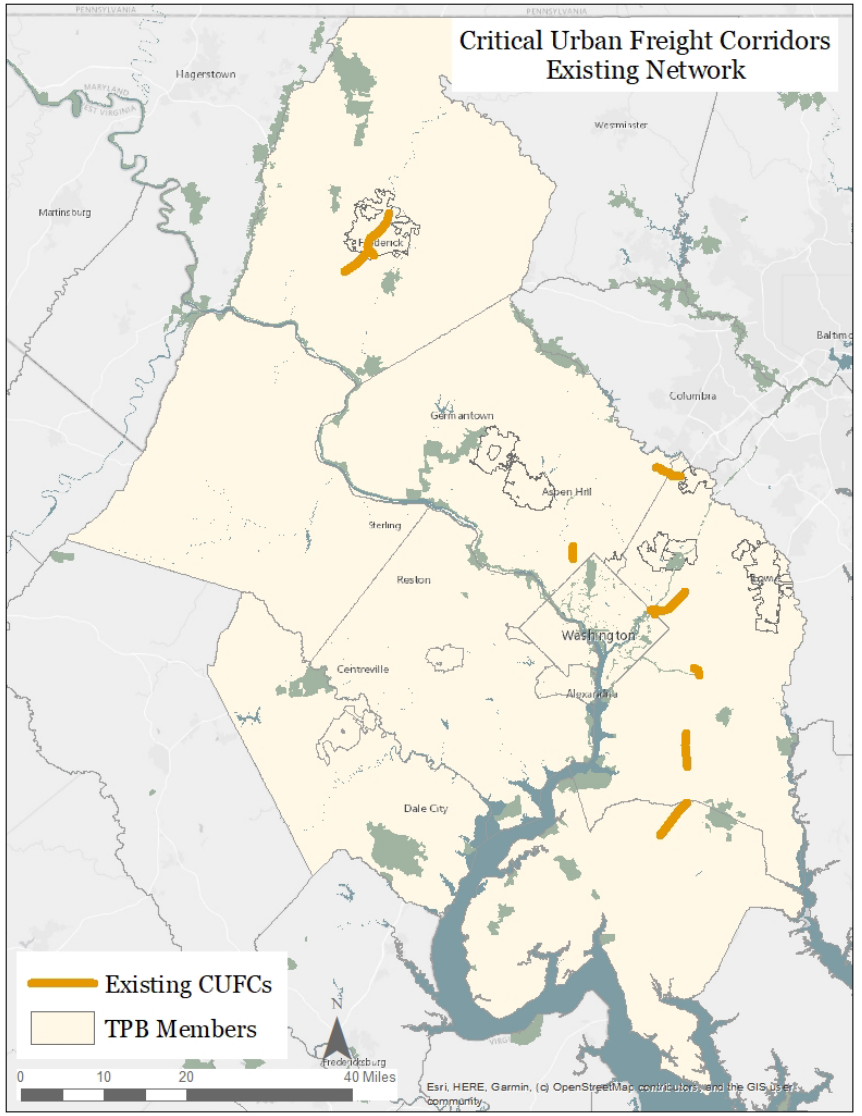
- MDOT and TPB staff recently collaborated to develop recommended changes to Suburban Maryland's CUFC network under this new designation limit

National Capital Region CUFCs

- TPB adopted Resolution R6-2018 on November 15, 2017, and a subsequent amendment in 2021, which established 117.7 CUFC miles for the National Capital Region
  - 24.1 corridor miles for Maryland
  - 20.5 corridor miles for Virginia, as amended in 2021
  - approximately 140 corridor miles for the District of Columbia, as amended in 2023
- Based on increased mileage enabled by IIJA and other considerations, the proposed changes to the CUFC network in Suburban Maryland include:
  - the removal of approximately eight miles of roadway segments
  - the addition of roughly 34 miles of corridors
  - the total new designation would be approximately 49 CUFC miles

2017 Suburban Maryland CUFC Designations

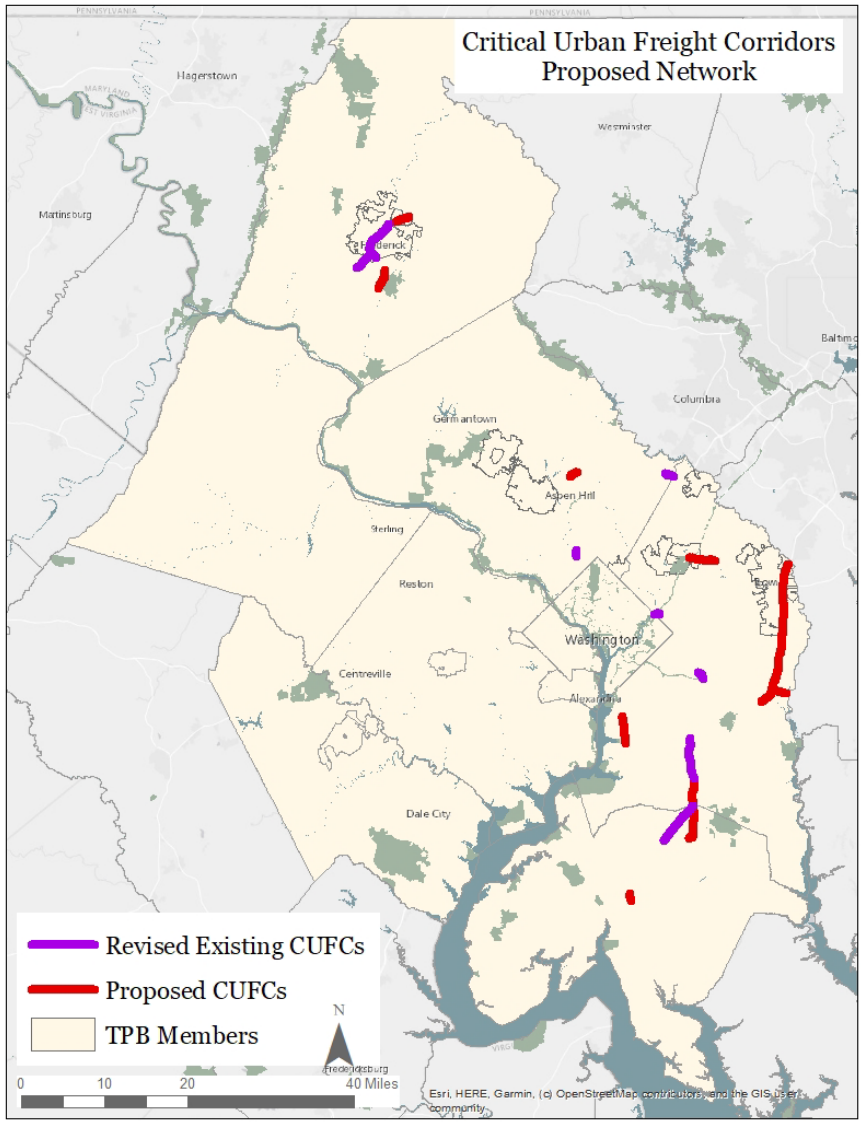
CUFC Designation	Miles
2017 Existing Lane Miles	~24



National Capital Region
Transportation Planning Board

2024 Suburban Maryland CUFC Designations *(Proposed)*

CUFC Designation	Miles
2017 Existing Lane Miles	~24
2024 Proposed Removals *(includes segments shifted to NHFN)*	(~8)
2024 Proposed Additions	~34
2024 Proposed CUFC Designations	**~49**



National Capital Region
Transportation Planning Board

Designating Revised CUFCs

- MDOT and TPB staff considered various criteria to identify recommended changes to the CUFC network in Suburban Maryland

Criteria	
High Truck Volume Corridors	Pavement Condition Data
Freight Generators	Stakeholder Feedback
Bridge Condition Data	Location of NHFP-eligible Projects

Next Steps

- Comments welcome – **April 5 through April 19**
- Request TPB Steering Committee approvals – **May 3**
- TPB staff continues to coordinate with VDOT regarding identifying modifications for their CUFC network

Andrew Meese

Systems Performance Planning Program Director
(202) 962-3789
ameese@mwcog.org

Youngmin Choi

Maryland Department of Transportation (MDOT) Freight Program Manager
(410) 545-5565
ychoi@mdot.maryland.gov

mwcog.org

777 North Capitol Street NE, Suite 300
Washington, DC 20002

TPB Steering Committee
Item 2A
TPB SR23-2024
May 3, 2024

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-39.2 WHICH ADDSFUNDING FOR PHASE 1 OF A BRIDGE PRESERVATION PROGRAM, AS REQUESTED BY PRINCE GEORGE'S COUNTY DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION (DPW&T)

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

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

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

WHEREAS, DPW&T has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-39.2 which adds the **Bridge Preservation Program, Phase 1 (T13607)** with $6.75 million programmed using Bridge Formula Program (BFP) and local matching funds for the current TIP (FY 2023-2026) and an additional $1.0 million for FY 2027 for a total project cost of $7.75 million, as described in the attached materials.

WHEREAS, the attached materials include:
ATTACHMENT A) Programming Overview report showing how the amended record will appear in the TIP following approval,
ATTACHMENT B) Letter from DPW&T dated April 23, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-39.2, creating the 39th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-39.2 which adds the **Bridge Preservation Program, Phase 1 (T13607)** with $6.75 million programmed using BFP and local matching funds for the current TIP (FY 2023-2026) and an additional $1.0 million for FY 2027 for a total project cost of $7.75 million, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, May 3, 2024.
Final approval following review by the full board on Thursday, May 15, 2024.

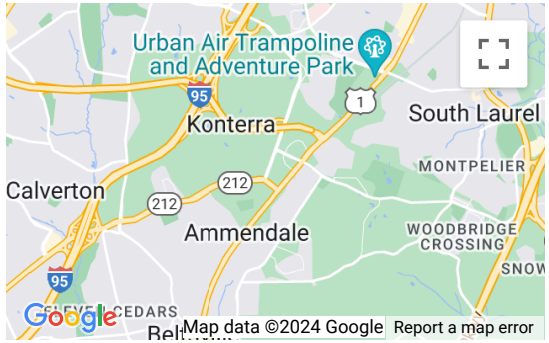
National Capital Region
Transportation Planning Board

ATTACHMENT A
Overview Report for TIP Action 23-39.2 Formal Amendment to
the FY 2023-2026 Transportation Improvement Program
Requested by the Prince George's County Department of Public Works and Transportation

TIP ID	T13607	*Lead Agency*	Prince Georges County	*Project Type*	Bridge - Preventive Maintanance
Project Name	Bridge Preservation Program, Ph. 1	*County*	Prince Georges	*Total Cost*	$7,750,000
Project Limits		*Municipality*	Suburban MD	*Completion Date*	2028
		Agency Project ID			

Description The project involves bridge Painting of four bridges, replacement of bridge joints, plating of steel beam ends, replacement of bearing, replacement of bridge deck wearing surface, and repair or replacement of traffic barriers and addressing safety issues related other roadway elements. The bridges that will be maintained in this phase are as follows: Contee Rd., Bridge No. P-0169, Sellman Rd., Bridge No. P-0190, Cherry Ln. EB, Bridge No. P-0198031, Cherry Ln. WB, Bridge No. P-0198041.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		BFP	-	-	-	$400,000	$200,000	-	$600,000	$600,000
PE		LOCAL	-	-	-	$100,000	$50,000	-	$150,000	$150,000
		Total PE	-	-	-	$500,000	$250,000	-	$750,000	$750,000
CON		BFP	-	-	-	-	$4,800,000	$800,000	$4,800,000	$5,600,000
CON		LOCAL	-	-	-	-	$1,200,000	$200,000	$1,200,000	$1,400,000
		Total CON	-	-	-	-	$6,000,000	$1,000,000	$6,000,000	$7,000,000
	Total Programmed		-	-	-	$500,000	$6,250,000	$1,000,000	$6,750,000	$7,750,000



Version History

TIP Document			*MPO Approval*	*FHWA Approval*	*FTA Approval*
23-39.2	Amendment	2023-2026	5/15/2024	*Pending*	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director

Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

April 22, 2024

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

Dear Chair Henderson:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to add the Bridge Preservation Program, Ph.1 project to the FY 2023-2026 TIP. The reconstruction project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 federal/local split with the remaining funding to come from Prince George's County. This project includes four bridges with superstructures rated in fair condition, making this project eligible for rehabilitation. These bridges are as follows: Contee Rd., Bridge No. P-0169, Sellman Rd., Bridge No. P-0190, Cherry Ln. EB, Bridge No. P-0198031, Cherry Ln. WB, Bridge No. P-0198041. The project purpose is to clean bridge elements and paint all steel surfaces to eliminate the further deterioration and increase the life of the structure.

An amount of $6,750,000 will be programmed for the current TIP (FY 2023-2026). An additional $1,000,000 will be programmed for FY 2027 for a total project cost of $7,750,000. This project is to be designed "not regionally significant" as there is no capacity increase associated with this project and does not require conformity testing.

Prince George's County requests that this amendment be approved by the TPB Steering Committee at its May 3, 2024 meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or vweissberg@co.pg.md.us or Erv Beckert at (240) 508-9610 or etbeckert@co.pg.md.us.

Sincerely,

Michael D. Johnson

Michael D. Johnson, P.E.,
Director, Prince George's County DPW&T

Attachment

cc: Kanti Srikanth, Director of Transportation, MWCOG
Stacey L. Smalls, Deputy Director, DPW&T
Oluseyi Olugbenle, Deputy Director, DPW&T
Victor Weissberg, Special Assistant to the Director, DPW&T

Kate Mazzara, P.E., Associate Director, OEPM, DPW&T
Erv T. Beckert, P.E., Chief, Highway and Bridge Design Division (HBDD), OEPM, DPW&T
Nawaf E. Esayed, P.E., Bridge Program Manager, HBDD, OEPM, DPW&T
Kari Snyder, Regional Planner, Office of Planning and Capital Programming MDOT
Lyn Erickson, Plan Development and Coordination Program Director MWCOG

TPB Steering Committee
Item 2B
TPB SR24-2024
May 3, 2024

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-39.3 WHICH ADDS FUNDING FOR THE NEW NVTC ENVISION ROUTE 7 BRT PLANNING STUDY AND UPDATES FUNDING FOR THE CRYSTAL CITY METRO STATION EAST ENTRANCE, AS REQUESTED BY THE VIRGINIA DEPARTMENT OF RAIL AND PUBLIC TRANSPORTATION (DRPT)

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

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

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

WHEREAS, DRPT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-39.3 which adds $3.0 million using federal earmark, state, and local funds for the **Envision Route 7 Bus Rapid Transit (BRT) Planning Study (T13608),** and adds approximately $49 million in Congestion Mitigation and Air Quality Improvement Program (CMAQ) and local matching funds for construction of the **Crystal City Metro Station East Entrance project (T6670)**, bringing the revised total to cost $146 million, as described in the attached materials.

WHEREAS, the attached materials include:
ATTACHMENT A) Programming Overview report showing how the amended record will appear in the TIP following approval,
ATTACHMENT B) Amendment Summary report showing project's total cost before and after the amendment, the delta, and the percentage increase from the cost before, the reason for the amendment, and a Change Narrative, providing line-item changes to every programmed amount by fund source, fiscal year, and the project phase, and
ATTACHMENT C) Letter from VDRPT dated April 19, 2024, requesting the amendment, and

WHEREAS, this amendment has been entered into the TPB's Project InfoTrak database under TIP Action 23-39.3, creating the 39th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, both the study and the Metro station entrance project are exempt from the air quality requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-39.3 which adds $3.0 million using federal earmark, state, and local funds for the new **Envision Route 7 Bus Rapid Transit (BRT) Planning Study (T13608),** and adds approximately $49 million in CMAQ and local matching funds for construction of the **Crystal City Metro Station East Entrance project (T6670)**, bringing the revised total cost to $146 million, as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, May 3, 2024.
Final approval following review by the full board on Thursday, May 15, 2024.

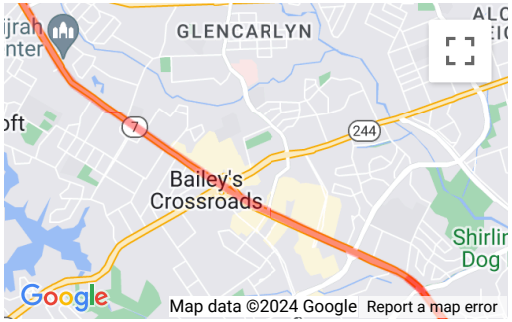
National Capital Region
Transportation Planning Board

ATTACHMENT A
Overview Report for TIP Action 23-39.3 Formal Amendment to
the FY 2023-2026 Transportation Improvement Program
Requested by the Virginia Department of Rail and Transportation

TIP ID	T13608	*Lead Agency*	VDRPT	*Project Type*	Study/Planning/Research
Project Name	NVTC - Envision Route 7 Bus Rapid Transit (BRT) Planning Study	*County*	Fairfax	*Total Cost*	$3,000,000
Project Limits		*Municipality*	City of Alexandria	*Completion Date*	
		Agency Project ID			

Description This study will advance planning for the Virginia Route 7 Bus Rapid Transit (BRT) service that will operate across four Northern Virginia jurisdictions (Cities of Alexandria and Falls Church, Counties of Arlington and Fairfax), from Tysons through Falls Church, linking to the East Falls Church Metrorail station and Seven Corners, and through to Baileys Crossroads to Alexandria. Funding for this project will go towards a Mobility Analysis Study that will examine Route 7 from Seven Corners in Fairfax County to the Mark Center in Alexandria. The study goals include defining the mobility benefits of BRT, facilitate a public understanding of the BRT project, and understanding the operational impact of BRT along the study corridor.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
STUDY		CPF EARMARK	-	$2,000,000	-	-	-	-	$2,000,000	$2,000,000
STUDY		LOCAL	-	-	$250,000	$250,000	-	-	$500,000	$500,000
STUDY		DC/STATE	-	-	$500,000	-	-	-	$500,000	$500,000
		Total STUDY	-	$2,000,000	$750,000	$250,000	-	-	$3,000,000	$3,000,000
		Total Programmed	-	$2,000,000	$750,000	$250,000	-	-	$3,000,000	$3,000,000



Version History

TIP Document			*MPO Approval*	*FHWA Approval*	*FTA Approval*
23-39.3	Amendment	2023-2026	5/15/2024	*Pending*	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

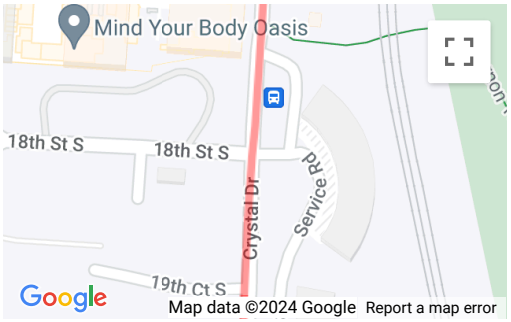
National Capital Region
Transportation Planning Board

ATTACHMENT A
Overview Report for TIP Action 23-39.3 Formal Amendment to
the FY 2023-2026 Transportation Improvement Program
Requested by the Virginia Department of Rail and Transportation

TIP ID	T6670	*Lead Agency*	VDRPT	*Project Type*	Bus/BRT - Passenger Facilities
Project Name	Crystal City Metro Station East Entrance	*County*	Arlington	*Total Cost*	$146,087,812
Project Limits	Crystal Drive	*Municipality*		*Completion Date*	2025
		Agency Project ID	T22443		

Description New Metro entrance at the east end of the station, near Crystal Drive, to provide easier access from Crystal Drive, the VRE station, and the northbound Transitway. Includes elevators, escalators and/or stairs, a fare payment area with fare vending machines, kiosk, and an underground passageway to the existing train platform and/or mezzanine.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		STBG	$7,434,440	-	-	-	-	-	-	$7,434,440
		Total PE	$7,434,440	-	-	-	-	-	-	$7,434,440
CON		CMAQ	-	-	$20,707,500	-	-	-	$20,707,500	$20,707,500
CON		HPP	-	-	$4,754,400	-	-	-	$4,754,400	$4,754,400
CON		LOCAL	-	-	$44,915,512	-	-	-	$44,915,512	$44,915,512
CON		NHPP	-	-	$4,754,400	-	-	-	$4,754,400	$4,754,400
CON		DC/STATE	$15,364,500	-	$11,412,600	-	-	-	$11,412,600	$26,777,100
CON		STBG	$36,744,460	-	-	-	-	-	-	$36,744,460
		Total CON	$52,108,960	-	$86,544,412	-	-	-	$86,544,412	$138,653,372
		Total Programmed	$59,543,400	-	$86,544,412	-	-	-	$86,544,412	$146,087,812



Version History

TIP Document		*MPO Approval*	*FHWA Approval*	*FTA Approval*
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-39.3	Amendment 2023-2026	5/15/2024	*Pending*	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):
Total project cost increased from $97,132,800 to $146,087,812

ATTACHMENT B
Summary Report for TIP Action 23-39.3 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Rail and Transportation

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6670	Crystal City Metro Station East Entrance	$97,132,800	$146,087,812	$48,955,012	50	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ► Add funds in FFY 24 in CON for $44,915,512 CMAQ + Increase funds in FFY 24 in CON from $16,668,000 to $20,707,500 *Total project cost increased from $97,132,800 to $146,087,812*
T13608	NVTC - Envision Route 7 Bus Rapid Transit (BRT) Planning Study	$0	$3,000,000	$3,000,000	0	New project	PROJECT CHANGES (FROM PREVIOUS VERSION): LOCAL ► Add funds in FFY 24 in STUDY for $250,000 ► Add funds in FFY 25 in STUDY for $250,000 GSA EARMARK ► Add funds in FFY 23 in STUDY for $2,000,000 DC/STATE ► Add funds in FFY 24 in STUDY for $500,000 *Total project cost $3,000,000*
Total Cost		$97,132,800	$149,087,812	$51,955,012			

*ACCP is not part of the Total..

COMMONWEALTH of VIRGINIA

Jennifer B. DeBruhl
Director

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

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

April 19, 2024

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

Dear Chair Henderson:

The Virginia Department of Rail and Public Transportation (DRPT) requests an amendment to the FY 2023-2026 Transportation Improvement Program (TIP) for 2 projects.

NVTC – Envision Route 7 Bus Rapid Transit (BRT) Planning Study

The proposed amendment is needed to proceed with a Request for Proposal (RFP) for a Mobility Analysis Study that will examine Route 7 from Seven Corners in Fairfax County to the Mark Center in Alexandria. The study goals include defining the mobility benefits of BRT, facilitate a public understanding of the BRT project, and understanding the operational impact of BRT along the study corridor. NVTC has requested DRPT be the sponsor of this study as NVTC is not eligible for inclusion in the Transportation Planning Board's TIP. This project has been allocated Local Transportation Priorities FY 2023 Community Project Funding through a congressional earmark. The new project will:

- Add $2,000,000 (CPF) FFY 23 for STUDY Phase
- Add $500,000 (State Funds) FFY24 for STUDY Phase
- Add $250,000 (Local Funds) FFY24 for STUDY Phase
- Add $250,000 (Local Funds) FFY25 for STUDY Phase

Crystal City Metro Station East Entrance

The proposed amendment is needed to reflect an update in the project cost and include local funding. The project is listed in the constrained element of the Long Range Plan and does not affect air quality conformity. The project will construct a new entrance at the east end of the Crystal City Metro station, near Crystal Drive, to provide easier access from Crystal Drive, the Virginia Railway Express station, and the northbound Metroway. The project includes elevators, stairs, a fare payment area, a kiosk, and an underground passageway to the existing Metro platform, as well as additional emergency egress. The proposed amendment will:

- Add $4,0039,500 (CMAQ) FY24 for CON Phase

- Add $44,915,5128 (Local) for CON Phase

DRPT requests approval of this project to the TIP by the Transportation Planning Board's Steering Committee at its meeting on May 3, 2024. I will be present and available to answer any questions about this amendment request. Upon formal adoption from the Transportation Planning Board, the DRPT FY24-27 STIP will be updated to reflect the amended project. Thank you for your consideration of this matter.

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

Sincerely,

DocuSigned by:
Amy Garbarini
D9F082F8A983456...

Amy Garbarini,
Northern Virginia Transit Planning Manager

CC: Regina Moore, VDOT
Maria Sinner, VDOT
Amir Shahpar, VDOT
Vikram Sinha, NVTC
Allan Fye, NVTC
Dan Malouff, Arlington County
David Frye, Arlington County

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: May 9, 2024

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

National Capital Region
Transportation Planning Board

April 15, 2024

Veronica Vanterpool
Acting Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program Grant Application by Fairfax County, Virginia

Dear Administrator Vanterpool:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Fairfax County, Virginia, for a FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program grant to procure up to 120 hybrid buses and 12 diesel buses.

The Low or No Emissions element of the grant would be used to fund the procurement of 60 hybrid buses. The Bus and Bus Facilities element of the grant would be used to fund the procurement of 60 hybrid buses and 12 diesel buses. Hybrid buses are an important step to transition the Fairfax Connector transit fleet as Fairfax County plans for and prepares infrastructure to support a zero-emission future of transit. The Board of Supervisors and the County of Fairfax County have adopted a policy goal for carbon neutrality in facilities, fleet vehicles and county operations by 2040. These buses will enable Fairfax Connector to maintain existing service levels with a reduced environmental impact and significantly advance the Fairfax Connector's part in meeting the emissions goal.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and in the region's bus system. New buses using zero emissions systems will provide benefits to the region's residents and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Gregg Steverson, Acting Director, Fairfax County Department of Transportation

National Capital Region
Transportation Planning Board

April 15, 2024

Honorable Shailen Bhatt
Administrator
Federal Highway Administration
U.S. Department of Transportation
1200 New Jersey Avenue, SE.
Washington, DC 20590

Re: Prioritization Process Pilot Program (PPPP) Grant Application by the Maryland Department of Transportation

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland Department of Transportation (MDOT) for a Prioritization Process Pilot Program (PPPP) grant.

Established by the Maryland General Assembly, the Transportation Revenue and Infrastructure Needs (TRAIN) Commission is developing a final report that will include recommendations to enhance transportation project prioritization in the state. In its work supporting the Commission, MDOT will seek to develop a new and transparent transportation project prioritization process, which will objectively evaluate projects based on key factors focused on equity, economic competitiveness, the environment, and network fluidity. This initiative will build on current efforts to assess and improve the state's existing project prioritization process.

The grant funding will be used to fully develop a transportation project prioritization process that will inform the Statewide Transportation Improvement Program (STIP) and the Long-Range Statewide Transportation Plan. Specific products will include the creation of an online, searchable project database, a robust public engagement plan, consultation with MPOs and members of the public, the development of an interactive, geographic project transparency tool, and continuous public input opportunities to ensure the project prioritization factors remain modern and reflective of the evolving needs of all Marylanders.

The TPB has long supported good governance, public involvement, and increased investment in support of a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

The TPB requests your favorable consideration of this request by MDOT.

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Sean Winkler, Manager, Federal Infrastructure Strategy, Office of Government Affairs, MDOT

National Capital Region
Transportation Planning Board

April 15, 2024

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: Congestion Relief Program Grant Application by the District Department of Transportation for the Capital Bikeshare Capacity Enhancement Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District Department of Transportation (DDOT) for a Congestion Relief Program Grant Application to fund the Capital Bikeshare Capacity Enhancement Project.

The grant will fund a citywide enhancement to the capacity of the existing Capital Bikeshare program. The scope includes funding for additional e-bikes, docking stations, and support services including but not limited to bike rebalancing operations, outreach, and incentive programs such as staffed bike valets, the Bike Angels program, and rebalancing efforts. The project will leverage an existing innovative, 'shovel ready' multimodal project to decrease congestion, increase roadway safety, and reduce emissions. Grant funds will facilitate this by increasing the amount of Capital Bikeshare vehicles and parking infrastructure, which will enable a significant increase in Capital Bikeshare trips and the replacement of a substantial amount of car trips within the District and the surrounding region.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long supported investment in bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation

National Capital Region
Transportation Planning Board

April 18, 2024

Veronica Vanterpool
Acting Administrator
Federal Transit Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program Grant Application by Prince George's County, Maryland for the "Proud to Charge" Electric Bus Project

Dear Administrator Vanterpool:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince George's County, Maryland, for a FY 2024 Low or No Emission (Low-No) Grant Program and Bus and Bus Facilities Grant Program for its "Proud to Charge" Electric Bus Project

The Proud to Charge Project continues the work of a FY 2022 grant, to further develop electric bus charging infrastructure for microgrid and bus charges at the D'Arcy Road Transit facility and procure new battery electric buses and associated technology systems and solutions. The grant will fund the design and build of a microgrid system to support the charging infrastructure needs of the battery electric bus transition and expansion. Additional elements of the microgrid design and construction include the installation of a natural gas generator, solar canopies, and an integrated charge and energy management system. A key component of the grant funding will be to establish partnerships to create and implement training programs that will develop workforce skills to support the execution of the County's bus electrification initiative.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment and in the region's bus system. New buses using zero emissions systems will provide benefits to the region's residents and visitors through cleaner and higher quality public transportation service. The support and promotion of electric vehicles and of public transportation are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Michael Johnson, Director, Prince George's County Dept of Public Works & Transportation

National Capital Region
Transportation Planning Board

April 25, 2024

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: Nationally Significant Multimodal Freight and Highway Projects grants program (INFRA) Grant Application by the District Department of Transportation for the South Capitol Street Corridor Project, Phase 2, Segment III Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District Department of Transportation (DDOT) under the FY 2025-2026 Multimodal Project Discretionary Grant Opportunity for a Nationally Significant Multimodal Freight and Highway Projects (INFRA) grant application for the South Capitol Street Corridor, Phase 2, Segment III Project.

The INFRA grant would fund the construction of a new interchange at Suitland Parkway and Martin Luther King, Jr. Avenue, S.E.; a key roadway connection in a former industrial and military use area that is developed into a thriving mixed-use community and employment center in the Southeast-Southwest section of the District. The area includes the redeveloped housing complex at Barry Farm, the Department of Homeland Security's (DHS) consolidated headquarters at St. Elizabeths West Campus, and the redevelopment of St. Elizabeths East Campus. The project would incorporate the District's Vision Zero goals to enhance safety for active transportation users by incorporating safe street design features with high-visibility crosswalks, ADA-compliant ramps, improved streetlighting, and connecting bike facilities.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's metropolitan transportation plan, Visualize 2045. The TPB has long supported safety improvements and investment in pedestrian and bicycling infrastructure and active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TBP's Vision and Regional Transportation Priorities Plan.

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

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Sharon Kershbaum, Director, District Department of Transportation

National Capital Region
Transportation Planning Board

April 30, 2024

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2025 - 2026 Multimodal Project Discretionary Grant Program (MPDG) Application for Route 123 – Old Bridge Road Intersection Improvements by Prince William County, Virginia

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County under the FY 2025-2026 Multimodal Project Discretionary Grant Opportunity for a Nationally Significant Multimodal Freight and Highway Projects (INFRA) grant application to improve the intersection of Route 123 – Old Bridge Road.

The grant will be used to fund a grade separated flyover ramp from northbound Route 123 to westbound Old Bridge Road. This grade separation intersection improvement will significantly improve safety by eliminating dangerous weaving movements and will also reduce overall delay and congestion at the intersection. Design work has advanced through local funding for this important project, which will further key shared state and federal transportation goals including safer and better multimodal transportation options for underserved communities by improving travel time reliability for local and commuter bus routes and constructing pedestrian and bicycle facilities, in addition to improving operations for vehicles. The project is also near multiple designated Equity Emphasis Areas and will help improve mobility and accessibility for traditionally underserved populations.

The project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported safety, transit accessibility, and targeted congestion spot improvements that provide a broad range of public and private transportation choices for our region while maximizing safety and improving accessibility and affordability for everyone.

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

Sincerely,

Christina Henderson
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: May 9, 2024

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

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Kanathur Srikanth, TPB Staff Director
Eric Randall, TPB Staff

SUBJECT: WMATA Funding and Launch of the DMV Moves Regional Transit Initiative

DATE: May 9, 2024

This memorandum summarizes recent developments regarding funding for the Washington Metropolitan Area Transit Authority (WMATA, or Metro) and the joint launch of a regional transit initiative by WMATA and the Metropolitan Washington Council of Governments (COG).

WMATA Budget Update

On April 25, the WMATA Board approved the agency's FY 2025 operating and capital budgets, avoiding potentially severe cuts in service for the upcoming fiscal year, with significant amounts of new funding from the District, Maryland, and Virginia. However, state legislative actions, particularly in Virginia, may still impact available revenues. You may access WMATA's FY 2025 budget summary documents here.

Joint COG WMATA Boards Meeting, May 1

In February of 2024 the COG board adopted a resolution accepting the recommendations from the Chief Administrative Officers Workgroup on WMATA Cost Structure on a pathway to fully fund WMATA's FY 2025 Operating budget and also committing to work at a regional level to find a long term predictable and sustainable financing model for WMATA. On April 1, 2024, COG Board Chair Charles Allen sent a letter to the WMATA Board of Directors Chair, Paul Smedberg, requesting the convening of a joint meeting by the two boards "to develop a long-term solution that fully addresses the complex transit needs of our region." WMATA Chair Smedberg responded affirmatively: "we graciously accept your invitation to partner and work towards viable solutions in the next year to address our region's transit needs for generations to come."

On May 1, the COG board and the WMATA board held a joint special meeting and adopted a resolution partnering COG and WMATA to "develop, a unified vision for transit service and predictable, dedicated, and sustainable funding for public transportation in the National Capital Region including regional, local, and commuter transit services, including Union Station, operating in close coordination and cooperation providing a seamless, safe, and efficient experience to users in support of regional mobility, equity, and climate and environmental goals." This initiative or effort is named DMV Moves.

The work will be directed by a regional task force with representatives from the District, Maryland, Virginia, and the Federal government. The work of the task force will be assisted by two advisory groups, Government Partners Advisory Group and Community Partners Advisory Group. TPB Chair,

Ms. Christina Henderson is on the regional task force as a member of the District delegation, and the TPB's Community Advisory Committee (TPB-CAC) and Access for All Advisory Committees (TPB-AFA) are on the Community Partners Advisory group. TPB staff will be assisting the TPB-CAC and TPB-AFA, as well as the COG and WMATA team in this effort.

The description of the DMV Moves initiative, the scope of work for the task Force and the two advisory groups along with the roster of members / agencies may be found below. Also available is a Video of the Joint COG-WMATA Boards May 1 meeting.

https://www.mwcog.org/events/2024/05/01/cogwmata-boards-of-directors---joint-meeting-cog-board/

Joint COG-WMATA Press Release
https://www.mwcog.org/newsroom/2024/05/01/cog-wmata-launch-historic-initiative-dmvmoves-to-create-a-unified-vision-and-sustainable-funding-model-for-public-transit-in-the-region/

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Staff retirements
DATE: May 9, 2024

The Metropolitan Washington Council of Governments (COG) and the National Capital Region Transportation Planning Board (TPB) enjoy a strong reputation in the Washington metropolitan area as forums that bring leaders together to develop solutions to the region's major challenges. These solutions are informed by the high-quality information and decision support services and the functional subject matter expertise of its supremely talented staff. It is bittersweet then that we say "farewell" and "job well done" to three of our long-standing staff members who will retire this spring: Paul DesJardin, Director, Department of Community Planning and Services; Joseph "Joe" Davis, Transportation Engineer, Department of Transportation Planning (DTP), and Martha Kile, Principal Data Analyst, DTP. Collectively, Paul, Joe, and Martha have contributed more than 100 years of service as COG staff members.

Paul DesJardin began his career as an intern at COG in 1983. By the time he announced his retirement four decades later as Director of the Department of Community Planning and Services, Paul had built a 40-year legacy of excellence in regional technical analysis and metropolitan planning, directing programs focused on regional land use planning, economic analysis and demographic forecasting, affordable housing and homelessness, public health, and foster care/child welfare. Among his many achievements, Paul oversaw the development of the region's Cooperative Forecasts; the identification and mapping of Regional Activity Centers; and the development of regional housing targets—all of which are important land use-related components informing regional transportation planning and decision making.

Joe Davis started working at COG in April 1988, so he has been working at COG for 36 years. Joe is a transportation engineer, doing work to support the regional travel demand forecasting model, which is a mathematical representation of the road and transit system in the metropolitan Washington region. This travel model is used for a variety of tasks, from assessing the performance of the TPB's Long-Range Transportation Plan (LRTP), to conducting the region's air quality conformity analysis of the LRTP. Working under Jane Posey and Dusan Vuksan, Joe helps create the transportation networks used by the regional travel model. In retirement, Joe plans to travel with his wife Andi, and continue his work with a charity group that provides clean water to small villages in Africa.

Martha Kile joined COG in early 1990 and was tasked with developing COG's Geographic Information System (GIS) capability; she is rightfully credited with bringing COG into the "GIS Age." Martha helped convene COG's GIS Committee, composed of GIS managers from member jurisdictions, and she helped create the National Capital Region Geospatial Data Exchange. In addition to her GIS work, Martha has led numerous technical transportation analysis projects and processes; and she has trained and mentored numerous junior staff who continue Martha's legacy of technical excellence.

Our colleagues' individual and collective achievements have made immeasurable contributions to the region. We are grateful for their friendship, teamwork, and professionalism over the course of their careers, and we wish them well in their well-earned retirement.

ITEM 7 – Action
May 15, 2024

Regional Roadway Safety Program Project Approvals

Action: Approve the Regional Roadway Safety Program Projects.

Background: Staff will brief the board on the projects recommended by the Regional Roadway Safety Program (RRSP) Selection Panel to receive technical assistance in the fifth round of the program. The board will be asked to approve the recommended projects.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Janie Nham, TPB Planning Manager

SUBJECT: FY 2025 Regional Roadway Safety Program Technical Assistance Funding Recommendations

DATE: May 9, 2024

This memo provides information on the recommendations of the Selection Panel for the fourth round of technical assistance under the Regional Roadway Safety Program (RRSP). The panel met in April and recommended six projects for funding. The TPB is scheduled to vote on the panel's recommendations on May 15.

FUNDING RECOMMENDATIONS FOR FY 2025

A total of $480,000 was authorized for the current round of the Regional Roadway Safety Program. Following an evaluation process and joint deliberation, the RRSP selection panel recommends six projects for funding. The recommended projects support several key TPB safety priorities:

- All six projects address one or more of the funding priorities outlined in TPB Safety Policy Resolution R3-2021.
- Five projects encourage improved road user behavior through improved infrastructure design.
- All six projects benefit Equity Emphasis Areas.

The projects recommended for funding are:

MARYLAND

Jefferson Street Engineering

City of Frederick, $100,000

This project builds upon a project funded in FY 2024 to provide multimodal safety improvements along a main corridor in the City, Jefferson Street. A crash has occurred along Jefferson Street every 45 days for the past five years. This follow-on project will advance the recommendations from the ongoing study towards 30% design.

Randolph Road Safety Improvement Project

Montgomery County, $100,000

This project will develop preliminary engineering designs of safety improvements proposed for Randolph Road, an arterial that has a history of serious injury and fatal crashes and is identified in the County's High Injury network. The corridor serves multiple Equity Emphasis Area communities, and the proposed improvements include corridor access management, strategic lane width reduction, improved pedestrian crossings, enhanced corridor access management, and ADA compliance for sidewalks, ramps, and crosswalks.

Study of Proactive Approaches to Transportation Safety: Exploring near-miss data and innovation technologies

Prince George's County, $40,000

This project will conduct a study of methods for collecting, analyzing, and using data related to "near miss" crashes. According to the Federal Transit Administration, a "near miss" is defined as an event that has the potential to lead to injury, fatality, or physical damage but that is not actualized. Prince George's County hopes that the findings from this study will allow it proactively explore areas of safety concern beyond its high injury network.

VIRGINIA

Seminary Road Safety Improvements

City of Alexandria, $80,000

This project will identify and develop conceptual designs for safety improvements along Seminary Road, a high-crash corridor that serves an Equity Emphasis Area community and falls within the one-mile walkshed for two elementary schools. Potential corridor enhancements may include new crosswalks, lane modifications, sidewalk improvements, and bus stop improvements, among other treatments.

S. George Mason Drive and S. Four Mile Run Drive Intersection Alternatives Analysis

Arlington County, $80,000

This project will evaluate the feasibility of two alternative designs for the intersection of S. George Mason Drive and S. Four Mile Run Drive, a complex intersection where two major arterial roads, a neighborhood street, and the W & OD trail cross. One of the alternatives would be a peanutabout, a peanut-shaped roundabout. The intersection has been identified as a County Vision Zero Hot Spot because of its high crash rate, and it was highlighted by the community through public outreach for its safety concerns.

Wilson Boulevard Safety Improvements

City of Falls Church, $80,000

This project will develop conceptual design plans for multimodal improvements along Wilson Boulevard in the City of Falls Church, between the Arlington Boulevard service road and John Marshall Drive/ N McKinley Road. The site has experienced several crashes involving serious injuries and a fatality, and serves an Equity Emphasis Area. The City intends to coordinate the project with the planned Route 7 BRT service as well as the Seven Corners Ring Road project.

APPLICATION PROCESS

The TPB solicited applications from member jurisdictions for this year's FY 2025 RRSP round from January 5 through March 8, 2024. Applicants could submit optional abstracts, which provided them with preliminary feedback from TPB staff on how to strengthen their submissions. Applicants were eligible to receive up to $80,000 in technical assistance for planning projects and up to $100,000 for preliminary engineering projects (up to 30 percent design).

The TPB received 18 applications (nine from Maryland jurisdictions and nine from Virginia jurisdictions) requesting a total of $1,540,000 in technical assistance. Maryland jurisdictions requested $780,000 total in assistance, and Virginia jurisdictions requested $760,000 total in assistance. No applications were received from the District of Columbia this year. For FY 2025, the RRSP was funded for $480,000. This budget includes four funding sources:

- $180,000 from the TPB's FY 2025 UPWP core regional planning funds
- $89,000 of Virginia UPWP Technical Assistance
- $175,000 of Maryland UPWP Technical Assistance
- $36,000 of District of Columbia UPWP Technical Assistance

SELECTION PROCESS

The selection panel included the following members:

- Tim Richards, Maryland Highway Safety Office
- Christine Mayeur, District Department of Transportation
- Bobby Mangalath, Virginia Department of Transportation
- Janie Nham, COG/TPB staff

The selection panel met on April 22 to review the project applications and develop a list of recommended projects. Panelists applied TPB funding priorities as well as their own extensive knowledge of roadway safety to assess the proposed projects. Each panel member individually reviewed and scored each application in advance of the meeting and assigned each application a high, medium, or low ranking based on their scores. The rankings served as a foundation for the panel's collective discussion.

Based upon a consensus developed through the panel's April 22 meeting and subsequent exchanges, the selection panel developed a list of six projects to recommend to the TPB for approval. The panel believes this package of projects will result in safety improvements, including fewer deaths and injuries. In developing its recommendations, the panel strove to equitably allocate program funds between Maryland and Virginia.

In some cases, the panel chose to award funding at lower levels than the applications requested. These changes were made in accordance with information on project scalability provided in the applications.

PROPOSED PROJECT COMPLETION TIMELINE

On May 15, 2024, the TPB will be asked to approve the recommended collection of six projects for technical assistance funding under the FY 2025 RRSP. Upon approval, TPB staff will coordinate with the relevant jurisdictions to finalize project scopes of work and begin the consultant selection process. Work on the specific projects will begin after consultant contracts are signed. The projects are anticipated to be completed by June 30, 2025.

For further questions regarding the RRSP, please contact Janie Nham (jnham@mwcog.org) or Kenneth Derryberry (kderryberry@mwcog.org).

ITEM 8 – Action
May 15, 2024

Visualize 2050: Approval of the Scope of Work for the Air Quality Conformity Analysis of the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP), Which Includes Projects Submitted for Analysis

Action: Adopt Resolution R12-2024 to approve the scope of work for the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP, including the list of project submissions for analysis.

Background: Item 8A: Approval of the Scope of Work for the Air Quality Conformity Analysis of the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP), which includes projects submitted for analysis.

UPDATE AS OF 5-14-24:
There has been new language for the resolution proposed as highlighted in yellow in the resolution packet. Attachment 1 (MDOT letter) has been added and a new Attachment 2 (VDOT letter) is also included; original attachments 2-4 are renumbered 3-5.

Following the TPB approved Visualize 2050 development schedule, the TPB this month is asked to take the first of two key actions. The first is the Board will vote this month on the approval of the air quality conformity analysis scope of work including regionally significant projects to proceed with the required federal air quality conformity analysis. Over the last 17 months, these projects underwent a thorough review by the TPB member agencies (sponsor agency) assisted by TPB staff, two public comment periods, and

several TPB meetings/work sessions. TPB member agencies have proposed these projects for inclusion in Visualize 2050 because of their anticipated value towards achieving the National Capital Region's desired future transportation system.

The second Board action is adoption of Visualize 2050 Plan and FY 2026-2029 TIP, upon completion of the air quality conformity and system performance analysis, and is scheduled for June 2025 including all the remaining project inputs that are not part of the air quality conformity analysis.

Item 8B: Supplemental Information to Support Board Action on Resolution R12-2024
UPDATE AS OF 5-14-24: The MDOT letter from May 14, 2024 has been included.

Staff reviews information on letters received from agencies, edits made to the Air Quality Conformity Inputs Table since the April 17, 2024 TPB meeting and other information to support Board action on Resolution R12-2024 in Item 8A.

ATTACHMENTS

- Item 8A – Updated on 5-14-24 - Attachment 1 (MDOT letter) has been added and a new Attachment 2 (VDOT letter) is also included with new language highlighted in yellow; original attachments 2-4 are now 3-5. Visualize 2050 and FY 2026-2029 TIP Air Quality Conformity Analysis Scope of Work Approval Package
- Item 8B – Updated on 5-14-24 to include the MDOT letter Visualize 2050 and FY 2026-2029 TIP Supplemental Information
- Item 8 – Visualize 2050 Air Quality Conformity Scope of Work Approval Presentation

Updates as of 5-14-24 are in yellow.

TPB R12-2024
May 15, 2024

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

RESOLUTION ON INCLUSION OF PROJECT SUBMISSIONS IN THE AIR QUALITY CONFORMITY ANALYSIS FOR THE VISUALIZE 2050 NATIONAL CAPITAL REGION TRANSPORTATION PLAN AND THE FY 2026-2029 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, the federal metropolitan planning regulations (23 CFR.450) assign TPB the responsibility to cooperatively develop the metropolitan transportation plan (MTP) and transportation improvement program (TIP) specified in Sections 450.324 and 450.326; and

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

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016, Federal Register by the FTA and FHWA requires that the MTP and the TIP be reviewed and updated at least every four years; and

WHEREAS, federal conformity regulations, originally published by the Environmental Protection Agency in the November 24, 1993, Federal Register and with latest amendments published in April 2012, based on the federal Clean Air Act (CAA Section 176(c)), require that the metropolitan transportation plan, program and projects in metropolitan areas not in attainment of national ambient air quality standards, demonstrate conformity to the area's state implementation plan; and

WHEREAS, federal conformity regulations require that the conformity analysis of the plan, program and projects be reviewed and updated at least every four years; and

WHEREAS, on June 15, 2022, the TPB adopted resolution R16-2022 determining that the 2022 Update to Visualize 2045 Plan and FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990, resolution R15-2022 approving the 2022 Update to Visualize 2045 Plan and approving the FY 2023-2026 TIP, and

WHEREAS, the 2022 Update to Visualize 2045 Plan and FY 2023-2026 TIP were approved by the FTA and FHWA on August 25, 2022; and

WHEREAS, TPB's resolution R19-2021 called for updating Visualize 2045 using a "zero-based budgeting" approach to update projects in the MTP that would have the TPB member agencies re-examine all of the projects in Visualize 2045 and resubmit an updated mix of projects in order to better achieve the region's goals, while providing for projects under construction or funded to be exempt from the above requirement; and

WHEREAS, the TPB issued the Visualize 2050 and FY 2026-2029 Technical Inputs Solicitation Submission Guide on February 15, 2023, asking the TPB member agencies to review the Visualize 2045 re-submit projects, and on April 19, 2023, approved an updated schedule providing additional time for projects input and moving final plan approval to June 2025; and

WHEREAS, following the direction from TPB's resolution R19-2021, as part of the Visualize 2050 Technical Inputs Solicitation, TPB and agency staffs conducted a process to re-examine the current Visualize 2045 capacity-related project list, 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; and

WHEREAS, TPB staff launched an open period for public input on projects that would be submitted for Visualize 2050 between February 15 through November 30, 2023, sharing the feedback monthly with the TPB and TPB Technical Committee; and

WHEREAS, in March 2023, TPB staff hosted three virtual facilitated listening sessions, for the staff of its member agencies during which the Transportation agencies presented their processes for re-examining the projects in the current transportation plan and developing new projects proposed for inclusion while also hearing from the TPB members about the types of projects the TPB would like to see proposed to be included in Visualize 2050; and

WHEREAS, on March 1, 2024, the scope of work for the air quality conformity analysis of the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP), which includes projects submitted for air quality conformity analysis were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the submitted inputs for the update to the Visualize 2050 Plan and the FY 2026-2029 TIP and the Air Quality Conformity Analysis Scope of Work have been reviewed by the Technical Committee at its meetings on October 6, November 3, 2023, February 2, March 1, April 5, and May 3, 2024; and

WHEREAS, the TPB was briefed on the submissions for the Visualize 2050 Plan and the FY 2026-2029 TIP at its November 15, December 20, 2023, March 21, and April 17, 2024 meetings and a board work session was conducted on March 21, 2024 to provide a facilitated review of those inputs; and

WHEREAS, the project submissions for the Visualize 2050 Plan and the FY 2026-2029 TIP have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues; and

WHEREAS, in response to comments and questions on its HOT lanes project submittal, MDOT has stated its position on a segment of this project, proposed withdrawing a proposed study of HOT lanes on Maryland's portion of the I-495 Capital Beltway east of the I-270 connection and restated its commitment and current plans for supporting transit in the I-270 corridor as noted in the letter, Attachment 1; and

WHEREAS, MDOT notes the facility and financial commitments it previously made related to transit projects in Montgomery County associated with the inclusion of the replacement of the American Legion Bridge and widening of I-495 and I-270 in Visualize 2045 considering a certain scope, phasing and project delivery methodology, as reflected in TPB Resolutions R2-2022 and R15-2022; and

WHEREAS, MDOT and Montgomery County recognize that the scope, phasing and project delivery methodology for the replacement of the American Legion Bridge and widening of I-495 and I-270 projects have changed, and the transit commitments contained in Resolution R2-2022 should be revised for consistency with MDOT's current I-495 and I-270 widening project phasing and the status of Montgomery County's transit projects; and

WHEREAS, members of the Board had expressed concerns regarding the preservation of space on the Woodrow Wilson Memorial Bridge (WWMB) for future rail transit as envisioned in the Record of Decision issued for the WWMB National Environmental Policy Act (NEPA) study completed in 2000 and had sought clarification on how the project would be developed and executed especially though a public private partnership; and

WHEREAS, VDOT has provided a letter, Attachment 2, stating VDOT is fully supportive of future rail transit over the WWMB and as such is continuing to pursue rail preservation by advancing alternatives that can be pursued in the near term while including flexibility for the long term, the concepts under NEPA review incorporate rail preservation either through retaining existing, unoccupied space or by incorporating a commitment to convert necessary space to rail transit in the future and that terms within any future contract or concessionaire agreement would similarly incorporate a requirement for conversion to rail transit in the future; and

WHEREAS, VDOT further notes in its letter, Attachment 2, regarding transit investments, that should the project proceed to procurement through a concessionaire agreement it intends to continue the practice of the Commonwealth to incorporate on-going transit payments from express lane projects in Northern Virginia to enhance multimodal options in the respective corridor.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board approves:

1. The Air Quality Conformity Analysis Scope of Work including the Round 10.0 Cooperative Forecasts of employment, population and households developed by COG's Planning Director's Technical Advisory Committee, as described in Attachment 3; and
2. The project submissions of the TPB member agencies, listed in the tables in Attachment 4, for use in the Air Quality Conformity Analysis of the proposed FY 2026-2029 TIP and Visualize 2050 Plan; and

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT:

1. MDOT agrees to continue the transit commitments as stated in TPB Resolutions R2-2022 and R15-2022 in Attachment 5 until such time they are revised and agreed to by both MDOT and Montgomery County; and
2. Prior to TPB action approving Visualize 2050 and the FY 2026-2029 Transportation Improvement Program, MDOT and Montgomery County will establish an agreement for the nature and timing of transit commitments that is consistent with MDOT's revised scope, phasing, and project delivery methodology for the American Legion Bridge and the widening of I-495 and I-270 and the County's plans for implementation of transit projects and supporting facilities.
3. VDOT agrees to incorporate a requirement for conversion to rail transit across the Woodrow Wilson Memorial Bridge in the future consistent with the preferred alternative approved through the NEPA process into any future concessionaire agreement and further agrees to explore with a future concessionaire, the ability to incorporate on-going transit payments to invest in multimodal enhancements in the project corridor.

MARYLAND DEPARTMENT OF TRANSPORTATION

Wes Moore
Governor

Aruna Miller
Lieutenant Governor

Paul J. Wiedefeld
Secretary

May 14, 2024

The Honorable Christina Henderson
Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests that certain changes be made to the project inputs and the conformity tables in the National Capital Region Transportation Planning Board's (TPB) Long Range Transportation Plan, Visualize 2050, reflecting feedback from Maryland member jurisdictions and the public. We also wanted to provide an update on coordination with the City of Rockville and the Montgomery County Department of Transportation (MCDOT) and additional context on the Southern Maryland Rapid Transit (SMRT) project in Charles and Prince George's Counties.

495 "East" Study
The MDOT is removing CE1182, the I-495 Toll Lanes Study from the I-270Y (Western Spur) to the Potomac River (Woodrow Wilson Bridge), which is listed in the conformity input tables. Portions of this segment were removed from the MDOT's construction program during the National Environment Policy Act (NEPA) process, and since it has no funding in the Transportation Improvement Program (TIP) nor in Visualize 2045, we are removing it from the list of studies proposed to be studied in Visualize 2050.

ALB+270 Program
Since the April 2024 TPB meeting, MDOT has coordinated further with MCDOT and the City of Rockville. Under the Moore-Miller Administration, MDOT has appreciated the coordination with MCDOT on the ALB+270 Program, including the County Executive and Council's support for MDOT's grant requests for the section of project currently being advanced in design. In our coordination following the April meeting, Montgomery County and MDOT reaffirmed their shared commitment for the implementation of the program in a manner that advances transit along the corridor. In coordination with Montgomery County, MDOT will support a resolution at the May meeting that reaffirms the transit commitments in TPB Resolutions R2-2022 and R15-2022 that were associated with the replacement of the American Legion Bridge and

widening of I-495 and I-270 in Visualize 2045 considering a certain scope, phasing, and project delivery methodology.

MDOT is committed to working with Montgomery County toward a more defined strategy to advance the project and these commitments before approval of Visualize 2050. MDOT has provided this resolution language to TPB staff for inclusion in the base resolution for the May 15, 2024 meeting.

The MDOT understands the City of Rockville's concerns about the Selected Alternative and their desire to remove the section of I-270 from Westlake Terrace to I-370 from Visualize 2050. As MDOT discussed in the April TPB meeting and in follow up with the City, MDOT is advancing design work for I-495 from the George Washington Memorial Parkway to the I-270 West Spur and on the I-270 West Spur from I-495 to north of Westlake Terrace and pursuing federal grants for construction. Meanwhile, MDOT plans to begin a NEPA study and associated planning for I-270 North (I-370 to I-70) later this year. No active design or planning activity related to the Selected Alternative is occurring between Westlake Terrace and I-370 on I-270 at this time nor is it planned to be advanced by this Administration as we focus on sections to the south and north.

At such time that design activities may start for this section, MDOT commits to engage with Gaithersburg, Montgomery County, and Rockville regarding the path forward. Mitigation requirements and commitments for the section, including sound barriers and transit investments, will be advanced as part of that engagement. MDOT will also evaluate the effects related to the phasing of potential improvements. MDOT will complete this engagement and evaluation prior to any funding for construction for this section being included in the Transportation Improvement Program.

While MDOT is comfortable to extend the time horizon for this section from the proposed 2040 to 2045 for Visualize 2050, consistent with the Project's NEPA horizon year, MDOT opposes any effort to remove this segment from the long-range plan as it would be inconsistent with the NEPA Record of Decision approved by the Federal Highway Administration.

Moreover, MDOT does not believe that a motion to remove only the Westlake Terrace to I-370 segment (called "Segment D" by TPB staff) is permissible. The federal regulations governing air quality conformity (40 CFR 93) provide clear definitions for transportation projects including transit projects and highway projects. The definition of a highway project in 40 CFR 93.101 mirrors FHWA regulations for actions evaluated under NEPA. Through the environmental review process, FHWA has defined the "highway project" through its approval of the Selected Alternative in their Record of Decision. The highway project's scope and limits cannot be changed for the purposes of evaluating air quality conformity as it must be consistent with the highway project in the Selected Alternative in the FHWA Record of Decision. The highway project may be phased for the purposes of construction, which is reflected in the air quality

inputs provided by MDOT. If the project were to be removed from the air quality conformity analysis, MDOT cannot advance the action including any construction and any commitments related to the project.

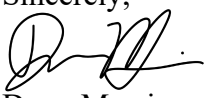
These issues being raised, MDOT would welcome the opportunity to put forward a resolution on Wednesday that affirms the City and the Department's shared goals while retaining "Segment D" in the long-range plan.

Southern Maryland Rapid Transit
We appreciate the feedback that we have received from stakeholders regarding the SMRT project in Charles and Prince George's Counties. MDOT and the Maryland Transit Administration (MTA) are actively coordinating with our local partners on completing the design, engineering, and environmental reviews to secure a federal record of decision on the project. We recently executed a Memorandum of Understanding (MOU) with the two Counties to advance this activity. Currently, there is $10M in federal earmark and state funding in the FY 23-26 TIP to complete this work, and it is listed as a study moving forward in the long-range plan (TIP Record 11620). There is a total of $25M programmed in MDOT's current FY24-FY29 Consolidated Transportation Program (CTP), and MDOT will update the upcoming FY 26-29 TIP this year to match the funding levels in the CTP. The MDOT strongly supports the advancement of the design and NEPA process.

In order for a project to be included in the TPB's conformity inputs for construction, it needs to be financially constrained, and it would have to demonstrate that construction or full funding is reasonably expected to be available. As soon as there is a designated mode, alignment, and estimated cost for construction, MDOT will work with the counties to include SMRT as a construction project either in a future long-range plan update or as an off-cycle plan amendment.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,



Drew Morrison
Policy Advisor for Planning and Project Development, MDOT

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT
Mr. Geoffrey Anderson, Chief of Planning, Programming, and Delivery, MDOT

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

April 30, 2024

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

RE: I-495 Southside Express Lanes Study

Dear Chair Henderson:

The Virginia Department of Transportation (VDOT) continues to value the partnership with the Transportation Planning Board (TPB) as we collectively seek to update the Visualize 2050 Constrained Long Range Plan (CLRP). The efforts and collaboration amongst TPB and its member states, jurisdictions, legislative representatives, and regional authorities is critical to the support of regionally significant projects. As you are aware, project submissions for Visualize 2050 by VDOT include the I-495 Southside Express Lanes project. This critical project seeks to develop a multimodal solution with a goal of moving the most people as efficiently as possible through this congested segment of the Capital Beltway. The project presents the opportunity to create and expand transit connections within the region while also providing congestion relief and increased travel reliability. The project is consistent with the TPB's adopted goals for the development of Visualize 2050, specifically through its objective to reduce travel times for transit services and the free use of the express lanes network by these services and other high occupancy vehicles.

Over the last several months, we have heard concerns regarding the preservation of space on the Woodrow Wilson Memorial Bridge (WWMB) for future rail transit. The National Environmental Policy Act (NEPA) study completed in 2000 delineated the inside lanes of the bridge for future rail transit and its ensuing Record of Decision memorialized this requirement. I am writing to clearly state that VDOT is fully supportive of future rail transit over the WWMB and as such is continuing to pursue rail preservation by advancing alternatives that can be pursued in the near term while including flexibility for the long term, are cost effective, and can be built largely within the footprint of the existing corridor. The concepts under NEPA review incorporate rail preservation either through retaining existing, unoccupied space or by incorporating a commitment to convert necessary space to rail transit in the future when Washington Metropolitan Area Transit Authority (WMATA) and the region are positioned to implement service across the WWMB. Incorporating this commitment as part of the NEPA process and its ultimate federal approval means this requirement is legally enforceable. VDOT's adherence to this requirement will not result in costs for WMATA to convert the space when they are ready to implement service. Further, VDOT has stated, and I reiterate, that terms within any future contract or concessionaire agreement would similarly incorporate a requirement for conversion to rail transit in the future consistent with the preferred alternative approved through the NEPA process. This means a future agreement would make clear the need for the concessionaire to vacate the space necessary to operate heavy rail.

Regarding transit investments, it has been the practice of the Commonwealth to incorporate on-going transit payments from express lane projects in Northern Virginia to enhance multimodal options in the respective corridor. It is VDOT's intent to continue the advocacy for our established practice with this project. However, since this project is still at preliminary stages, we are not able to identify the amount nor the nature of funding for transit investments in the corridor at this time. To underscore the Commonwealth's commitment to this approach, it is worth noting that since 2017 VDOT alone and in conjunction with our express lane partners have provided $156 million to the Commuter Choice Program which has been used to fund park and ride lots, bus purchases, shared use paths, and transit stations.

In closing, we understand the importance of future rail transit on the Woodrow Wilson Bridge and are committed to ensuring the space will be available. I hope you will continue to support the Commonwealth's efforts to solve the region's most challenging congestion in the near term while also retaining the flexibility necessary to adjust our problem-solving approaches in the future.
Sincerely,

Stephen C. Brich, P.E.
Commissioner of Highways

C: The Honorable W. Sheppard Miller, III, Secretary of Transportation
Mr. Kanti Srikanth, TPB, Executive Director
Ms. Cathy McGhee, P.E., VDOT, Chief Deputy Commissioner
Ms. Angel Deem, VDOT, Chief of Policy
Mr. Bill Cuttler, P.E., VDOT-NoVA, District Engineer
Ms. Maria Sinner, P.E., VDOT-NoVA, ADA Planning and Investment

National Capital Region
Transportation Planning Board

April 3, 2024

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

DRAFT 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
~~**Transit Constraint**~~	~~No Metrorail "capacity constraint" (removed with March 2018 passage of annual funding for WMATA agreement)~~
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.

6-Jun-23

FINAL
COG Board of
Directors
June 14, 2023

Summary of Employment Forecasts
Final Round 10.0 Cooperative Forecasts
(Thousands)

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth Number	% Change
District of Columbia	785.9	846.1	886.3	923.5	954.4	989.0	1,021.6	**235.7**	**30.0%**
Arlington County	221.6	223.2	236.7	259.2	266.4	275.3	283.7	**62.1**	**28.0%**
City of Alexandria	101.8	101.0	99.3	106.6	112.8	116.8	123.2	**21.4**	**21.1%**
Central Jurisdictions	**1,109.3**	**1,170.2**	**1,222.2**	**1,289.3**	**1,333.5**	**1,381.2**	**1,428.5**	**319.2**	**28.8%**
Montgomery County	493.6	522.9	545.6	568.3	591.0	613.8	636.5	**142.9**	**29.0%**
City of Rockville (1)	76.4	78.7	81.1	83.8	87.8	91.1	94.5	**18.0**	**23.6%**
City of Gaithersburg (1)	43.0	48.0	52.0	54.5	56.5	58.0	59.0	**16.0**	**37.2%**
Prince George's County	343.5	356.7	366.8	381.9	396.7	416.0	435.0	**91.5**	**26.6%**
Fairfax County (2)	658.8	690.5	750.8	788.8	812.5	832.0	842.0	**183.2**	**27.8%**
City of Fairfax	20.5	22.0	22.3	22.6	22.9	23.2	23.5	**3.0**	**14.6%**
City of Falls Church	12.4	13.1	15.4	16.5	17.4	18.3	19.4	**7.1**	**57.0%**
Inner Suburbs	**1,528.7**	**1,605.2**	**1,700.9**	**1,778.1**	**1,840.6**	**1,903.2**	**1,956.4**	**427.7**	**28.0%**
Loudoun County	187.7	210.3	227.0	240.8	251.5	258.7	265.8	**78.2**	**41.7%**
Prince William County	161.8	178.6	194.4	209.7	223.4	235.6	246.4	**84.7**	**52.3%**
City of Manassas	25.3	26.1	26.9	27.7	28.3	28.8	29.3	**3.9**	**15.5%**
City of Manassas Park	4.3	4.7	5.0	5.1	5.2	5.3	5.4	**1.1**	**25.5%**
Charles County	43.9	46.1	49.8	54.0	57.4	60.0	62.2	**18.3**	**41.8%**
Frederick County	108.3	115.6	123.8	132.5	141.8	151.8	162.5	**54.2**	**50.1%**
City of Frederick (3)	57.4	60.1	64.4	67.6	69.5	74.4	79.6	**22.2**	**38.7%**
Outer Suburbs	**531.3**	**581.4**	**626.8**	**669.9**	**707.7**	**740.2**	**771.7**	**240.5**	**45.3%**
Virginia Jurisdictions	**1,394.2**	**1,469.5**	**1,577.7**	**1,677.0**	**1,740.4**	**1,794.0**	**1,838.9**	**444.7**	**31.9%**
Maryland Jurisdictions	**989.2**	**1,041.3**	**1,086.0**	**1,136.8**	**1,187.0**	**1,241.6**	**1,296.2**	**307.0**	**31.0%**
COG Region	**3,169.2**	**3,356.9**	**3,549.9**	**3,737.3**	**3,881.7**	**4,024.6**	**4,156.6**	**987.4**	**31.2%**

(1) Included in Montgomery County total.

(2) Forecasts for all years include Fairfax County Government employees working at the Fairfax County Judicial Center.

(3) Included in Frederick County total.

6-Jun-23

FINAL
COG Board of
Directors
June 14, 2023

Summary of Population Forecasts
Final Round 10.0 Cooperative Forecasts
(Thousands)

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth Number	% Change
District of Columbia	689.5	697.7	728.6	757.2	787.1	816.4	844.4	**154.9**	**22.5%**
Arlington County	238.6	245.8	260.2	272.9	285.2	298.0	311.2	**72.6**	**30.4%**
City of Alexandria	159.5	180.5	202.0	222.2	239.8	252.9	261.9	**102.4**	**64.2%**
Central Jurisdictions	**1,087.7**	**1,124.0**	**1,190.8**	**1,252.3**	**1,312.2**	**1,367.3**	**1,417.5**	**329.8**	**30.3%**
Montgomery County	1,061.2	1,083.0	1,118.0	1,153.9	1,189.6	1,222.2	1,250.7	**189.4**	**17.8%**
City of Rockville (1)	67.8	70.9	74.6	78.7	82.9	87.5	92.7	**24.9**	**36.8%**
City of Gaithersburg (1)	69.7	72.5	75.7	78.5	81.2	83.7	85.8	**16.1**	**23.2%**
Prince George's County	967.2	997.8	1,033.0	1,081.7	1,122.7	1,159.6	1,193.8	**226.5**	**23.4%**
Fairfax County	1,171.9	1,202.4	1,247.5	1,283.7	1,319.0	1,353.6	1,384.0	**212.1**	**18.1%**
City of Fairfax	24.1	27.8	32.7	34.4	36.1	37.8	39.6	**15.4**	**63.8%**
City of Falls Church	14.7	15.5	18.0	19.6	20.7	21.8	23.3	**8.6**	**58.8%**
Inner Suburbs	**3,239.1**	**3,326.5**	**3,449.1**	**3,573.3**	**3,688.1**	**3,795.0**	**3,891.2**	**652.1**	**20.1%**
Loudoun County	421.0	456.2	493.9	515.5	529.6	539.2	548.5	**127.6**	**30.3%**
Prince William County	483.8	515.2	536.6	553.0	565.0	573.7	579.6	**95.7**	**19.8%**
City of Manassas	42.8	43.7	46.3	47.6	48.5	49.5	50.4	**7.7**	**17.9%**
City of Manassas Park	17.2	19.0	20.4	20.9	21.4	21.9	22.4	**5.2**	**30.3%**
Charles County	168.0	176.3	193.6	203.8	216.5	230.4	242.7	**74.6**	**44.4%**
Frederick County	271.7	293.2	316.3	341.3	368.3	397.4	428.8	**157.1**	**57.8%**
City of Frederick (2)	78.2	83.8	89.5	95.1	100.8	106.4	112.0	**33.9**	**43.3%**
Outer Suburbs	**1,404.5**	**1,503.7**	**1,607.3**	**1,682.2**	**1,749.5**	**1,812.2**	**1,872.4**	**467.9**	**33.3%**
Virginia Jurisdictions	**2,573.5**	**2,706.2**	**2,857.6**	**2,969.8**	**3,065.4**	**3,148.4**	**3,220.8**	**647.3**	**25.2%**
Maryland Jurisdictions	**2,468.2**	**2,550.3**	**2,661.0**	**2,780.8**	**2,897.2**	**3,009.6**	**3,115.9**	**647.7**	**26.2%**
COG Region	**5,731.3**	**5,954.2**	**6,247.2**	**6,507.8**	**6,749.7**	**6,974.5**	**7,181.1**	**1,449.8**	**25.3%**

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

6-Jun-23

FINAL
COG Board of
Directors
June 14, 2023

Summary of Household Forecasts
Final Round 10.0 Cooperative Forecasts
(Thousands)

JURISDICTION	2020	2025	2030	2035	2040	2045	2050	2020 to 2050 Growth Number	2020 to 2050 Growth % Change
District of Columbia	312.4	344.2	366.8	386.6	407.6	426.0	441.4	**129.0**	**41.3%**
Arlington County	109.9	118.2	126.2	133.3	140.0	146.9	153.6	**43.7**	**39.8%**
City of Alexandria	75.6	85.7	96.4	106.7	115.4	122.0	126.0	**50.5**	**66.8%**
Central Jurisdictions	**497.9**	**548.1**	**589.4**	**626.6**	**663.1**	**695.0**	**721.1**	**223.2**	**44.8%**
Montgomery County	386.6	398.4	416.5	434.1	450.0	463.2	474.3	**87.7**	**22.7%**
City of Rockville (1)	28.2	29.9	31.7	33.7	35.8	38.1	40.6	**12.4**	**43.8%**
City of Gaithersburg (1)	25.9	27.2	28.9	30.3	31.7	33.0	34.2	**8.3**	**32.0%**
Prince George's County	342.2	353.7	367.4	385.9	400.5	413.7	425.9	**83.7**	**24.5%**
Fairfax County	417.5	431.5	451.2	467.1	482.4	497.5	510.8	**93.3**	**22.4%**
City of Fairfax	9.3	10.6	13.0	13.8	14.6	15.4	16.3	**6.9**	**74.3%**
City of Falls Church	5.8	7.3	8.7	9.6	10.3	11.1	12.1	**6.3**	**108.5%**
Inner Suburbs	**1,161.5**	**1,201.6**	**1,256.9**	**1,310.5**	**1,358.0**	**1,400.9**	**1,439.4**	**277.9**	**23.9%**
Loudoun County	137.4	148.9	161.7	169.5	174.7	178.2	181.7	**44.3**	**32.2%**
Prince William County	153.9	165.0	173.4	180.0	185.1	189.0	191.9	**38.0**	**24.7%**
City of Manassas	14.0	14.3	15.1	15.5	15.8	16.1	16.4	**2.4**	**17.5%**
City of Manassas Park	5.4	6.2	6.9	7.1	7.4	7.7	8.0	**2.6**	**47.9%**
Charles County	59.1	64.3	71.2	75.3	80.0	85.2	89.7	**30.6**	**51.8%**
Frederick County	98.4	106.2	114.5	123.5	133.2	144.3	155.7	**57.3**	**58.3%**
City of Frederick (2)	31.8	34.1	36.3	38.7	40.9	43.3	45.6	**13.8**	**43.3%**
Outer Suburbs	**468.1**	**504.9**	**542.7**	**571.0**	**596.2**	**620.4**	**643.3**	**175.2**	**37.4%**
Virginia Jurisdictions	**928.8**	**987.7**	**1,052.5**	**1,102.6**	**1,145.8**	**1,184.0**	**1,216.8**	**288.0**	**31.0%**
Maryland Jurisdictions	**886.3**	**922.6**	**969.7**	**1,018.8**	**1,063.7**	**1,106.3**	**1,145.6**	**259.3**	**29.3%**
COG Region	**2,127.5**	**2,254.5**	**2,389.0**	**2,508.1**	**2,617.2**	**2,716.3**	**2,803.8**	**676.3**	**31.8%**

(1) Included in Montgomery County total.

(2) Included in Frederick County total.

Resolution R12-2024
Attachment 4

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/09/2024

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

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/09/2024

	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		Implement	Florida Ave. NW Bus Improvements	9th Street NW	1st Street NE	2024
15	T13591	32016		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		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

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/09/2024

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
25	~~CE3424~~ CE3856 T6396		MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2030
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		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

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/09/2024

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
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
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

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/09/2024

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
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
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

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/09/2024

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
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		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
64	CE3448	800	I66HOTO	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								
67				Construct	New Chatham Heights Road PNR	80 spaces		2038

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/09/2024

	PIT Project ID	ConID	Scenario	Improvement	Facility	From	To	Projected Completion Date
67				Construct	VA 3 East PNR	150 spaces		2038
67				Construct	US 17 Business New Warrenton Road PNR	1000 spaces near Olde Forge Dr.		2038
67				Construct	US 1 at Commonwealth Dr. PNR			2027

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045. Blue = removed. Yellow = added or changed. Pink = technical correction during comment period.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 5/09/2024

	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
DDOT													
68	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
69	T13597	33037			Reduce Capacity	Alabama Ave SE (eastbound)	5th Street SE	MLK Elementary School			2	1	2030
71	T13597	33038			Reduce Capacity	Alabama Ave SE (eastbound)	Jasper St. SE	James M. McGee Sr. St. SE			2	1	2030
71	T13597	33039			Reduce Capacity	Alabama Ave SE (eastbound)	Gainesville St. SE	Aigner Pl. SE			2	1	2030
72	T13597	33040			Reduce Capacity	Alabama Ave SE (eastbound)	25th Street SE	Naylor Rd. SE			2	1	2030
73	T13597	33041			Reduce Capacity	Alabama Ave SE (westbound)	Marion Barry Ave SE	Branch Ave. SE			2	1	2030
74	T13597	33042			Reduce Capacity	Alabama Ave SE (westbound)	Randle Pl. SE	7th Street SE			2	1	2030
75	T13597	33043			Reduce Capacity	Alabama Ave SE (westbound)	Congress St. SE	15th Street SE			2	1	2030
76	T13597	33044			Reduce Capacity	Alabama Ave SE (westbound)	24th Street SE	Irving St. SE			2	1	2030
77	T13597	33045			Reduce Capacity	Alabama Ave SE (westbound)	Naylor Rd. SE	31st Street SE			2	1	2030
78	T13597	33046			Widen	Alabama Ave SE (westbound)	Irving St. SE	Aigner Pl. SE			1	2	2030
79	T13597	33047			Reduce Capacity	Alabama Ave SE (westbound)	31st Place SE	Branch Ave. SE			2	1	2030
80	T13597	33048			Reduce Capacity	Alabama Ave SE (westbound)	34th Street SE	Suitland Rd. SE			2	1	2030
81	T13597	33049			Reduce Capacity	Alabama Ave SE (westbound)	38th Street SE	Pennsylvania Ave SE			2	1	2030
82	T3232	31473			Reduce Capacity - bike lanes	Arizona Ave NW (north/eastbound)	Carolina Place NW	Loughboro Rd NW			3	2	2024

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045. Blue = removed. Yellow = added or changed.
Pink = technical correction during comment period.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 5/09/2024

	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
83	T13596	32873			Reduce Capacity	Bladensburg Rd. NE	Eastern Ave.	Benning Road			6	4	2028
84	T3232	31566			Reduce Capacity - bike lanes	Branch Ave SE	Randle Circle SE	Alabama Ave SE			4	2	2025
85	T13599	34039			Reduce Capacity	Constitution Ave.	Louisiana Ave NW	Pennsylvania Ave NW			6	5	2026
86	T3232	1008	DS28		Reduce Capacity - bike lanes	Dalecarlia Pkwy NW	Loughboro Road	Westmoreland Circle			4	2	~~2040~~ 2030
87	T6315	567	DP16		Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	~~2021~~ 2030
88	T13592	32401			Reduce Capacity	Eastern Ave NE	Whittier St NW	New Hampshire Ave NE			3	2	2028
89	T13590	32016			Reduce Capacity Bus Lanes	Florida Avenue NW	9th Street NW	1st Street NE			4	2	2025
90	6195	710			Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2023 completed
91	6195	717	DS13		Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2023 completed
92	T13591	32180			Reduce Capacity Bus Lanes	Georgia Avenue NW	Eastern Ave.	Barry Place NW			4	2	2026
93	T3232	860	DS23		Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			2	1	~~2022~~ 2024
94	T3232	31668			Reduce Capacity - bike lanes	Kansas Ave NW	Peabody St NW	Chillum Place NW			4	2	2024
95	T3232	31704			Reduce Capacity - bike lanes	Lincoln Rd NE	V St NE	4th St NE			3	2	2025

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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
96	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
97	T13587	31053			Reduce Capacity Bus Lanes	MLK Jr. Ave SE	W Street	Marion Barry Ave			2	1	2024
98	T13593	32442			Reconstruct	MLK Jr. Ave SE	South Capitol St. SE	Upsal St. SE			4	2	2027
99	CE3075 T6014	585	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	2021 completed
100	T13596	36004			Reduce Capacity	Maryland Ave. NE	Bladensburg Rd. NE	Neal St. NE			4	1	2028
101	T13599	34486			Reduce Capacity	Massachusettes Ave NE	1st Street NE	6th Street NE			4	3	2024
102	T13582	32595			Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (southbound) (Phase B)	Nelson Pl SE	Burns St SE			2	1	2023 completed
103	T13581	32593			Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (Phase A)	Nelson Pl SE	East Capitol St. SE			2	1	2023 completed
104	T13581	32668			Reduce Capacity Bus Lanes	Minnesota Ave SE bus lanes (Phase A)	L'Enfant Square SE	A St. SE			2	1	2023 completed
105	T3232	31503			Reduce Capacity - bike lanes	Missouri Avenue NW (Eastbound)	17th St NW	16th St NW			2	1	2030
106	T3232	1006	DS30		Reduce Capacity - bike lanes	Mount Olivet Rd NE	Brentwood Parkway	~~West Virginia Ave~~ 17th Street NE			4	3	~~2022~~ 2024
107	T3232	1010	DP40		Reduce Capacity - bike lanes	Nebraska Ave NW	New Mexico Ave	Loughboro Road			4	3	~~2022~~ 2030
108	CE3399	608			Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					2021 completed
109	~~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~~
110	T3232	707 31741			Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	~~2~~ 3	~~2021~~ 2024
111	~~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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112	~~CE3447~~ T6595	712	DS15		Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2025
113	~~CE3447~~ T6595	713	DS14		Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2025
114	~~CE3447~~ T6595	714	~~DS18~~ DS18A		Reduce Capacity	Pennsylvania Avenue NW	20th Street	~~26th Street~~ 22nd Street			6	4	~~2040~~ 2025
115	CE3447	714	DS18		Reduce Capacity	Pennsylvania Avenue NW	~~20th Street~~ 22nd Street	26th Street			6	4	2040
116	CE3447	715	DS16		Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2040
117	CE3447	716	DS17		Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2040
118	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
119	CE3654	948	DP36		Reduce Capacity - bike lanes	Pennsylvania Ave SE	14th Street SE	Barney Circle			8	6	~~2024~~ 2023 completed
120	T3232	31949			Reduce Capacity - bike lanes	Potomac Ave SE	18th St SE	19th St SE			2	1	2024
121	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
122	T5803	542	DP9C		Construct	South Capitol Street Intersection	at Potomac Avenue						2022 completed
123	T6114	609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	~~4~~ 5	2022 completed
124	T13586	31051			Reduce Capacity	Southern Ave SE (northbound)	South Capitol St. SE	Barnaby Road SE			2	1	2026

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125	T13599	34038			Reduce Capacity	Southern Ave SE	Pennsylvania Ave SE	Benning Road SE			4	2	2024
126	T6038	543	DP9D		Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						2021 completed
127	T13599	34053			Reduce Capacity	Taylor St. NE	North Capitol St NW	7th Street NE			3	2	2024
128	T3232	31780			Reduce Capacity - bike lanes	Van Buren St NW	Blair Rd NW	3rd St NW			2	1	2025
129	~~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
130	~~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
131	T13599	34050			Reduce Capacity	Western Ave NW	Park Ave	River Road NW			3	2	2024
132	T13599	34051			Reduce Capacity	Western Ave NW	River Road NW	45th Street NW			4	3	2024
133	T13599	34052			Reduce Capacity	Western Ave NW	45th Street NW	Jenifer Street NW			5	4	2024
134	~~3232~~ T13578	~~709~~ 29860	DS19		Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	~~2021~~ 2027
135	CE3077	558	DP42B	ED0C2A	Reduce Capacity	C Street (westboound only)	~~Oklahoma Avenue~~ 16th Street NE	14th Street NE			~~5~~ 2	~~3~~ 1	2022 completed
136	CE3077	~~558~~ 33201	DP42A	ED0C2A	Reduce Capacity	N. Carolina Avenue	14th Street NE	~~Oklahoma Avenue~~ 16th Street NE			~~5~~ 4	~~3~~ 2	2022 completed
137	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
138	~~CE3081~~	~~841~~	~~DP25~~		~~Reduce Capacity - Streetcar~~	~~H Street NE/NW~~	~~3rd Street NE~~	~~New Jersey Ave NW~~			~~6~~	~~4~~	~~2040~~

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139	3212	11116	DP43A		Reduce Capacity Bus Lanes	H Street NW	Pennsylvania Ave	Connecticut Ave	2	2	4	3	2021 completed
140	3212	11117	DP43B		Reduce Capacity Bus Lanes	H Street NW	Connecticut Ave	Vermont Ave	2	2	4	2	2021 completed
141	~~3212~~ T3232	11118	DP43C		Reduce Capacity Bus Lanes	H Street NW	Vermont Ave	15th Street	2	2	4	3	2021 completed
142	~~3212~~ T3232	11119	DP43D		Reduce Capacity Bus Lanes	H Street NW	15th Street	14th Street	2	2	3	2	2021 completed
143	T13580	32584	DP43E		Reduce Capacity Bus Lanes	H Street NW	13th Street	9th Street	2	2	6	3	2022 completed
144	T13580	32585	DP43F		Reduce Capacity Bus Lanes	H Street NW	9th Street	6th Street	2	2	6	4	2022 completed
145	T13580	32586	DP43G		Reduce Capacity Bus Lanes	H Street NW	6th Street	5th Street	2	2	6	3	2022 completed
146	T13580	32587	DP43H		Reduce Capacity Bus Lanes	H Street NW	New Jersey Avenue NW	North Capitol St	2	2	6	4	2022 completed
147	T13584	30503			Reduce Capacity	H Street NE	3rd Street NE	Benning Ave NE	2	2	4	2	2024
148	T3232	31823			Reduce Capacity - bike lanes	I St NW	15th St NW	Vermont Ave NW			3	2	2024
149	~~3212~~ T3232	11122	DP44C		Reduce Capacity Bus Lanes	I Street NW	17th Street	18th Street	2	2	3	2	2021 completed
150	~~3212~~ T3232	11123	DP44D		Reduce Capacity Bus Lanes	I Street NW	19th Street	20th Street	2	2	3	2	2021 completed
151	T3232	31633			Reduce Capacity - bike lanes	K St NE	1st St NE	2nd St NE			4	2	2024
152	CE3652	946	DP34		Reduce Capacity - bike lanes	K Street NW	7th St NW	1st Street NE			4	2	2021 completed
153	~~CE3081~~	~~844~~	~~DP26A~~		~~Reduce Capacity - Streetcar~~	~~K Street NW~~	~~New Jersey Avenue NW~~	~~7th Street NW~~			~~3~~	~~2~~	~~2040~~
154	~~CE3081~~	~~845~~	~~DP27~~		~~Reduce Capacity - Transitway~~	~~K Street NW~~	~~9th Street NW~~	~~12th St NW~~			~~4~~	~~2~~	~~2025~~

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155	~~CE3081~~	~~846~~	~~DP28~~		~~Reduce Capacity - Transitway~~	~~K Street NW~~	~~12th St NW~~	~~21st St NW~~			~~6~~	~~4~~	~~2025~~
156	~~CE3081~~	~~847~~	~~DP29~~		~~Reduce Capacity - Streetcar~~	~~K Street NW~~	~~21st Street NW~~	~~25th Street NW~~			~~4~~	~~2~~	~~2040~~
157	~~CE3081~~	~~848~~	~~DP30~~		~~Reduce Capacity - Streetcar~~	~~K Street NW~~	~~25th Street NW~~	~~29th Street NW~~			~~6/4~~	~~4~~	~~2040~~
158	~~CE3081~~	~~849~~	~~DP31~~		~~Reduce Capacity - Streetcar~~	~~K Street NW~~	~~29th Street NW~~	~~Wisconsin Avenue NW~~			~~4~~	~~2~~	~~2040~~
159	T3232	31599			Reduce Capacity - bike lanes	M St NE	1st St NE	1st St NW			2	1	2026
160	T3232	~~1005~~ 31904	DS31		Reduce Capacity - bike lanes	M Street SE	~~Half St~~ 1st Street SE	11th Street SE			6	~~5~~ 3	~~2022~~ 2023 completed
161	T13585	30507			Reduce Capacity Bus Lanes	U Street NW	18th Street	9th Street			4	2	2025
162	T3232	31781			Reduce Capacity - bike lanes	4th St NW	Butternut St NW	Van Buren St NW			2	1	2030
163	T3232	1013 831			Reduce Capacity - bike lanes	9th St NW	Massachusetts Ave	Florida Ave			4	~~3/2~~ 2	~~2030~~ 2023 completed
164	T3232	1012	DP39		Reduce Capacity - bike lanes	9th St NW	Constitution Ave	Massachusetts Ave			6/4	4/2	~~2030~~ 2023 completed
165	T3232	829	DS21		Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			6 peak- 4 offpeak	4 peak - 2 offpeak	2030
166	T3232	830	DS22		Reduce Capacity - bike lanes	6th Street NW	Massachusettes Avenue	Florida Ave NW			4	3	2030
167	T3232	702	DS9		Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	~~2021~~ 2016 completed
168	T13599	34040			Reduce Capacity	7th Street NW	Pennsylvania Ave NW	Constitution Avenue NW			6	3	2025

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169	T13599	34041			Reduce Capacity	7th Street NW	Constitution Avenue NW	C Street/ Maryland Ave SW			7	4	2025
170	T13599	34042			Reduce Capacity	7th Street NW	C Street/ Maryland Ave SW	G Street SW			6	3	2025
171	T13599	34043			Reduce Capacity	7th Street NW	G Street SW	Maine Ave SW			6	3	2025
172	T13588	31056			Reduce Capacity Bus Lanes	8th Street SE	I Street	L Street			3	2	2024
173	T13588	31057			Reduce Capacity Bus Lanes	8th Street SE	D Street	L Street				1	2024
174	T13588	31058			Reduce Capacity Bus Lanes	8th Street SE	E Street	Pennsylvania Ave				1	2024
175	T13583	30480			Reduce Capacity Bus Lanes	11th St NW	E Street NW	L Street NW			4	2	2024
176	T13583	32645			Reduce Capacity Bus Lanes	11th St NW	Pennsylvania Ave NW	E Street NW			4	2	2024
177	~~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
178	T3232	31822			Reduce Capacity - bike lanes	15th St NW	H St NW	I St NW			4	4	2024
179	T6638	839	DP23		Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			6	4	2022 completed
180	T6638	840	DP24		Reduce Capacity - Bus Priority	16th Street NW	Columbia Road NW	W Street NW			5	4	2022 completed
181	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
182	T3232	31534			Reduce Capacity - bike lanes	17th St NE/SE	Benning Rd NW	Potomac Ave SE			2	1	2023 completed
183	T3232	31996			Reduce Capacity - bike lanes	19th St SE	Potomac Ave SE	East Capitol St NE			2	1	2024
184	~~T3212~~ T3232	~~7821~~ 11122	DS37		Reduce Capacity - bike lanes	20th St. NW Bike Lanes	G St.	Massachusetts Ave.	4	4	4	2	2022 completed
185	~~T3212~~ T3232	~~7827~~ 11118	DS38		Reduce Capacity - bike lanes	21st St. NW	~~Constitution Ave.~~ C Street NW	~~Massachusettes Ave~~. G Street NW			3	2	2021 completed

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MDOT													
		Interstate											
186	T3044	126	MI2Q	MO8391	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020 completed
187	~~T6432~~ T11582 CE1186	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
188	~~T6432 T11582 CE1186~~ CE3281	125	MI2U1	~~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
189	~~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~~ 2040
190	~~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
191	~~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
192	~~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
193	~~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
194	~~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
195	6444	953	MI2TSB7		Construct	I270 southbound auxiliary lane (innovative congestion management)	MD 28 on-ramp	MD 189 off-ramp	1	1			~~2021~~ 2024
196	6444	957	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			~~2021~~ 2024

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197	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
198			MI2TNB3		Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019 completed
199			MI2TNB4		Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019 completed
200			MI2TNB4		Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019 completed
201	CE1187	210	MI4		Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
202	CE2250	151	MI4a	FR5801	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2022 completed
203	~~CE1479~~ T2894	108	MI1P MI1PR	PG3331	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
204	~~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
205	~~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~~
206	~~T6432 CE3281~~	~~905~~	~~MI1S~~	~~AW0731~~	~~Study~~	~~I 495 Toll Lanes~~	~~MD 355~~	~~I 95~~	~~1~~	~~1~~	~~8~~	~~8 + 4 HOT~~	~~not coded~~
207	~~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~~
208	~~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~~
209	~~T6432 CE1182~~	~~908~~	~~MI1V~~	~~AW0731~~	~~Study~~	~~I 95 / I 495 Toll Lanes~~	~~Glenarden Parkway~~	~~MD 202F~~	~~1~~	~~1~~	~~10~~	~~10 + 4 HOT~~	~~not coded~~
210	~~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~~
		Primary											
211	T3108	139	MP10A	PG2531	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	~~2023~~ 2024

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212	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
213	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
214	~~T6394~~	~~127~~	~~MP2C~~	~~AT1981~~	~~Widen~~	~~MD 3 Robert Crain Highway~~	~~I595/US 50/US 301~~	~~Anne Arundel County Line~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2035~~
215	CE1194	212	MP3A	PG9171	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040
216	~~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
217	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
218	CE3566 T6431	~~915~~ 34269	MP15A	FR1881	Construct/Widen	US 15	~~US 340 / South Jefferson Street~~ I-270	MD 26	5	5	4	6	2030
219	~~CE1197~~	~~551~~			~~Construct~~	~~US 29 Columbia Pike~~	~~at Tech Road / Industrial Road~~		~~5~~	~~5~~	~~6~~	~~6~~	~~2030 2035~~
220	~~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~~
221	CE1210	858	FP2B		Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035
222	CE1210	859	FP2C	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	~~4~~	6	2035
223	T6483	391	FP2A	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	~~4~~	6	~~2022~~ 2023 completed
224	CE1190	387	~~MP14~~ NRS	PG6191	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045
225	~~T4879~~ T6524 CE1199	124	MP6D	PG2211	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040
226	T5527	384	MP18		Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	~~2023~~ 2025
227	~~CE1004 CE1619~~	~~940~~	~~MP8E~~		~~Widen~~	~~US 301~~	~~Harry Nice Bridge~~	~~I-595 / US 50~~	~~2~~	~~5~~	~~4/6~~	~~6~~	~~2045~~
		Secondary											
228	~~T3476~~ CE1462	206	MS2F	MO8861	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	~~2 4~~ 4	2045
229	T3106	137	MP12C	MO7461	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	~~2021~~ 2025

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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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
230	~~CE2618~~ T5420	931 ~~33680 35167~~	~~NRS~~	MO2241	~~Reconstruct~~ Widen	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	~~6/~~ 7	~~6/7~~ 8	2030
231	CE1211	392	NRS	MO8521		MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
232	CE1203	115	MS32		Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	3	3	4	4	2030
233	CE1203	921	~~NRS~~ MS32A		Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2	3	2035
234	~~3057 CE1206~~	~~118~~	~~MS6B~~	~~MO632~~	~~Widen~~	~~MD 124 Woodfield Road~~	~~Midcounty Highway~~	~~South of Airpark Drive~~	~~3~~	~~3~~	~~2~~	~~6~~	~~2035~~
235	~~3057 CE1206~~	~~1~~	~~MS6D~~	~~MO6323~~	~~Widen~~	~~MD 124 Woodfield Road~~	~~North of Fieldcrest Road~~	~~Warfield Road~~	~~3~~	~~3~~	~~2~~	~~6~~	~~2035~~
236					reduce capacity bus lanes	MD 193 (University Blvd)	Amherst Ave.	Dennis Ave.			6	4	2024
237	CE2253 T13579 T4887	356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	~~2030~~ 2050
238	~~CE2261~~	~~924~~	~~MS36A~~	~~FR5491~~	~~Construct/Widen~~	~~MD 180~~	~~Greenfield Drive~~	~~I 70 (west junction)~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2035~~
239	~~CE1204~~	~~359~~	~~MS10B~~	~~PG9491~~	~~Widen~~	~~MD 201 Edmonston Rd. / Old Baltimore Pike~~	~~Cherrywood Lane~~	~~Ammendale Way~~	~~3~~	~~3~~	~~2/3~~	~~4~~	~~2045~~
240	~~CE1204~~	~~965~~	~~MS10E~~	~~PG9491~~	~~Construct/Widen~~	~~MD 201 Extended (Cedarhurst Dr.)~~	~~Muirkirk Road~~	~~US 1~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2045~~
241	CE1207	175	MS18D	PG6541	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	~~2030~~ 2035
242	T3542	516	same as MC15B	MO3441	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	~~2020~~ 2045
		Frederick County											
		Secondary											
243		648	MS36C	FR5491	Widen/Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020 completed
244	CE3594	880	FS3		Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	~~2020~~ 2024
245	T5494	993	FS3A		Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Rd./Walter Martz Rd.	3	3	2	4	2024
246	CE1181	651	FS2a		Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	~~2019~~ 2020 completed

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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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
		Montgomery County											
		Secondary											
247	CE1577	199	MC43		Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	~~Milestone Center Dr.~~ Observation Dr.	0	3	0	4	~~2030~~ 2040
248	T3049	112	MC7A		Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	~~2030~~ 2040
249	T7503	11221			Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
250		~~113~~	~~MC12F~~		~~Widen~~	~~MD 118 Germantown Road Extended~~	~~MD 355~~	~~M 83 at Watkins Mill Road~~	~~2~~	~~2~~	~~3~~	~~4~~	~~2020~~
251	~~CE1229~~	~~161~~	~~MC14G~~		~~Widen~~	~~Middlebrook Road Ext.~~	~~MD 355~~	~~M 83~~	~~2~~	~~2~~	~~3~~	~~4~~	~~2045~~
252	~~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~~
253	T7503	11220			Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
254	T7503	11222			Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
255	CE1236	119	MC34		Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2021 completed
		Urban											
256	T5986	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											
257	~~6367~~	~~361~~	~~PGS3a~~		~~Widen~~	~~Addison Road~~	~~Walker Mill Road~~	~~MD 214 Central Avenue~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2026~~
258	~~CE1270~~	~~386~~	~~PGS5~~		~~Construct~~	~~Allentown Road Relocated~~	~~MD 210 Indian Head Highway~~	~~Brinkley Road~~		~~3~~		~~4~~	~~2028~~
259	~~CE1320~~	~~365~~	~~PGS73~~	~~PGS73~~	~~Widen~~	~~Ardwick-Ardmore Road~~	~~MD 704~~	~~91st Ave.~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2030~~
260	~~CE1272~~	~~388~~	~~PGS9a~~		~~Widen~~	~~Bowie Race Track Road~~	~~MD 450 Annapolis Road~~	~~Clearfield Road~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2024~~
261	~~CE1277~~	~~140~~	~~PGS16a~~		~~Construct~~	~~Campus Way North~~	~~Lake Arbor Way~~	~~south of Lottsford Road~~	~~0~~	~~4~~	~~0~~	~~4~~	~~2023~~
262	~~CE1277~~	~~138~~	~~PGS16b~~		~~Construct~~	~~Campus Way North Extended~~	~~south of Lottsford Road~~	~~Evarts Drive~~	~~0~~	~~4~~	~~0~~	~~4~~	~~2020~~
263	~~CE1279~~	~~142~~	~~PGS18~~		~~Widen~~	~~Church Road~~	~~Woodmore Road~~	~~Central Ave. (MD 214)~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2028~~

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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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
264	~~CE1280~~	~~143~~	~~PGS20a~~		~~Widen~~	~~Columbia Park Road~~	~~Cabin Branch Road~~	~~Columbia Terrace~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2020~~
265	~~CE1288~~	~~162~~	~~PGS30a~~		~~Widen~~	~~Good Luck Road~~	~~MD 201 Kenliworth Avenue (east of)~~	~~Cipriano Road~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2025~~
266	~~3132~~	~~163~~	~~PGS34B~~		~~Widen~~	~~Hill Road~~	~~Consideration Lane~~	~~MD 214 Central Avenue~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2028~~
267	T5806	165	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2025
268	~~CE1291~~	~~417~~	~~PGS38a~~		~~Widen~~	~~Livingston Road~~	~~MD 210 Indian Head Highway at Eastover~~	~~Kerby Hill Rd.~~	~~4~~	~~3~~	~~2~~	~~4~~	~~2028~~
269		213	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021 completed
270			~~PGS40b~~		~~Reduce Capacity - bike lanes~~	~~Lottsford Road~~	~~MD 202 (Landover Rd.)~~	~~Largo Dr. West~~	~~3~~	~~3~~	~~6~~	~~4~~	~~2020~~
271	~~CE1295~~	~~360~~	~~PGP4a~~		~~Construct~~	~~MD 193 Greenbelt Road~~	~~Baltimore-Washington Parkway (ramp to)~~		~~0~~	~~5~~	~~0~~	~~4~~	~~2025~~
272	~~CE1294~~	~~2~~	~~PGS42C~~		~~Widen~~	~~MD 223 Woodyard Road Relocated~~	~~Piscataway Creek/Floral Park Road~~	~~MD 4 /Livingston Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2017~~
273	CE1295	169	PGS44b		Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020 completed
274	~~CE1297~~	~~173~~	~~PGS47~~		~~Widen~~	~~Oak Grove and Leeland Roads~~	~~MD 193 Watkins Park Road~~	~~US 301 Robert Crain Highway~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2028~~
275	~~CE1299~~	~~649~~	~~PGS50~~		~~Widen~~	~~Old Branch Avenue~~	~~MD 223 Piscataway Road (north of)~~	~~MD 337 Allentown Road~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2028~~
276		~~369~~	~~PGS51a~~		~~Widen~~	~~Old Gunpowder Road~~	~~Powder Mill Road~~	~~Greencastle Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2018~~
277	~~CE2623~~	~~153~~	~~PGS55b~~		~~Widen~~	~~Ritchie-Marlboro Road~~	~~White House Road~~	~~Old Marlboro Pike~~	~~2~~	~~2~~	~~2~~	~~4~~	~~2028~~
278	~~CE1304~~	~~178~~	~~PGS58~~		~~Widen~~	~~Rosaryville Road~~	~~US 301~~	~~MD 223 Woodyard Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2020~~
279	~~CE1309~~	~~181~~	~~PGS63~~		~~Widen~~	~~Sunnyside Avenue~~	~~US 1~~	~~MD 201 Kenilworth Avenue~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2022~~
280	t3159	182	PGS64		Widen	Surrats Road	Beverly Ave.	Brandywine Rd	4	4	2	4	~~2025~~ Completed 2018
281	~~CE1314~~	~~187~~	~~PGS67a~~		~~Widen~~	~~Van Dusen Road~~	~~Contee Road~~	~~MD 198 Sandy Springs Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2020~~
282		188	PGS68		Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014 completed
283	~~CE1316~~	~~429~~	~~PGS69a~~		~~Widen~~	~~Walker Mill Road~~	~~Silver Hill Road~~	~~I-95~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2028~~
284	~~CE2624~~	~~154~~	~~PGS91~~		~~Widen~~	~~Westphalia Road~~	~~MD 4 Pennsylvania Avenue~~	~~Ritchie-Marlboro Road~~	~~2~~	~~2~~	~~2~~	~~4~~	~~2028~~

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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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
285		~~436~~	~~PGS40b~~		~~Construct~~	~~Woodmore Road~~	~~MD 193 Enterprise Road~~	~~Church Road~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2025~~
	Anne Arundel County												
286			~~**AA14D**~~		~~Widen~~	~~US 50~~	~~I-97~~	~~MD 2~~	~~1~~	~~1~~	~~6/8~~	~~8~~	~~2045~~
287					widen	I-97 HOV lanes	MD 32	US 50/301		2	4	6	2045
288			AA15A		Widen	I-295 with interchange at Hanover Road	I-195	MD 100	1	1	4	6	~~2035~~ 2045
289			AA3E		Widen	MD 2	US 50	~~I-695 MD100~~			4	6	~~2035~~ 2045
290			AA4E		Widen	MD 3	~~MD 32~~ Waugh Chapel Road	~~MD 424~~ St. Stevens Church Road	2	2	4	6	~~2025~~ 2024 Complete
291			AA4F		Widen	MD 3 NB	St. Stevens Church Road	MD 32	2	2	4	5	2030
292					~~Widen~~	~~MD 32 HOV?~~	~~I-97~~	~~Howard County Line~~		~~2~~	~~6~~	~~8~~	
293			AA6E		Widen	MD 100	~~Howard Co. Line~~ I-97	~~I-97~~ MD 170		5/1	4	6	~~2035~~ 2024 Complete
287			~~AA6E~~		~~Widen~~	~~MD 100~~	~~MD 170~~	~~MD 713~~					
288			AA6EA		Widen	MD 100	MD 713	Howard County Line			4	6	2024 Complete
289			AA36		Widen	MD170	Norcross Ln.	Wieker Road			2	4	2026
290			AA8B		Widen	MD 175	MD 170	~~295 BW Parkway~~ Reece Road		2	4	6	~~2025~~ 2045
291			AA8D		Widen	MD 175	Reece Rd	Sellner Rd/Race Rd			4	6	2025
292			AA35		Widen	MD 177	MD 2	Lake Shore Dr.			2	4	2045
293			AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4	~~2030~~ 2035
294			AA37		Widen	MD 214	MD 424	Shoreham Beach Rd.			2	4	2045
295			AA34A		Widen	MD 713	MD 175	MD 176		2	2	4	~~2040~~ 2045
	Carroll County												
298			CA2A		Widen	MD 26	MD 32	Liberty Reservoir			4	6	~~2035~~ 2050
			CA7		Widen	MD 27	Carroll County Line	Leishear Road			2	4	2040
299			CA4A		widen	MD 32	MD 26	Howard County Line		2	2	~~5~~ 4	2040
300			CA5		Widen	MD 97	MD 140	Bachmans Valley Rd.		2	2	~~4~~ 5	~~2035~~ 2028
301			CA1B		Widen	MD 140	Sullivan Road	Market St.		1	6	8	~~2035~~ 2050
	Howard County												
302			~~HW1B~~		~~Widen~~	~~I-70~~	~~US 29~~	~~MD 32~~	~~1~~	~~1~~	~~4~~	~~6~~	~~2035~~
303			HW19		Widen	I-95 Peak period shoulder use	MD 32	MD 100	1	1	4	4+1	~~2035~~ 2034
304			HW20		Widen	US 1	Howard/PG line	Howard/Balt. Co. line			4	6	2045
305			HW10B		Widen	US 29 NB	Middle Patuxent River	Seneca Dr.		5	4	6	2030
			HW23		Construct	US 29/Brokenland Parkway Interchange & North South Connector Rd.							2025
			~~HW3c~~		~~Widen~~	~~MD 32~~	~~Cedar Lane~~	~~Anne Arundel County Line Brock Bridge Rd.~~	~~-~~	~~1~~	~~4/6~~	~~8~~	~~2045~~
			HW3B		Widen	MD 32	MD 108	I-70		2	2	4	~~2021~~ 2022 ~~Complete~~

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VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

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			HW3D		Widen	MD 32	I-70	Howard/ Carroll County Line River Rd			2	4	2045
306			HW5F		Widen	MD 100	I-95	AA/Howard Line	1	1	4	6	~~2035~~ 2045
307			~~HW6c~~		~~Widen~~	~~MD 108~~	~~Trotter Rd.~~	~~Guilford Rd.~~	~~2~~	~~2~~	~~2~~	~~4~~	~~2035~~
308			HW7C		Widen	MD 175	Oceano Ave	Howard/AA Col Line			2	4	~~2045~~ 2040
309			HW8B		Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4	2015 completed
310			HW22		Widen	Marriotsville Road	US 40	MD 99			2	4	2025
311			HW14C		Widen	Snowden River Parkway	Oakland Mills Road	Broken Land Parkway		3	4	6	~~2023~~ 2030
	Calvert-St. Mary's MPO												
314	CE2246	644	MP9B	C-SMMPO	~~Construct~~ Study	Thomas Johnson Bridge replacement	over the Patuxent River		2	2	2	4	~~2031~~ not coded
315			MP9C	C-SMMPO	Widen	MD 4 (in St. Mary's County)	Thomas Johnson Bridge	MD 235	2	2	2	4	~~2031~~ 2032
316			NRS	C-SMMPO	Construct	MD 4/ MD 235 Interchange	in Lexington Park		2	2	--	--	~~2028~~ 2032
317			MP9D	C-SMMPO	Widen	MD 4 (in Calvert County)	Thomas Johnson Bridge	Patuxent Point Parkway	2	2	2	4	~~2031~~ 2034
318			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											
319	~~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~~ Bull Run Drive	0	1	0	4	2040
320	~~CE3061~~ CE3791	~~434~~ 32611	FED3B		Remove/Close	US 29 Lee Highway	Pageland Lane	~~Bridge over Bull Run~~ Paddington Lane	2	2	2/4	0	2040
321	~~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
		Interstate											

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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
322	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
323	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
324	~~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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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
325	~~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
326	~~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
327	~~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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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
328	~~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
329	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
330	~~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~~
331	~~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~~
332	CE3484	788	VI1XB		Construct/Widen	I-66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	~~2040~~ 2020 completed
333	CE3484	789	VI1XC		Construct/Widen	I-66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	1	1	2	3	~~2040~~ 2020 completed
334	CE3484	786	VI1XD		Construct/Widen	I-66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	~~2040~~ 2020 completed
335	~~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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	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
336	~~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
337	~~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
338	~~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
339	~~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
340	~~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
341	~~CE3448~~ T6540	983	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2022 completed
342	~~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
343	~~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
344	~~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
345	~~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
346	~~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

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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
347	~~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
348	~~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
349	~~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
350	~~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
351	~~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
352	~~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
353	~~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
354	~~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
355	~~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
356	~~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
357	~~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

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358	~~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
359	~~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
360	~~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
361	~~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
362	~~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
363	~~CE2147~~	~~270~~	~~VI2AC~~		~~Reconstruct~~	~~I-95 Interchange~~	~~VA 613 Van Dorn Street~~		~~1~~	~~1~~			~~2030~~
364	CE3556				Construct	I-95 HOT lanes ramp	.25 miles south of Russell Road (Exit 148)	Russell Road	0	1	0	1	~~2022~~ 2023 completed
365	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
366	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
367		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
368		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
369	T6682	969	VI2X		Construct	I-95 Auxiliary Lane SB	VA 123	VA 294	1	1	0	1	~~2022~~ 2023 completed
370	~~CE3697~~ T11510	1011	VI2R48		Construct	I-95 Opitz Drive Reversible Ramp	I-95 Express Lanes at Opitz Drive	Optiz Drive	1	1	0	1	~~2022~~ 2024
371	CE3811	28920			Widen/Revise Operations	I 95 Express Lanes- bi-directional operation	~~Turkeycock Run~~ I-95/Springfield Interchange	Opitz Blvd.	1	1	reversible	bi-directional : 3 lanes peak direction, 2 lanes off-peak direction	2030

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372	CE3811	38801			Widen/Revise Operations	I 95 Express Lanes- new northbound and southbound access ramps to serve bi-directional operation			1	1			2030
373	CE3814	24840 28929			Construct	~~I 95/I 495 Express Lanes~~ I-95/I-495 Southside Express Lanes (SEL)	~~Springfield Interchange~~ East of Springfield Interchange	East of MD 210	1	1	varies	+2 express in each direction	2031
374	CE3814	24840 28929			Construct	I 95/I 495 Express Lanes access ramps	Van Dorn St., US 1, I-295, and MD 210		1	1			2031
375	CE3813	28925			Revise Operations	I 95 Express Lanes- truck access	~~I-95/Springfield Interchange~~ Turkeycock Run	I-95/Route 17 Exit	1	1			2030
376	CE3812	28921			Revise Operations	I 495 Express Lanes- truck access	I-95/I-395 Interchange	American Legion Bridge	1	1			2030
377	CE3272	20	VI4Iaux1		Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
378	CE3272	21	VI4Iaux2		Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
379	CE3272	22	VI4Iaux3		Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
380	CE3272	24	VI4Iaux5		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030
381	CE3272	25	VI4Iaux6		Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030

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382	CE3272	29	VI4Iaux10		Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
383	CE3272	32	VI4Iaux13		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
384	CE3272	35	VI4Iaux16		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
385	CE3272	38	VI4Iaux19		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2025
386	CE3272	39	VI4Iaux20		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2035
387	~~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
388	~~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
389	~~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
390	~~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
391	~~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
392	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
393	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
394	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

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395	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
396	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
397	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
398	CE3680	991	VP21G		Widen	Dulles Greenway - eastbound only	Toll Plaza	Dulles Toll Road	1	1	2	3	2019 completed
399	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
400	CE3671	970	VP15F		Widen	VA 267 Dulles Toll Road - eastbound only	Dulles Greenway	Centreville Rd. off-ramp	1	1	4	5	2019 completed
401	CE3152	534	VP15E		Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	~~2037~~ 2040
402	CE3153	535	VP15B		Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	~~2036~~ 2040
403	CE1965	236	MW1	MW1	Widen	Dulles Airport Access Road	Dulles Airport	~~VA 123~~ I-495 Capital Beltway	1	1	4	6	~~2030~~ 2040
						Primary							
404	CE3291	549	VP1AH	90339	Widen	US 1 Richmond Highway	Fuller Road	Stafford County Line	2	2	4	6	2040
405	~~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
406	CE2594	632	VP1ADA		Widen	US 1 Richmond Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	~~2030~~ 2050
407	CE3180	85	VP1AG		Widen	US 1 Richmond Highway	Annapolis Way	~~Pohick Road~~ Telegraph Rd.	2	2	4	6	~~2035~~ 2045
408	CE1942 T6443	322	VP1U		Widen	US 1 Richmond Highway	Mt. Vernon Memorial Highway	VA 626 Sherwood Hall Ln	2	2	4	6	2028
409	CE3173	84	VP1AF	104303	Widen	US 1 Richmond Highway	Featherstone Road	Mary's Way	2	2	4	6	2022
410	~~CE2161~~ T6310	239	VP1P	94102	Widen	US 1 Richmond Highway	Mary's Way	Annapolis Way	2	2	4	6	2019 completed
411	CE2161	634	VSP63	100938	Construct	Belmont Bay Drive Extension	US 1	Heron's View Way			0	4	~~2025~~ 2022 completed
412	~~CE3331~~ T6618	653	VP2P	111666	Construct	VA 7 Interchange	At VA 690		2	2	0	4	~~2025~~ 2027

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413	CE3733		VP2JB		Widen	VA 7	VA 9	West Market St.	2	5	5	6	2030
414	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
415	CE1870	299	VP2J	16006	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	~~1~~ 5	4	6	~~2040~~ 2030
416	CE2105 T6539	221	VP2M		Widen	VA 7	Reston Avenue	Jarrett Valley Dr.	2	2	4	6	2024 completed
417	~~CE2105~~	~~628~~	~~VP2Lb~~		~~Widen~~	~~VA 7 Leesburg Pike~~	~~VA 123 Chain Bridge Road~~	~~I 495 Capital Beltway~~	~~2~~	~~2~~	~~6~~	~~8~~	~~2030 2035~~
418	~~CE3161~~	~~87~~	~~VP2N~~		~~Widen~~	~~VA 7 Leesburg Pike~~	~~I 495~~	~~I 66~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2030~~
419	~~CE2175~~	~~347~~	~~VP2B~~	~~TBD~~	~~Widen~~	~~VA 7~~	~~Seven Corners~~	~~Bailey's Crossroads~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2030 2040~~
420	CE3792	36461			Construct	VA 7 Seven Corners Ring Road	West side of interchange on Route 50	East side of interchange on Route 50			0	4	2045
421	~~CE3162~~		~~VP4EA~~		~~Widen~~	~~US 15 James Madison Highway Overpass~~	~~US29 Lee Highway~~	~~Haymarket Dr~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2040~~
422	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
423	~~CE3738~~ CE3608	881	~~VP4G~~ VP4GA		Widen	US 15	Battlefield Parkway	~~Montresor Road~~ Whites Ferry Road	2	2	2	4	~~2026~~ 2027
424	~~CE3738~~ CE3608	~~881~~ 27163	~~VP4G~~ VP4GB		Widen	US 15	~~Battlefield Parkway~~ Whites Ferry Road	Montresor Road	2	2	2	4	~~2026~~ 2029
425	CE2045	88	VP6H		Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	~~2040~~ 2045
426	CE2045	309	VP6KA	105198	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	2019 completed
427	CE2045 T12001	326	VP6MA	96721	Widen	VA 28 Nokesville Road	Godwin Drive	Manassas City limits	3	2	4	6	2019 completed
428	CE2045	89	VP6K	105428	Widen	VA 28 Nokesville Road	Manassas City limits	VA 619 Linton Hall Road	3	3	4	6	2022 completed
429	~~CE1734~~	~~1037~~	~~VP6EDD~~		~~Convert~~	~~VA 28 PPTA Phase II HOV~~	~~I 66~~	~~Westfields Blvd~~	~~5~~	~~5~~	~~8+2 aux~~	~~6+2aux+2 HOV~~	~~2040~~

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430	~~CE1734~~	~~873~~	~~VP6EDE~~		~~Convert~~	~~VA 28 PPTA Phase II- HOV~~	~~Westfields Blvd~~	~~Dulles Toll Road~~	~~5~~	~~5~~	~~8~~	~~6 + 2 HOV~~	~~2040~~
431	CE1734	~~791~~	VP6EAA		Widen	VA 28 PPTA Phase II	I 66	Westfields Blvd	5	5	6	8+ 2 aux	2021 completed
432	CE1734		VP6EAB		Widen	VA 28 PPTA Phase II	Westfields	US 50	5	5	6	8	~~2025~~ 2023 completed
433	CE1734		VP6EBB		Widen	VA 28 PPTA Phase II	US 50	Sterling Blvd.	5	5	6	8	2016 completed
434	CE1734	310	VP6ECC	106651	Widen	VA 28 PPTA Phase II	Sterling Blvd.	VA 7	5	5	6	8	2025 2023 completed
435	~~CE3479~~ T6450	737	VP6N	108720	Widen	VA 28 Centreville Road	US 29	Prince William County Line	2	2	4	6	2023 completed
436	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
437	CE3383	730		105482	Study	VA 28	US 29	Liberia Avenue					Not Coded
438	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
439	~~CE1933~~	~~349~~	~~VP7AA~~		~~Widen~~	~~US 29~~	~~ECL City of Fairfax (vic. Nutley St.)~~	~~Espana Court~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2040~~
440	~~CE1933~~	~~625~~	~~VP7AB~~		~~Widen~~	~~US 29~~	~~Espana Court~~	~~I 495 Capital Beltway~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2040~~
441	CE3474 T6604	731	VP7T		Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	~~2024~~ 2027
442	CE2182	319	VP8H		Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	~~2035~~ 2040
4423	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
444	CE3694	997	VP16		Widen	VA 55	Route 29	Fayette St.			2	4	2028
445	CE1723 CE2161	245	VP10G	100938	Widen	VA 123	US 1	~~Annapolis Way~~ Occoquan River	2	2	4	6	~~2025~~ 2045
446	CE1784	235	VP10H		Widen	VA 123 Ox Road	~~Hooes Rd.~~ Weatherly Way	Fairfax Co. Parkway	2	2	4	6	~~2030~~ 2045
447	CE1784	337	VP10F	1784	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2030

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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
448	CE1856	300	VP10R		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2030
449	CE3159	95	VP10S		Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	~~2030~~ 2040
450	CE3376	595	VP10T		Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	~~2030~~ 2040
451	CE3698	1015	VP10U		Widen	VA 123	VA 267 Dulles Access Road	VA 634 Great Falls Street	2	2	4	6	~~2030~~ 2040
452	CE3371	590	VP24B		Widen	VA 215 Vint Hill Road	Kettle Run Drive	VA 1566 Sudley Manor Drive	4	4	2	4	2020 completed
453	~~CE3641~~ T6617	934			Widen	VA 234 Sudley Road	Grant Road	Godwin Drive	2	2	2	3	~~2021~~ 2025
454	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
455	CE3177	678		105420/~~T 143~~ T20906	Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						2022 completed
456	CE3178	660		T5665	Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2024
457	~~CE1760~~	~~311~~	~~VP13A~~		~~Widen~~	~~VA 236~~	~~Pickett Road~~	~~I 395~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2035~~
458	~~CE2106~~ CE3843	~~96~~ 30872	VSF25ea	57167	Widen	VA 286 Fairfax County Parkway	Sunrise Valley	Rugby Road	5	5	4	6	~~2035~~ 2045
459	~~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
460	~~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
461	CE3841	30685	VSF25GA		Widen	VA 286 Fairfax County Parkway	VA 123	Sydenstricker Road	5	5	4	6	~~2040~~ 2045
462	CE2718	408	VSP23d		Widen	VA 294 Prince William County Parkway	VA 776 Liberia Avenue	VA 642 Hoadly Road	2	2	4	6	2040

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463	~~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~~
464	~~CE3154~~	~~107~~	~~VP15CDE~~		~~Construct~~	~~Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)~~	~~VA 828 Wiehle Avenue~~	~~Route 7 Leesburg Pike~~	~~0~~		~~0~~	~~+1~~	~~2036~~
465	~~CE3154~~ CE3151	1033	VP15CD2		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	Spring Hill Rd.			0	+2	~~2035~~ 2040
466	CE3151	1032	VP15CDE2		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	Spring Hill Rd.	Route 7 Leesburg Pike			0	+2	~~2035~~ 2040
		Urban											
467	CE2139	313	VU28B	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020 completed
468	CE3222	52	VU30F	~~50100~~ 5100	Widen/Reconstruct	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	~~2026~~ 2029
469	CE1783	328	VU52	77378	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	2023 completed
470	CE3851	34662			~~Construct~~ Study	Euclid Avenue	current terminus	Centreville Rd.			0	2	~~2040~~ not coded
471	CE3286	681	VU56		Construct	Farrington Aveneue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2034
472	CE3858				Construct	South Street (Fairfax City)	University Dr.	Chain Bridge Rd.	0	4	0	2	2029
473	~~CE1952~~ T6537	~~267~~ 25140	VU10B		Widen/Reconstruct	Spring Street	Herndon Parkway (East)/Spring Street	Fairfax County Parkway Interchange	3	2	4	6	2024
474	~~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											
475	CE2830	411	AR17a		Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	2022 completed
476	CE3677	987	AR30		Convert to 2-way	27th Street South	US-1	Crystal Drive	4	4	4	4	2019 completed
477	CE3678	988	AR31		Demolish	South Clark Street	12th Street South	20th Street South	4	0	2	0	2019 completed
478	CE3826	29341			Convert to 2-way	North Fort Myer Dr.	North Nash St.	North Fairfax Drive					2031
479	CE3847	31420			Reduce Capacity	Potomac Ave	South Glebe Road	Arlington /Alexandria Line	4	4	4	3	2028

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		Fairfax County											
480	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
481	CE1849		FFX2ab		Widen	VA 602 Reston Pkwy.	~~VA 5320 Sunrise Valley Dr.~~ Dulles Toll Rd.	Sunset Hills Road	3	3	4	6	2000 completed
482	~~CE1849~~	~~4041~~	~~FFX2b~~		~~Widen~~	~~VA 602 Reston Pkwy.~~	~~New Dominion Parkway~~	~~VA 606 Baron Cameron Avenue~~	~~3~~	~~3~~	~~4~~	~~6~~	~~2040~~
483	CE3475	732	VSF44		Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	~~2030~~ 2045
484	CE2186	218	VSF4ca	218	Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	~~2040~~ 2045
485	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
486	CE2186	62	VSF4h	11012	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	~~2040~~ 2045
487	CE3275	63	VSF15b		Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2035
488	CE2158	301	VSF8g		Widen	VA 620 Braddock Road	VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	~~2040~~ 2045
489	~~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~~
490	CE3478	736	VSF45		Widen	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	~~2025~~ 2035
491	CE1936 T6247	302	VSF10a		Widen	VA 638 Rolling Road	Viola St.	VA 644 Old Keene Mill Road	3	3	2	4	2026
492	CE3301	~~586~~ 31368	VSF10E	102905	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Virginia Dr.	3	3	2	4	~~2035~~ 2045
493	~~CE1859~~	~~217~~	~~FFX11a~~		~~Widen~~	~~VA 645 Stringfellow Road~~	~~US 50~~	~~VA 286 Fairfax County Parkway~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2040~~
494	~~CE3156~~	~~64~~	~~VSF37a~~		~~Widen~~	~~VA 650 Gallows Road~~	~~VA 7 Leesburg Pike~~	~~VA 699 Prosperity Ave.~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2038~~
495	CE2833	65	~~VSF33a~~ Study		Widen	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	~~2040~~ not coded
496	~~CE1748~~	~~255~~	~~FFX12a~~		~~Construct~~	~~VA 651 New Guinea Road~~	~~VA 123 Ox Road~~	~~Roberts Road~~	~~0~~	~~3~~	~~0~~	~~4~~	~~2040~~
497	CE3442	688	VSF17b		Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	~~2030~~ 2028

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498	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
499	CE3150	66	VSF42		Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	~~2036~~ 2045
500	CE3832	29880	VSF46	724	Construct	Fairbrook Drive	Herndon Parkway	Spring Street	0	4	0	~~4~~	2035
501	CE3460	724	VSF46	724	Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road	0	4	0	~~4~~	~~2030~~ 2032
502	CE3155	69	~~NRS~~		Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
503	~~CE3158~~	~~68~~	~~VSF43~~		~~Widen~~	~~Magarity Road~~	~~VA 7 Leesburg Pike~~	~~VA 694 Great Falls Street~~			~~2~~	~~4~~	~~2037~~
504	~~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
505	CE3792				Construct	Seven Corners Ring Road	US 50 west of VA 7	VA 7 East of US 50	0		0	4	2045
506	CE3450 T6583	722	VSF49	112479	Construct	Soapstone Drive 4-Lane Overpass	Sunrise Valley Drive	Sunset Hills Road	0	4	0	4	~~2027~~ 2034
507	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
508	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											
509		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
510	CE3845				Widen	VA 606 ~~Sterling Rd.~~ Old Ox Road	Shaw Rd.	Rock Hill Road	3	3	4	6	2045
511		~~566~~	~~VSL10E~~		~~Widen~~	~~VA 607 Loudoun County Parkway~~	~~US 50~~	~~VA 606 at new Arcola Blvd.~~	~~3~~	~~3~~	~~4~~	~~6~~	~~2030~~
512		~~275~~	~~VSL10bb~~		~~Widen/Upgrade~~	~~VA 607 Loudoun County Parkway~~	~~W&OD Trail~~	~~Redskin Park Drive~~	~~4~~	~~3~~	~~4~~	~~6~~	~~2025~~
513	~~CE3736~~ CE3315	2493	VSL10F		Widen	VA 607 Loudoun County Parkway	Shellhorn Road	Ryan Road	3	3	4	6	~~2022~~ 2023 completed

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514	CE3604	890	VSL2C		Widen	VA 620 Braddock Rd	VA 659	Fairfax County Line	3	3	2	4	~~2025~~ 2030
515	CE3605	889	VSL2D		Widen	VA 620 Braddock Rd	VA 659	Royal Hunter Drive	4	4	2	4	2025
516	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
517	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
518	CE3502	827	VSL65		Construct	VA 643 Shellhorn Extended	VA 606 Loudoun County Parkway	VA 634 Moran Road	0	4	0	4	~~2023~~ 2027
519	~~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
520	~~CE3734~~ CE3607	883	VSL66		Widen	Croson Ln	Claiborne Parkway	Mooreview Pkwy	4	4	2	4	~~2025~~ 2027
521	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
522	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
523	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
524	CE1897	2523	VSL4G		Widen	VA 659 Belmont Ridge Road	Arcola Mills Drive	Shreveport Drive			2	4	~~2028~~ 2020 completed
525	CE1818	297	VSL4f		Widen	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	4	2	4	~~2035~~ 2022 completed
526	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
527	CE3067	76	VSL40F	102858	Construct	VA 901 Claiborne Parkway	VA 645 Croson Lane	VA 772 Ryan Road	0	4	0	4	2019 completed
528	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

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529	CE3735	2491	VSL56A		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Dulles Greenway	0	4	4	4	~~2026~~ 2028
530	CE3313 & CE3314	564 & 565	VSL67A		Construct	Dulles West Blvd. Phase I & Phase II	Loudoun County Parkway	Arcola Blvd	0	4	0	4	2022 Complete
531	~~CE2582~~ T6602	~~1031~~ 1013	VSL67B		Construct	Dulles West Blvd. Phase III	Arcola Blvd	Northstar Dr.	0	4	0	4	~~2025~~ 2027
532	CE3320	30947			Construct	Lockridge Road West	Prentice Dr.	Waxpool Road	0	4	0	4	2030
533	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
534	~~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
535	~~CE3737~~ T12002	2495	VP12S		Construct	Northstar Boulevard	Tall Cedars Parkway	Braddock Road	0	3	0	4	2028
536	CE3320	572	VSL59		Construct	Prentice Drive (Western Segment)	VA 607 Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	~~2026~~ 2030
537	CE3321	556	~~VSL59~~ VSL59A		Construct	Prentice Drive (Eastern Segment)	VA 789 Lockridge Road	VA 607 Loudoun County Parkway	0	4	0	4	~~2026~~ 2031
538	~~CE3501~~ T6662	826	VSL48B		Construct	RIverside Parkway	VA 607 Loudoun County Parkway	Ashburn Village Boulevard Extension	0	4	0	4	2022 completed
539	CE3324	559	VSL49B		Construct	Russell Branch Parkway (Western Segment)	VA 659 Belmont Ridge Road	Tournament Parkway	0	4	0	4	~~2024~~ 2050
540	CE3329	562	VSL60	105783	Construct	~~Williamson Blvd~~ Sterling Blvd	VA 1036 Pacific Boulevard	VA 634 Moran Road	0	4	0	4	2025
541	CE3332	555		87106	Widen	VA 2119 Waxpool Road	VA 2070 Demott Road	VA 2020 Ashburn Village Boulevard	4	4	2	4	2018 completed
		Prince William County											
542	CE3187	82	VSP2i	92999	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	2025

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543	CE3693	996	VSP3D		Widen	VA 621 Devlin Road	Linton Hall Road	Wellington Road			2	4	2028
544	~~CE2357~~ T6623	79	VSP3b	80347	Widen/Upgrade	VA 621 Balls Ford Road	Sudley Rd	Doane Drive	4	3	2	4	~~2022~~ 2023 completed
545	~~CE2357~~ T6623	690	VSP64			VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	~~2022~~ 2023 completed
546	CE3372	591	VSP66		Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	2040
547	~~CE3374~~ T6541	593	VSP65	107947	Widen	VA 638 Neabsco Mills Road	US 1 Jefferson Davis Highway	~~S~~moke Ct.	3	3	2	4	2023
548		376	VSP5e	103484	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2018 completed
549	CE3695	998	VSP17C		Widen	VA 674 Wellington Road	University Boulevard	VA 621 Devlin Road/Balls Ford Road	3	3	2	4	2028
550	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
551	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
552	CE1754	308	VSP18	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	~~2020~~ 2040
553	T13568	35060			Construct	Connor Dr.	Euclid Ave.	Manassas Drive / Railroad Drive	0	4	4	2	2030
554	CE3754	3520			Study	HOV lanes on Dale Blvd/PW Pkwy/Minnieville Rd	Dale Blvd / PW Pkwy / Minnieville Rd						not coded
555	CE3789	32563			Reduce Capacity - bike lanes	Graham Park Road	Old Triangle Road	Purvis Dr.	4	4	4	2	2030
556	CE2876	4123	VU14B		Widen	Liberia Avenue	VA 28	Richmond Avenue			4	6	~~2025~~ 2027
557	~~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~~
558	CE3308	32540			Widen	VA 704 Pageland Road	VA 234 Sudley Road	US 29			2	4	2045
559	CE2008	325	VSP20C		Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2030
560	CE3293	642	VSP62a		Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	2040
561	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

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562	~~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
563	T11635	83	VSP47e		~~Construct~~ Widen	University Boulevard	Sudley Manor Drive	~~Wellington Rd/Progress Ct.~~ Edmonston Dr.	0	3	2	4	~~2035~~ 2024
564	CE3292	83	VSP47ea		~~Construct~~ Widen	University Boulevard	~~Sudley Manor Drive~~ Edmonston Dr.	~~Wellington Rd/Progress Ct.~~ Devlin Road	0	3	~~0~~ 2	4	2035
565	CE3810	37168	VSP47f		Construct	University Boulevard	Devlin Road	Wellington Road	0	3	0	4	2035
566	CE2176	904			Construct	Williamson Blvd	Sudley Manor Drive	Portsmouth Road			0	4	2030
	FAMPO												
567			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
568			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
569			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
570			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
572					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
573					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
574					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
575			VI2RFD		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	At Courthouse Rd.	NB AM on-ramp	1	1	0	1	2022 completed
576			VI2RFE		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	at Courthouse Rd.	SB PM off-ramp	1	1	0	1	2022 completed
577			**FAI1F**		Widen	I-95 northbound and southbound	Exit 126 (US 1/VA17)	Exit 130 (VA 3 Plank Rd.)	1	1	3	4	2035
578			**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
579			~~FAI1H~~		~~Widen~~	~~I-95 northbound~~	~~Exit 133 (VA 17 Warrenton Rd.)~~	~~Exit 136 (Centerport Parkway)~~	~~1~~	~~1~~	~~3~~	~~4~~	~~2045~~
580			FAI1HA		Construct	I-95 4th auxiliary lane	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	X	X+1	2045
581			~~FAI1J~~		~~Widen~~	~~I-95 southbound~~	~~Exit 130~~	~~Exit 126 (US 1/VA17)~~	~~1~~	~~1~~	~~3~~	~~4~~	~~2035~~
582			FAI1K		Construct	I-95 southbound	1.3 miles south of Exit 130	.3 miles north of Truslow Rd	1	1	x	x+3cd	2025
583			FAS22A		Widen	VA-3 (William St)	Gateway Blvd.	William St./Blue Gray Parkway			4	6	2030
584			FAS22		Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	2013 completed
585			FAP6E		Widen	Tidewater Trail US 17 Business/VA 2	~~Beulah Salisburty Dr~~. Mayfield Ave.	US 17 Bypass (Mills Dr.)	2	2	2	4	2035
587			FAP6C		Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	2020 completed
587			FAP6		Widen	US 17	US 1	Hospital Blvd.	2	2		4	2025
588			FAP7A		Widen	VA 218 (Butler Rd.)	Carter St.	Castle Rock Dr.	4	4	2	4	2045
588			FAS27		Widen	VA 638 (Landsdowne Rd.)	Shannon Dr.	Tidewater Trail	3	3	2	4	2050
		Fredericksburg											

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045. Blue = removed. Yellow = added or changed.
Pink = technical correction during comment period.

VISUALIZE 2050 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 5/09/2024

	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
589			FAU4		Construct	Carl D. Silver Pkwy Ext.	current terminus	Gordon Rd. west of Shelton Blvd.			0	4	2035
590			FAU1			Fall Hill Ave./ Mary Washington Blvd. Extension	Mary Wash. Blvd.	Gordon Shelton Blvd.			2	4	2020 completed
591			FAU3			Lafayette Blvd.	~~City Limit~~ US 1	VA-3 (Blue & Gray Parkway)				4	2045
592			FAU2			Gateway Blvd. Extended	William St. (PR-3)	Fall Hill Ave (UR-3965)			0	4	~~2035~~ 2038
		Stafford County Secondary											
594			FAS5b			VA 630 (Courthouse Rd)	Austin Ridge Dr.	VA 648 (Shelton Shop Rd)	4	4	2	4	2035
595			FAS13			VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	2035
596			FAS3E		Widen	Garrisonville Rd.	Eustace Rd.	Shelton Shop Rd.			4	6	2045
		Spotsylvania County Secondary											
597			FAS26A			VA 606	US 1	I-95				4	2025
598			FAS18B			VA-620 (Harrison Rd.)	US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)			2	4	2035
599			~~FAS19~~			~~VA 636 (Mine Rd./ Hood Dr.)~~	~~VA 208 (Courthouse Rd.)~~	~~US 1~~	~~4~~	~~4~~	~~2~~	~~4~~	~~2025~~
600			FAS19B			VA 636 (Mine Rd./ Hood Dr.)	~~Falcon Dr. / Spotsylvania Ave~~ VA Healthcare Center Hood Dr. Entrance	Landsdowne Rd	4	4		4	2035
600			FAS28		Widen	VA 674 (Chancellor Rd. Ext.)	Old Plank Rd./ Chancellor Rd.	VA 3			2	4	2050

NOTE: Shaded areas represent changes from the 2022 Update to Visualize 2045. Blue = removed. Yellow = added or changed.
Pink = technical correction during comment period.

TPB R2-2022
July 21, 2021

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

RESOLUTION ON INCLUSION OF PROJECT SUBMISSIONS IN THE AIR QUALITY CONFORMITY ANALYSIS FOR THE CONSTRAINED ELEMENT FOR THE MARYLAND PORTION OF THE UPDATE TO VISUALIZE 2045 AND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington metropolitan area, has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the federal metropolitan planning regulations (23 CFR.450) assign TPB the responsibility to cooperatively develop the long-range metropolitan transportation plan (LRTP) and transportation improvement program (TIP) specified in Sections 450.324 and 450.326; and

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

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the FTA and FHWA requires that the LRTP and the TIP be reviewed and updated at least every four years; and

WHEREAS, federal conformity regulations, originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012, based on the federal Clean Air Act (CAA Section 176(c)), require that the metropolitan transportation plan, program and projects in metropolitan areas not in attainment of national ambient air quality standards, demonstrate conformity to the area's state implementation plan; and

WHEREAS, federal conformity regulations require that the conformity analysis of the plan, program and projects be reviewed and updated at least every four years; and

WHEREAS, on October 17, 2018, the TPB adopted resolution R4-2019 determining that the Visualize 2045 Plan and FY 2019-2024 TIP conform with the requirements of the Clean Air Act Amendments of 1990, resolution R5-2019 approving the Visualize 2045 Plan, and resolution R6-2019 approving the FY 2019-2024 TIP, and the Visualize 2045 Plan and FY 2019-2024 TIP were approved by the FTA and FHWA on December 13, 2018; and

WHEREAS, on March 18, 2020, the TPB adopted Resolution R14-2020 determining that the FY 2021-2024 TIP and the 2020 Amendment to the Visualize 2045 Plan conform with the requirements of the Clean Air Act Amendments of 1990, resolution R15-2020 approving the Visualize 2045 Plan, the FY 2019-2024 TIP; and

WHEREAS, the TPB has to complete its four year review and update of the plan, program, and projects along with the conformity analysis and receive federal approval by December 2022, therefore the TPB issued the Technical Inputs Solicitation Submission Guide, approved an update schedule with final plan approval anticipated in June 2022, and asked for inputs and updates to develop the FY 2023-2026 TIP and the updated Visualize 2045 Plan on December 16, 2020; and

WHEREAS, on April 2, 2021, the inputs to the Air Quality Conformity Analysis for the update to Visualize 2045 and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the submitted inputs for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work have been reviewed by the Technical Committee at its meetings on March 5, 2021; April 2, 2021; and June 4, 2021; and

WHEREAS, the TPB was briefed on the submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP at its April and May 2021 meetings and two board work sessions were conducted to provide a facilitated review of those inputs; and

WHEREAS, the project submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues; and

WHEREAS, the TPB and its member jurisdictions are committed to mitigating climate change through actions to achieve climate goals established by COG and the local government plans; and

WHEREAS, the TPB is undertaking a Climate Change Mitigation Study which is expected to identify actions that can be taken to reduce the transportation sector's greenhouse gas emissions and to be complete by the end of 2021; and

WHEREAS, on June 16, 2021, the TPB approved (R19-2021) the Air Quality Conformity Analysis Scope of Work, the project submissions of the TPB member agencies for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023-2026 TIP and update to the Visualize 2045 Plan, and the draft Round 9.2 Cooperative Forecasts of employment, population and households developed by COG's Planning Director's Technical Advisory Committee for use in the Air Quality Conformity Analysis; and

WHEREAS, the TPB, upon completion of its 2022 update of Visualize 2045, will initiate an interim update to the Long-Range Transportation Plan with a target completion date of 2024, and the interim update will include the consideration of multiple build scenarios and an analysis of each scenario's impact on the region's adopted goals and targets, including

reduction of greenhouse gas emissions, and will be based on the concept of 'zero-based budgeting' where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement; and

WHEREAS, the project submissions approved on June 16, 2021 by the TPB excluded the Maryland I-270/I-495 HOT Lanes project while approving the remaining Maryland transit and highway projects listed in Attachment A; and

WHEREAS, on June 21, 2021, the Maryland Department of Transportation (MDOT) notified the TPB that the package of projects submitted was supported by a financial plan, and the TPB's June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project removed the private revenues that supported that project, thus disrupting the fiscal constraint for the projects MDOT has submitted and as a result, MDOT would need to remove additional projects (transit and/or highway) projects to reestablish the fiscal constraint for its project submission; and

WHEREAS, since the June 21, 2021 MDOT notification of the unintended consequences of the June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project from conformity inputs, which also affected other projects that MDOT was funding on account of the receipt of private funding, many TPB member jurisdictions form Maryland have expressed an interest to amend the Maryland project input list by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project; and

WHEREAS, since the June 16, 2021 TPB action to exclude the I-270/I-495 HOT Lanes project from the conformity inputs, a number TPB member jurisdictions from Virginia have articulated the significant adverse impact this action will have on the performance outcomes from Virginia projects and the mobility/accessibility improvements it anticipated from the I-270/I-495 HOT lanes project, and have expressed an interest to amend the Maryland project input list by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project; and

WHEREAS, MDOT notes that it substantially changed the scope of the I-270/I-495 HOT Lanes project as part of this round of conformity analysis by downgrading the proposed construction of HOT lanes on I-495 from the I-270 Spur to Woodrow Wilson Bridge so as to better coordinate this proposal with the local jurisdictions and notes that MDOT remains committed to work with all TPB member jurisdictions to better understand and address any outstanding concerns they may have with the current recommended preferred alternative (Phase 1 North and South); and

WHEREAS, MDOT is proposing to deliver Phase 1 of the I-270/I-495 HOT Lanes project fully with private funding through a public-private partnership (P3); and

WHEREAS, MDOT and Montgomery County are committed to deliver transit improvements through establishing and maintaining a collaborative, coordinated effort for developing the transit improvements during the predevelopment work of the Phase 1 P3 Agreement.

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board amends the projects to be included in the air quality conformity analysis for the proposed 2022 Update to Visualize 2045 by adding Maryland's construction of the American Legion Bridge I-270 To I-70 Relief Plan - Phase 1 of the Traffic Relief Plan:

- Phase 1 South, starting in the vicinity of the George Washington Parkway in Virginia including the American Legion Bridge, provides two HOT lanes in each direction from I-495 to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025;

- Phase 1 North, a related part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030; and

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT:

1. MDOT, in accordance with commitments made at the Maryland Board of Public Works (BPW), will:

    a. Identify additional transit investments that will be fully developed through ongoing coordination with the affected counties;

    b. After financial close of the Phase 1 South Section P3 Agreement, MDOT will commit to fund not less than $60 million from the Development Rights Fee for design and permitting of high priority transit investments in the Montgomery County, such as Phase I of the Corridor Cities Transitway, Bus Rapid Transit in the MD 355 Corridor, or other high priority projects. MDOT will work collaboratively with Montgomery County to develop plans for construction, final delivery, and operation, funded through ongoing toll revenue;

    c. As Part of Phase 1 South, MDOT will commit to provide not less than $300 million of additional transit investment funding inclusive of the phase developer's proposed transit investment to implement high priority transit projects in Montgomery County. The funds will be provided over the operating term of Phase 1 South within a schedule developed through collaboration on a plan for the construction, final delivery, and operations of the project(s) in conjunction with the managed lane development and financing;

    d. Additionally, as mitigation and as part of Phase 1 South highway improvements, MDOT will construct new bus bays at Shady Grove Station; increase parking capacity at the Westfield Montgomery Park and Ride; provide the necessary bus fleet; and construct and equip the Metropolitan Grove Bus Operations and Maintenance Facility. These resources should be provided for use early in the construction period to support expanded local transit operations for the long term. MDOT will brief the TPB on these plans prior to TPB adoption of the updated Visualize 2045 Plan in 2022; and

e. Additional and appropriately scaled transit investments will be made by MDOT for Phase 1 North to fulfill its commitment to complete major transit improvements concurrent with all sections of Phase 1. MDOT shall seek concurrence with the affected counties on these transit investments and will report to and brief TPB on these investments prior to TBP adoption of the inputs for the next Long Range Transportation Plan and air quality conformity analysis update expected in 2024.

2. Only after this collaboration and completion of a Final Environmental Impact Statement and Record of Decision for a build alternative, would MDOT seek BPW approval of the Section Agreement for Phase 1 South or Phase 1 North.

As revised and adopted by the Transportation Planning Board at its regular meeting on July 21, 2021

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(Maryland transit)

	ConID	Scenario	Improvement	Facility	From	To	Projected Complete	PIT Project ID
MDOT/MTA								
15	617	MARCFRQ	Implement	Brunswick Line Service Improvements			2029	CE3427
16	618	MARCFRQ	Implement	Camden Line Service Improvements			2029	CE3427
17	481	CCTBRT	Construct	Corridor Cities BRT	Shady Grove	Comsat	2035	CE1649
18	619	MARCFRQ	Implement	Penn Line Service Improvements			2029	CE3427
19	479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	2023	2795
20	480	SSTCTR	Construct	Silver Spring Transit Center	Phase II		2017 complete	
Montgomery County								
21	669		Study	Countywide BRT	various corrirors		Not Coded	
22		RANDBRT	Implement	Randolph Road BRT	US 29	MD 355	2040	CE3662
23	5062	NBETHBRT	Implement	North Bethesda Transitway BRT	Montgomery Mall Transit Center	White Flint	2030	CE3663
24		MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2030	CE3424
25		VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike	MD 97 Georgia Ave.	2025	CE3103
26	982	NHBRT	Implement	New Hampshire Ave. BRT	Colesville Park and Ride	Takoma Metro Station	2045	CE3672
27		29BRT	Implement	US 29 BRT	Burtonsville	Silver Spring Transit Center	2020 Complete	CE3423
28	483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		2045	CE1249
29	487	TIGERVEIR	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2021	CE1253

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
MDOT												
Interstate												
144		126	MI2Q	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020
145	6432 CE1186 Phase 1 South	125	MI2U1	Construct/ Widen	I 270 Toll Lanes	I 495	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
146	6432 CE1186 Phase 1 South	892	MI2U2	Construct/ Widen	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT	2025
147	6432 CE1186 Phase 1 North	893	MI2U3	Construct/ Widen	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB	2030
148	6432 CE1186 Phase 1 North	893	MI2U4	Construct/ Widen	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB	2030
149	6432 CE1186 Phase 1 North	894	MI2U5	Construct/ Widen	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB	2030
150	6432 CE1186 Phase 1 North	894	MI2U6	Construct/ Widen	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB	2030
151	6432 CE1186 Phase 1 North	895	MI2U7	Construct/ Widen	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT	2030
152	6444	952	MI2TSB6	Construct	I270 southbound auxiliary lane (innovative congestion management)	South of Shady Grove Rd local slip ramp	South of Shady Grove Rd express lanes slip ramp	1	1			2019 complete

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
153	6444	953	MI2TSB7	Construct	I270 southbound auxiliary lane (innovative congestion management)	Md 28 on-ramp	MD 189 off-ramp	1	1			2021
154	6444	954	MI2TSB8	Construct	I270 southbound (innovative congestion management)	MD 189 on-ramp	Montrose Road off-ramp	1	1			2019 complete
155	6444	955	MI2TSB12	Construct	I270 southbound (innovative congestion management)	North of Montrose Road	Democracy Boulevard	1	1			2019 complete
156	6444	956	MI2TNB1	Construct	I270 northbound (innovative congestion management)	Democracy Boulevard on-ramp	North of Montrose Road slip ramp to local lanes	1	1			2019 complete
157	6444	957	MI2TNB2	Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			2021
158	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
159			MI2TNB3	Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019
160			MI2TNB4	Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019
161			MI2TNB4	Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019
162	6444	962	MI2TNB5	Construct	I270 northbound (innovative congestion management)	MD 121	Comus Road Bridge	1	1			2021 complete
163		210	MI4	Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
164	CE2250	151	MI4a	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2022
165				Study	I-295 Toll Lanes- planning study	US 50	I-95 (in Baltimore)					Not Coded
166	CE1479	108	MI1P MI1PR	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
167	**6432 CE3281 Phase 1 South**	**696**	**MI1Q**	**Construct/ Widen**	**I 495 Toll Lanes**	**Virginia State line/Potomac River (including American Legion Bridge)**	**I 270Y - western spur**	**1**	**1**	**8/10**	**8/10 + 4 HOT**	**2025**
168	**6432 CE3281 Phase 1 South**	**856**	**MI1R**	**Construct/ Widen**	**I 495 Toll Lanes**	**I 270Y - western spur**	**MD 355**	**1**	**1**	**6**	**6 + 4 HOT**	**2025**
169	6432 CE3281	905	MI1S	Study	I 495 Toll Lanes	MD 355	I 95	1	1	8	8 + 4 HOT	not coded

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
170	6432 CE3281	906	MI1T	Study	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8 + 4 HOT	not coded
171	CE1182	907	MI1U	Study	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 HOT	not coded
172	CE1182	908	MI1V	Study	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 HOT	not coded
173	CE1182	909	MI1W	Study	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 HOT	not coded
	Primary											
174	3108	139	MP10A	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	2023
175	CE1202	935 936	NRS	Reconstruct	US 1	MD 193	I 95 / I 495	2	2	4	4	2035
176	CE1200	370	MP9	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
177	CE1200	913	NRS	Construct	MD 2 / MD 4 Interchange	at Stoakley Road/Hospital Drive and at MD 765A (south junction)		2	5	4	6	2045
178	CE2246	645	NRS	Reconstruct	MD 4 Interchange	at MD 235		2	2	2	4	2031
179		127	MP2C	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	2035
180	CE1194	355	NRS	Construct	MD 4	at Westphalia Road		2	5	4	6	2040
181	3547	393	NRS	Construct	MD 4 Pennsylvania Avenue	at Suitland Parkway		5	5	4	4	2020
182	CE1194	933	NRS	Construct	MD 4 Interchange	at Dower House Road		5	5	4	6	2040
183	CE1194	212	MP3A	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040
184	CE1196 3469	440	NRS	Construct	MD 5	at Earnshaw/Burch Hill Roads		2	5	4	6	2035
185	3469 CE1196	205	MP4F	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2035
186		354	NRS	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	2019

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
187	3469 CE1196	441	NRS	Construct	MD 5 Branch Avenue	at Surratts Road		2	5	4	6	2035
188	CE3567	914	MP15B	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	2040
189	CE3566	915	MP15A	Construct/Widen	US 15	US 340 / South Jefferson Street	MD 26	5	5	4	6	2030
190	CE913	358	MP15	Construct	US 15 Interchange	at Monocacy Blvd./Christophers Crossing		3	3	4	4	2018 complete
191	3641 CE1197	211	NRS	Construct	US 29 Columbia Pike	at Musgrove/Fairland Road				6	6	2035
192	CE1197	551		Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030
193	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
194		647	NRS	Study	US 29 Columbia Pike	North of MD 650 New Hampshire Avenue	Howard County Line	5	5	6	6	2045
195	CE3425	941	NRS	Reconstruct	US 50	District of Columbia line	I 95 / I 495	2	2	4	4	2035
196	CE1210	858	FP2B	Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035
197	6483	391	FP2A	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	~~4~~	6	2022
198	CE1210	859	FP2C	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	~~4~~	6	2035
199	CE1190	387	MP14	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045
200	4879	353	NRS	Upgrade	MD 210	at Kerby Hill Road/Livingston Road		5	5	6	6	2021
201	4879	124	MP6D	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040
202	5527	384	MP18	Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2023
203	CE1004	940	MP8E	Widen	US 301	Harry Nice Bridge	I-595 / US 50	2/5	5	4/6	6	2045
204	CE2239	939	NRS	Reconstruct	US 301 Interchange	at MD 5 Business/MD 228		2	5	6	6	2040
205	CF2239	938	NRS	Reconstruct	US 301	at MD 5 (south junction)		2	5	6	6	2035
206	CE1619	937	NRS	Construct	US 301 Interchange	at MD 197		5	5	6	6	2035
206	CE1619	937		Construct	US 301	North of Mt. Oak Road	I-595/ US 50	2	5	4/6	6	2035
	Secondary											

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
207	3476 CE1462	206	MS2F	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	2-4	2045
208	3476 CE1462	925	NRS	Reconstruct	MD 28 Norbeck Road	MD 182	Norwood Road	2	2	4	4	2045
209	3476 CE1462	926	NRS	Reconstruct	MD 198	Norwood Road	MD 650	2	2	2	2	2045
210	3476 CE1462	927	NRS	Reconstruct	MD 198	MD 650	Old Columbia Pike	2	2	2	2	2045
211	3476 CE1462	928	NRS	Reconstruct	MD 198	Old Columbia Pike	US 29A	2	2	4	4	2045
212	3476 CE1462	929	NRS	Reconstruct	MD 198	US 29A	I 95	2	2	4	4	2045
213	3106	137	MP12C	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	2021
214	CE2618	931	NRS	Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	6/7	2030
215	CE1211	392	NRS	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
216		135	NRS	Upgrade	MD 97 Georgia Avenue Interchange	at Randolph Road		2	2	6	6	2018
217	CE1203	115	MS32	Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	3	3	4	4	2030
218	CE1203	921	NRS	Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2	3	2035
219	3057 CE1206	118	MS6B	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035
220	3057 CE1206	1	MS6D	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2035
221	CE2253	356	MS35	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	2030

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
222	CE2261	924	MS36A	Construct/ Widen	MD 180	Greenfield Drive	I 70 (west junction)	4	4	2	4	2035
224	CE1204	359	MS10B	Widen	MD 201 Edmonston Rd. / Old Baltimore Pike	Cherrywood Lane	Ammendale Way	3	3	2/3	4	2045
225	CE1204	965	MS10E	Construct/Widen	MD 201 Extended (Cedarhurst Dr.)	Muirkirk Road	US 1	3	3	2	4	2045
226	CE2248	942	NRS	Reconstruct	MD 223	MD 4	Steed Road	3	3	2	2	2045
227	CE1207	175	MS18D	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2030
228		516	same as MC15B	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	2020
229	6384	152	BRAC nrs	Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda			2	2			2020 complete
	Frederick County											
	Secondary											
230		648	MS36C	Widen/ Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020
231		993	in FS3	Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Road	3	3	2	4	2024
232		880	FS3	Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	2020
233		879	NRS	Construct	Christopher's Crossing	Shookstown Road	Rocky Springs Road	3	3	0	4	2026
234		651	FS2a	Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2019
235		691	NRS	Construct	Spectrum Drive	Technology Way	MD 85 Buckeystown Pike	0	4	0	2	2030
	Montgomery County											
	Secondary											
236	3498	208	NRS	Construct	Burtonsville Access Road	MD 198 Spencerville Road	School Access Road in Burtonsville	0	4	0	2	2025
237	5944	597	NRS	Construct	Century Boulevard	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	0	3	0	4	2013 Completed
238	CE1577	199	MC43	Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2030
239	3049	112	MC7A	Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2030
240				Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
243		113	MC12F	Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
244	CE1229	161	MC14G	Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2045
245	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
246	7503			Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
247	7503			Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
248	CE2912 5948	428	NRS	Construct	Platt Ridge Drive Extended	Jones Bridge Road	Montrose Driveway			0	2	2018 Completed
249	CE1236	119	MC34	Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2021
	Urban											
250	5985	421		Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2026
251	5985	422		Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2026
252	5986	424		Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2030
253	5986	425		Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2030
254	5986	423		Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2030
	Prince George's County											
	Secondary											
255	6367	361	PGS3a	Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2026
256	6367	362	NRS	Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2028
257	CE1270	386	PGS5	Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2028
258	CE1320	365	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2030
259	CE1272	388	PGS9a	Widen	Bowie Race Track Road	MD 450 Annapolis Road	Clearfield Road	4	4	2	4	2024
264	CE1277	140	PGS16a	Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
265	CE1277	138	PGS16b	Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
266	CE1278	141	PGS17	Widen	Cherry Hill Road	Powder Mill Road	Selman Road	3	3	2	4	2019 Complete

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
267	CE1279	142	PGS18	Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2028
268	CE1280	144	PGS20b	Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	2014 Complete
269	CE1280	143	PGS20a	Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
270	CE1281	145	PGS21a	Widen	Contee Road	US 1	MD 201 Virginia Manor Road	4	4	2	4	2018 Complete
278	CE1288	162	PGS30a	Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
279	3132	164	PGS34a	Widen	Hill Road	Consideration Lane	MD 704 ML King Jr Highway	4	4	2	4	2018 complete
280	3132	163	PGS34B	Widen	Hill Road	Consideration Lane	MD 214 Central Avenue	4	4	2	4	2028
283	5806	165	PGS38b	Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2025
284	CE1291	417	PGS38a	Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2028
285		213	PGS40a	Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021
286			PGS40b	Reduce Capacity - bike lanes	Lottsford Road	MD 202 (Landover Rd.)	Largo Dr. West	3	3	6	4	2020
288	CE1295	360	PGP4a	Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025
289	CE1294	167	PGS42	Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	2017 Complete
290	CE1294	2	PGS42C	Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4 /Livingston Road	3	3	2	4	2017
291	CE1295	169	PGS44b	Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020
294	CE1297	173	PGS47	Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2028
296	CE1299	649	PGS50	Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2028

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS

(Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
298		369	PGS51a	Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
299	CE1324	193	PGS81	Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2020 Complete
302	CE2623	153	PGS55b	Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2028
304	CE1304	178	PGS58	Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
305	CE1305	179	PGS60B	Widen	Spine Road	MD 5 Branch Avenue / US 301	MD 381 Brandywine Road	3	3	2	4	2020 Complete
307	CE1307	122	PGP2	Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			2021 Complete
308	CE1309	181	PGPS63	Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2022
309	CE1313	185	PGP5a	Construct	US 50 Columbia Park Road Ramp	wb ramp to Columbia Park Rd						2014 Complete
310	CE1314	187	PGS67a	Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
312		188	PGS68	Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014
313	CE1316	429	PGS69a	Widen	Walker Mill Road	Silver Hill Road	I 95	3	3	2	4	2028
314	CE2624	154	PGS91	Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2028
315	3166	189	PGS70	Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018 complete
318		436	PGS40b	Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

TPB R15-2022
June 15, 2022

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

RESOLUTION APPROVING THE 2022 UPDATE TO THE VISUALIZE 2045 LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION AND THE FY 2023–2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

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

WHEREAS, the Federal Planning Regulations of the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) implementing the FAST Act, which became effective June 27, 2016, specify the development and content of the long-range transportation plan and of the transportation improvement program and require that it be reviewed and updated at least every four years; and

WHEREAS, on October 17, 2018, the TPB approved a new long-range transportation plan, called "Visualize 2045," that meets federal planning requirements, addresses the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan, and included a new "Aspirational Element" as specified by TPB Resolution R8-2018; and

WHEREAS, the TIP is required by FHWA and FTA as a basis and condition for all federal funding assistance to state, local and regional agencies for transportation improvements within the Washington planning area and the TPB approved the FY 2021-2024 Transportation Improvement Program (TIP) on March 20, 2020, which was developed as specified in the Federal Planning Regulations; and

WHEREAS, on December 16, 2020, TPB staff issued a Technical Inputs Solicitation Submission Guide, which is a formal call for area transportation implementing agencies to submit technical details, including information necessary to perform the required air quality analysis of the 2022 Update to the Visualize 2045 long-range transportation plan, and for projects and programs to be included in the FY 2023-2026 TIP that will meet federal planning requirements, and will address the federal planning factors and goals in the TPB Vision and the Regional Transportation Priorities Plan; and

WHEREAS, the transportation implementing agencies in the region provided project submissions for the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, and the TPB Technical Committee and the TPB reviewed the project submissions at meetings in April, May, June and July 2021 meetings; and

WHEREAS, at its June and July 2021 meetings, the TPB approved the projects submitted for inclusion in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP; and

WHEREAS, MDOT made certain transit commitments associated with the I-270/I-495 Traffic Relief Plan in Resolution R2-2022 and is required to brief the TPB on the transit commitments related to Phase 1 South of the I-270/I-495 Traffic Relief Plan; and the TPB will provide a formal statement for inclusion in the public docket of the FEIS for the I-270/I-495 Traffic Relief Plan referencing TPB's requirement that the transit commitments be met; and MDOT will report to TPB on the status of the transit commitments to Montgomery County bimonthly until a transit commitments agreement is reached with Montgomery County for Phase 1 South of the project; and

WHEREAS, on June 15, 2022, upon adopting on-road greenhouse gas reduction goals and strategies, to be appended to the 2022 Update to Visualize 2045; and

WHEREAS, on April 1, 2022, the draft FY 2023–2026 TIP was released for a 30-day public comment and inter-agency review period along with the draft 2022 Update to Visualize 2045, and the Air Quality Conformity Analysis; and

WHEREAS, the FY 2023-2026 TIP has been developed to meet the financial requirements in the Federal Planning Regulations; and

WHEREAS, during the development of the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis, the TPB Participation Plan was followed, and several opportunities were provided for public comment: (1) a 30-day public comment period on project submissions for the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and the air quality conformity analysis scope of work was provided from April 2 to May 3, 2021; (2) the TPB Community Advisory Committee (CAC) was briefed on the project submissions at its April 15, 2021 meeting, (3) an opportunity for public comment on these submissions was provided at the beginning of the April, May, June and July 2021 TPB meetings; (4) on April 1, 2022 the draft 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the draft Air Quality Conformity Analysis were released for a 30-day public comment period which closed on May 1, 2022; (5) on April 6 and 7, 2022, a virtual open house was held where staff shared results of the plan analysis and provided an opportunity for questions and answers; (6) on April 14, 2022, a Public Forum was held on the development of the FY 2023-2026 TIP; (7) an opportunity for public comment on these documents was provided on the TPB website and on the Visualize 2045 website, and at the beginning of the April, May and June 2022 TPB meetings; and (8) the documentation of the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, the Air Quality Conformity Analysis includes summaries of all comments and responses; and

WHEREAS, the TPB Technical Committee has recommended favorable action on the 2022 Update to Visualize 2045, the FY 2023-2026 TIP, and the Air Quality Conformity Analysis by the Board; and

WHEREAS, on June 15, 2022, the TPB passed Resolution R16-2022, determining that the 2022 Update to Visualize 2045, the FY 2023-2026 TIP conform with the requirements of the Clean Air Act Amendments of 1990; and

WHEREAS, the FY 2023-2026 TIP projects are consistent with the 2022 Update to Visualize 2045, and are selected in accordance with the Federal Planning Regulations; and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the 2022 Update to Visualize 2045 and the FY 2023-2026 Transportation Improvement Program.

Adopted by the Transportation Planning Board at its regular meeting on June 15, 2022

ITEM 8 – Action
May 15, 2024

Visualize 2050: Approval of the Scope of Work for the Air Quality Conformity Analysis of the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP), Which Includes Projects Submitted for Analysis

Action: Adopt Resolution R12-2024 to approve the scope of work for the Air Quality Conformity Analysis of Visualize 2050 and the FY 2026-2029 TIP, including the list of project submissions for analysis.

Background: Item 8A: Approval of the Scope of Work for the Air Quality Conformity Analysis of the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP), which includes projects submitted for analysis.

UPDATE AS OF 5-14-24:
There has been new language for the resolution proposed as highlighted in yellow in the resolution packet. Attachment 1 (MDOT letter) has been added and a new Attachment 2 (VDOT letter) is also included; original attachments 2-4 are renumbered 3-5.

Following the TPB approved Visualize 2050 development schedule, the TPB this month is asked to take the first of two key actions. The first is the Board will vote this month on the approval of the air quality conformity analysis scope of work including regionally significant projects to proceed with the required federal air quality conformity analysis. Over the last 17 months, these projects underwent a thorough review by the TPB member agencies (sponsor agency) assisted by TPB staff, two public comment periods, and

several TPB meetings/work sessions. TPB member agencies have proposed these projects for inclusion in Visualize 2050 because of their anticipated value towards achieving the National Capital Region's desired future transportation system.

The second Board action is adoption of Visualize 2050 Plan and FY 2026-2029 TIP, upon completion of the air quality conformity and system performance analysis, and is scheduled for June 2025 including all the remaining project inputs that are not part of the air quality conformity analysis.

Item 8B: Supplemental Information to Support Board Action on Resolution R12-2024
UPDATE AS OF 5-14-24: The MDOT letter from May 14, 2024 has been included.

Staff reviews information on letters received from agencies, edits made to the Air Quality Conformity Inputs Table since the April 17, 2024 TPB meeting and other information to support Board action on Resolution R12-2024 in Item 8A.

ATTACHMENTS

- Item 8A – Updated on 5-14-24 - Attachment 1 (MDOT letter) has been added and a new Attachment 2 (VDOT letter) is also included with new language highlighted in yellow; original attachments 2-4 are now 3-5. Visualize 2050 and FY 2026-2029 TIP Air Quality Conformity Analysis Scope of Work Approval Package
- Item 8B – Updated on 5-14-24 to include the MDOT letter Visualize 2050 and FY 2026-2029 TIP Supplemental Information
- Item 8 – Visualize 2050 Air Quality Conformity Scope of Work Approval Presentation

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: TPB Board

FROM: Cristina Finch, Transportation Planner

SUBJECT: Approval of the Scope of Work for the Air Quality Conformity Analysis of the Visualize 2050 National Capital Region Transportation Plan and the FY 2026-2029 Transportation Improvement Program (TIP), which includes projects submitted for analysis

DATE: May 14, 2024

PURPOSE

The purpose of this memorandum is to provide supplemental information on the resolution that the Board will be asked to approve at this meeting as part of Item 8A. This includes updated information on the technical inputs since the last Board meeting to be included in the regional air quality conformity analysis of the next National Capital Region Transportation Plan, Visualize 2050, and the FY 2026-2029 Transportation Improvement Program (TIP).

- **Resolution R12-2024** includes a letter from Maryland DOT (R12-2024 Attachment 1) and transit commitments from Maryland in response to past resolutions R2-2022 and R15-2022 which are also included (R12-2024 Attachment 4)

- **Air Quality Conformity Analysis Scope of Work** provides additional technical information to be used and outlines the work tasks to be performed in the analysis including the COG-approved Cooperative Forecasts Round 10 tables. (Resolution R12-2024 Attachment 2)

- **Air Quality Conformity Network Input Tables** reflect every regionally significant for air quality project that will be analyzed. The table identifies (1) in pink changes since the end of the public comment period (March 30, 2024) and reflects response to comments and technical corrections; (2) in blue/strikethrough highlight projects from Visualize 2045 that are being withdrawn (i.e. deletions); and (3) in yellow highlight projects that are either newly proposed for inclusion in Visualize 2050 or changes to some aspect of a project that is in Visualize 2045 . *This list does not include ongoing/candidate projects that are not regionally significant for air quality.*
  (Resolution R12-2024 Attachment 3)

Supplementary Information:

- Two letters from Virginia DOT on the Southside Express Lanes project
- One letter from Maryland DOT requesting removal of an I-495 express lanes study from the Air Quality Conformity Network Input Table and providing information about the American Legion Bridge plus I-270 Program

UPDATES TO THE AIR QUALITY CONFORMITY ANALYSIS CONFORMITY TABLE AND SCOPE OF WORK

Since the publishing of the Air Quality Conformity Inputs Table for the April TPB meeting, TPB staff received more feedback from agency staff that prompted the following additional edits:

1. Shellhorn Road Extension (row 540) – Facility was Williamson Blvd, should be Sterling Blvd
2. James Madison Highway Overpass Widening (rows 421-422) – row 421 was listed and should be removed, row 422 completion date was 2030, should be 2038
3. I-495 Toll Lanes (row 204) – should be clarified in the To limit adding "(including access/egress ramps eastward on the Beltway toward MD 187)"
4. I-495 Toll Lanes (rows 205-210) – study, not coded, from I-270Y – western spur to the Potomac River should be removed completely from the table
5. I-495 Southside Express Lanes (row 373 / 373a) – row 373a which had been added for the April meeting materials to show more detail in number of lanes for a small section of the project has been removed; row 373 is as it was originally in the March meeting materials, with 2 express lanes in each direction, has been restored.
6. Randolph Rd BRT, North Bethesda Transitway BRT, and New Hampshire Avenue New BRT Expansion from Colesville Park and Ride to Fort Totten Metro Station (Transit, Rows 23, 24, and 27) – were listed in the April meeting materials as study/not coded, and should be listed as Implement as originally listed in the March meeting materials. Additionally, the completion year for all three BRT projects should be 2045.

SCHEDULE

The Visualize 2050 development process has completed the second of three public comment opportunities. Key upcoming dates:

May	The TPB will take a key vote in the planning process on May 15, 2024, which will enable the continuation of modeling and conformity analysis work.
	Agencies submit any remaining non-regionally significant for air quality projects into the PIT **by June 28, 2024**.
Summer	TPB staff work with TPB member agencies on other projects, programs not significant for air quality conformity analysis
Fall	TPB staff finalize the complete financial plan for Visualize 2050 (including Operations, Maintenance/State of Good Repair), full project list and analyze takeaways for Visualize 2050
Winter	Finalize conformity analysis, draft Visualize 2050 plan and FY 2026-2029 Transportation Improvement Program
April 2025	TPB review analysis results, draft plan and FY 2026-2029 TIP; Public Comment Period
June 2025	TPB action to approve the results of the Air Quality Conformity Analysis and adoption of Visualize 2050 and the FY 2026-2029 Transportation Improvement Program

ATTACHMENTS

1. Virginia DOT April 30, 2024 letter on I-495 Southside Express Lanes project
2. Virginia DOT May 7, 2024 letter in response to questions on I-495 Southside Express Lanes project
3. Maryland DOT May 14, 2024 letter on 495 “East” Study, ALB+270 Program, and Southern Maryland Rapid Transit

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

April 30, 2024

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

RE: I-495 Southside Express Lanes Study

Dear Chair Henderson:

The Virginia Department of Transportation (VDOT) continues to value the partnership with the Transportation Planning Board (TPB) as we collectively seek to update the Visualize 2050 Constrained Long Range Plan (CLRP). The efforts and collaboration amongst TPB and its member states, jurisdictions, legislative representatives, and regional authorities is critical to the support of regionally significant projects. As you are aware, project submissions for Visualize 2050 by VDOT include the I-495 Southside Express Lanes project. This critical project seeks to develop a multimodal solution with a goal of moving the most people as efficiently as possible through this congested segment of the Capital Beltway. The project presents the opportunity to create and expand transit connections within the region while also providing congestion relief and increased travel reliability. The project is consistent with the TPB's adopted goals for the development of Visualize 2050, specifically through its objective to reduce travel times for transit services and the free use of the express lanes network by these services and other high occupancy vehicles.

Over the last several months, we have heard concerns regarding the preservation of space on the Woodrow Wilson Memorial Bridge (WWMB) for future rail transit. The National Environmental Policy Act (NEPA) study completed in 2000 delineated the inside lanes of the bridge for future rail transit and its ensuing Record of Decision memorialized this requirement. I am writing to clearly state that VDOT is fully supportive of future rail transit over the WWMB and as such is continuing to pursue rail preservation by advancing alternatives that can be pursued in the near term while including flexibility for the long term, are cost effective, and can be built largely within the footprint of the existing corridor. The concepts under NEPA review incorporate rail preservation either through retaining existing, unoccupied space or by incorporating a commitment to convert necessary space to rail transit in the future when Washington Metropolitan Area Transit Authority (WMATA) and the region are positioned to implement service across the WWMB. Incorporating this commitment as part of the NEPA process and its ultimate federal approval means this requirement is legally enforceable. VDOT's adherence to this requirement will not result in costs for WMATA to convert the space when they are ready to implement service. Further, VDOT has stated, and I reiterate, that terms within any future contract or concessionaire agreement would similarly incorporate a requirement for conversion to rail transit in the future consistent with the preferred alternative approved through the NEPA process. This means a future agreement would make clear the need for the concessionaire to vacate the space necessary to operate heavy rail.

Regarding transit investments, it has been the practice of the Commonwealth to incorporate on-going transit payments from express lane projects in Northern Virginia to enhance multimodal options in the respective corridor. It is VDOT's intent to continue the advocacy for our established practice with this project. However, since this project is still at preliminary stages, we are not able to identify the amount nor the nature of funding for transit investments in the corridor at this time. To underscore the Commonwealth's commitment to this approach, it is worth noting that since 2017 VDOT alone and in conjunction with our express lane partners have provided $156 million to the Commuter Choice Program which has been used to fund park and ride lots, bus purchases, shared use paths, and transit stations.

In closing, we understand the importance of future rail transit on the Woodrow Wilson Bridge and are committed to ensuring the space will be available. I hope you will continue to support the Commonwealth's efforts to solve the region's most challenging congestion in the near term while also retaining the flexibility necessary to adjust our problem-solving approaches in the future.
Sincerely,

Stephen C. Brich, P.E.
Commissioner of Highways

C: The Honorable W. Sheppard Miller, III, Secretary of Transportation
Mr. Kanti Srikanth, TPB, Executive Director
Ms. Cathy McGhee, P.E., VDOT, Chief Deputy Commissioner
Ms. Angel Deem, VDOT, Chief of Policy
Mr. Bill Cuttler, P.E., VDOT-NoVA, District Engineer
Ms. Maria Sinner, P.E., VDOT-NoVA, ADA Planning and Investment

COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

May 7, 2024

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

RE: VDOT Response to Prince George's County Questions on I-495 SEL Project

Dear Chair Henderson,

At the April 17th TPB Board Meeting, VDOT received four questions from Prince George's County on the Commonwealth's submission of the I-495 Southside Express Lanes (SEL) project for Visualize2050. As requested, this letter is a response to the following questions asked by fellow TPB member, Victor Weissburg, Prince George's County at the meeting.

Q1. Has a timeline on implementing the bus plan from the DRPT Study with phasing connected to milestones and funding been established?

A1. The DPRT study was completed in April 2023. The study identified near-, mid- and long-term recommendations. Next steps in advancing the study included identifying potential funding sources and securing funding. For more information reference the following link. https://drpt.virginia.gov/studies-and-reports/i-495-southside-transit-tdm-study/

Q2. How will a transfer to rail from HOT when that project is advanced be executed, especially given the nature of long term P3 contracts?

A2. During the procurement and events leading up to the execution of an agreement, the private operator will be fully aware of the future rail expansion plans. Specific language can be included in a comprehensive agreement (CA) regarding preservation of future rail and failure to adhere to the requirements of the comprehensive agreement by the private operator could result in breach of contract and default. An example of such language was included in the Transform 66, Outside the Beltway CA regarding expansion of the Orange Line.

> **Section 12.05 Alternative Facilities**
> (b) Orange Line Expansion. The opening of the Orange Line for operations within the I-66 Corridor encompassing the Express Lanes within the 10 years following the Agreement Year in which the Project Completion Date occurs will be considered an Alternative Facility.

The Honorable Christina Henderson
May 7, 2024

Exhibit B-1
Preservation of a minimum of 42-foot median for future transit use as graphically depicted in the RFP Conceptual Plans

Q3. We need a clearer and stronger understanding of how travel from locations east of MD 210 will not be significantly adversely impacted?

A3. Preliminary traffic analysis for the project is underway. A detailed traffic analysis will be completed as the NEPA study progresses. Travel westbound into Virginia would have access to Express Lanes or the same number of general-purpose lanes as exist today. This would provide enhanced travel choice and travel time reliability, both in single occupancy vehicles, carpools, or bus transit.

Q4. What are the benefits to Prince George's County of having HOT lanes on this portion of the Beltway? We have not heard those fully articulated.

A4. The project benefits are the following:

- The express lanes in Northern Virginia are achieving the Commonwealth's primary goal of moving more people through a very busy, and unpredictable region, while providing improved travel reliability and enhanced transit options in a cost-effective manner.
- The 495 Southside Study is evaluating expansion of express lane to provide system continuity, additional travel choices, reduction of congestion, improvement in travel reliability and safety along with evaluating consistency with local and regional plans.
- While the express lanes provide a reliable option for single-occupant vehicles, they also encourage and benefit buses and carpools, by providing toll-free access to the express lanes, and the benefit of a faster and more reliable trip.
- The project will also benefit travelers in the "free" or general-purpose lane as a result of trips diverted to the express lanes.
- The project is anticipated to provide benefits consistent with other express lane projects in the region.
    - On the 495/395/95 Express Lanes, there are approximately 11,000 carpool (HOV-3+) trips daily. In the last year, 48% of total trips were carpools. On 66 Express Inside and Outside the Beltway approximately 7,550 and 7,330 daily trips respectively were carpools.
    - The 495/395/95 carries approximately 1,200 bus trips each weekday and the 66 Express Lanes Outside the Beltway carries an average of 1,400 bus trips each weekday further reducing congestion in the general-purpose lanes on these interstates.
    - Express lane projects have also supported transit investments such as through the Commuter Choice Program. Since 2017, this program has received $156 million which has funded 42 buses, 29 bus service improvements, 14 new express bus routes, 6 commuter incentive programs, 4 rail station enhancements, 3 park and ride lots, and 1 BRT line.

Thank you for providing us an opportunity to respond to Mr. Weissburg's questions. Representatives from VDOT will be available to follow-up as needed with any additional concerns expressed from any TPB member regarding the submission of any of the Commonwealth's projects for Visualize2050.

Sincerely,

for Nicholas J. Roper

Bill Cuttler, P.E.
Northern Virginia District Engineer

The Honorable Christina Henderson
May 7, 2024

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Ms. Michelle Shropshire, P.E., DBIA, VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA
Mr. Kanti Srikanth, National Capital Region Transportation Planning Board
Mr. Victor Weissberg, Prince George's County

May 14, 2024

The Honorable Christina Henderson
Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chair Henderson:

The Maryland Department of Transportation (MDOT) requests that certain changes be made to the project inputs and the conformity tables in the National Capital Region Transportation Planning Board's (TPB) Long Range Transportation Plan, Visualize 2050, reflecting feedback from Maryland member jurisdictions and the public. We also wanted to provide an update on coordination with the City of Rockville and the Montgomery County Department of Transportation (MCDOT) and additional context on the Southern Maryland Rapid Transit (SMRT) project in Charles and Prince George's Counties.

495 "East" Study
The MDOT is removing CE1182, the I-495 Toll Lanes Study from the I-270Y (Western Spur) to the Potomac River (Woodrow Wilson Bridge), which is listed in the conformity input tables. Portions of this segment were removed from the MDOT's construction program during the National Environment Policy Act (NEPA) process, and since it has no funding in the Transportation Improvement Program (TIP) nor in Visualize 2045, we are removing it from the list of studies proposed to be studied in Visualize 2050.

ALB+270 Program
Since the April 2024 TPB meeting, MDOT has coordinated further with MCDOT and the City of Rockville. Under the Moore-Miller Administration, MDOT has appreciated the coordination with MCDOT on the ALB+270 Program, including the County Executive and Council's support for MDOT's grant requests for the section of project currently being advanced in design. In our coordination following the April meeting, Montgomery County and MDOT reaffirmed their shared commitment for the implementation of the program in a manner that advances transit along the corridor. In coordination with Montgomery County, MDOT will support a resolution at the May meeting that reaffirms the transit commitments in TPB Resolutions R2-2022 and R15-2022 that were associated with the replacement of the American Legion Bridge and

widening of I-495 and I-270 in Visualize 2045 considering a certain scope, phasing, and project delivery methodology.

MDOT is committed to working with Montgomery County toward a more defined strategy to advance the project and these commitments before approval of Visualize 2050. MDOT has provided this resolution language to TPB staff for inclusion in the base resolution for the May 15, 2024 meeting.

The MDOT understands the City of Rockville's concerns about the Selected Alternative and their desire to remove the section of I-270 from Westlake Terrace to I-370 from Visualize 2050. As MDOT discussed in the April TPB meeting and in follow up with the City, MDOT is advancing design work for I-495 from the George Washington Memorial Parkway to the I-270 West Spur and on the I-270 West Spur from I-495 to north of Westlake Terrace and pursuing federal grants for construction. Meanwhile, MDOT plans to begin a NEPA study and associated planning for I-270 North (I-370 to I-70) later this year. No active design or planning activity related to the Selected Alternative is occurring between Westlake Terrace and I-370 on I-270 at this time nor is it planned to be advanced by this Administration as we focus on sections to the south and north.

At such time that design activities may start for this section, MDOT commits to engage with Gaithersburg, Montgomery County, and Rockville regarding the path forward. Mitigation requirements and commitments for the section, including sound barriers and transit investments, will be advanced as part of that engagement. MDOT will also evaluate the effects related to the phasing of potential improvements. MDOT will complete this engagement and evaluation prior to any funding for construction for this section being included in the Transportation Improvement Program.

While MDOT is comfortable to extend the time horizon for this section from the proposed 2040 to 2045 for Visualize 2050, consistent with the Project's NEPA horizon year, MDOT opposes any effort to remove this segment from the long-range plan as it would be inconsistent with the NEPA Record of Decision approved by the Federal Highway Administration.

Moreover, MDOT does not believe that a motion to remove only the Westlake Terrace to I-370 segment (called "Segment D" by TPB staff) is permissible. The federal regulations governing air quality conformity (40 CFR 93) provide clear definitions for transportation projects including transit projects and highway projects. The definition of a highway project in 40 CFR 93.101 mirrors FHWA regulations for actions evaluated under NEPA. Through the environmental review process, FHWA has defined the "highway project" through its approval of the Selected Alternative in their Record of Decision. The highway project's scope and limits cannot be changed for the purposes of evaluating air quality conformity as it must be consistent with the highway project in the Selected Alternative in the FHWA Record of Decision. The highway project may be phased for the purposes of construction, which is reflected in the air quality

inputs provided by MDOT. If the project were to be removed from the air quality conformity analysis, MDOT cannot advance the action including any construction and any commitments related to the project.

These issues being raised, MDOT would welcome the opportunity to put forward a resolution on Wednesday that affirms the City and the Department's shared goals while retaining "Segment D" in the long-range plan.

Southern Maryland Rapid Transit
We appreciate the feedback that we have received from stakeholders regarding the SMRT project in Charles and Prince George's Counties. MDOT and the Maryland Transit Administration (MTA) are actively coordinating with our local partners on completing the design, engineering, and environmental reviews to secure a federal record of decision on the project. We recently executed a Memorandum of Understanding (MOU) with the two Counties to advance this activity. Currently, there is $10M in federal earmark and state funding in the FY 23-26 TIP to complete this work, and it is listed as a study moving forward in the long-range plan (TIP Record 11620). There is a total of $25M programmed in MDOT's current FY24-FY29 Consolidated Transportation Program (CTP), and MDOT will update the upcoming FY 26-29 TIP this year to match the funding levels in the CTP. The MDOT strongly supports the advancement of the design and NEPA process.

In order for a project to be included in the TPB's conformity inputs for construction, it needs to be financially constrained, and it would have to demonstrate that construction or full funding is reasonably expected to be available. As soon as there is a designated mode, alignment, and estimated cost for construction, MDOT will work with the counties to include SMRT as a construction project either in a future long-range plan update or as an off-cycle plan amendment.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@mdot.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

Drew Morrison
Policy Advisor for Planning and Project Development, MDOT

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT
Mr. Geoffrey Anderson, Chief of Planning, Programming, and Delivery, MDOT

COMMONWEALTH OF VIRGINIA
COUNTY OF FAIRFAX
BOARD OF SUPERVISORS
FAIRFAX, VIRGINIA 22035

Suite 530
12000 GOVERNMENT CENTER PARKWAY
FAIRFAX, VIRGINIA 22035-0071

TELEPHONE 703- 324-2321
FAX 703- 324-3955

chairman@fairfaxcounty.gov

JEFFREY C. MCKAY
CHAIRMAN

May 14, 2024

National Capital Region Transportation Planning Board
Walter A. Scheiber Board Room
777 North Capitol Street, NE, Suite 300
Washington, DC 20002

RE: Item 8 - Visualize 2050 Action on Air Quality Conformity Scope of Work and Project Inputs Table Presentation

Dear Transportation Planning Board Members:

Thank you for your continued service to the residents of our region. The work of the Transportation Planning Board is immensely impactful to Fairfax County commuters and I appreciate having the opportunity to weigh in on a vote you are taking on May 15 concerning the I-495 Southside Project, the extension of the I-95/495 Express Lanes from the Springfield interchange across the Woodrow Wilson Bridge to MD 210 (Indian Head Highway). I strongly recommend you support advancing this project without modification.

Extending the Express Lanes beyond the Woodrow Wilson Bridge supports our region's equity goals and the One Fairfax equity policy. Currently, the segment of I-495 from the Springfield mixing bowl to the Woodrow Wilson Bridge is the only segment of Interstate in Northern Virginia without an Express Lanes component and, therefore, without a transit benefit. I do not believe it is acceptable to deny the residents of one of the most diverse areas of our region the reliable and efficient bus service that the Express Lanes would make possible. Furthermore, each segment of the current Express Lanes network – I-495, I-95 and I-66 – all provide a dedicated source of funding for transit improvements, which this segment of I-495 also currently lacks. Extending the Express Lanes would serve the communities around this segment of I-495 who are currently treated differently than the rest of Northern Virginia.

The proposed extension furthers our region's goal to provide safe, efficient and reliable transit service in multiple ways. Most notably, it may provide a dedicated source of revenue for transit improvements for the entire corridor. The funding from other currently operating Express Lanes segments has been used to provide more frequent bus service along those corridors, and the 495 NEXT project's proposed transit benefit would provide new bus service over the American Legion Bridge. This type of service on this segment of I-495 would be a gamechanger for residents who live there as well as for businesses around the region. Furthermore, a complete and seamless Express Lanes network would benefit bus riders across the region as it would move the most people along lanes that do not suffer from the same congestion as the traditional lanes. For example, during rush hour Virginia's I-95 Express Lanes move more than twice as many people per hour per lane compared to the I-95 general purpose lanes.

As you all are aware, with a large population of hybrid workers, our region's transit service providers are struggling to attract riders on a consistent basis. Commuters now have the opportunity to be more selective about their commuting options when they are only required to be in the office 3-4 days per week. In order to get these commuters out of single-occupancy vehicles (SOVs) and back into carpools, vanpools or buses, we must provide more convenient, reliable and faster travel options. That is not possible when these options must travel on the same congested roadways as SOVs. We should be looking at completing our region's Express Lanes network as a way to also promote transit and other high occupancy vehicle (HOV) options like carpools and vanpools.

Extending the Express Lanes would incentivize transit ridership and establish a customer base for potential future rail service without precluding the extension of Metrorail. The Virginia Department of Rail and Public Transportation completed a study of this segment of I-495 in 2023 and recommended four new bus routes crossing between Maryland and Virginia with the opening of the Express Lanes totaling over 8,000 daily riders. The Express Lanes would also enhance frequency for existing routes and promote additional routes through Fairfax County, Alexandria, and Arlington.

The economic development case for this extension is very clear as well. People need efficient means to get from their homes to their places of employment and other local destinations and it is clear that this part of our region is hindered by congestion as well as insufficient HOV alternatives. Extending the Express Lanes to MD 210 will improve the lives of commuters. It also will provide more efficient access to job centers for people in this area who do not have reliable access to a vehicle. Providing more equitable transit and HOV options in this area will provide an economic benefit to the residents and businesses around the region who employ them.

Removing the portion of this project east of the Woodrow Wilson Bridge would only create a problem exactly like the one we are dealing with at the American Legion Bridge. If we as a region continue to have as a goal reducing the number of SOVs on our roads, then providing the infrastructure to create multiple options for those drivers on one of our most heavily congested roadways is how we achieve it. This can be accomplished through a complete Express Lanes network that provides lanes without the same congestion and bottlenecks that the traditional lanes experience. I am a strong supporter of the Metrorail extension, which is unfortunately unfunded and likely still decades away. To be clear, VDOT has publicly committed to the preservation of future rail across the Woodrow Wilson Bridge in the legally binding environmental approval process and any future public-private partnership agreement.

In addition, we cannot wait until congestion on the Woodrow Wilson Bridge and its approaches deteriorate back to the conditions that existed before the bridge was replaced. I remember very well the daily congestion that brought travel in this area to a halt before the bridge was replaced more than a decade ago. Without finding ways to encourage carpooling and transit use, we will be back to that condition, squandering in the process the essential federal investment made to replace the bridge.

The region deserves to, at the very least, see a full analysis of what the I-495 Southside project can provide. Removing it, or altering its boundaries, will prevent the full and transparent review of the project. I strongly recommend you oppose any action to alter or remove the I-495 Southside project from the Visualize 2050 long range plan.

Sincerely,

Jeffrey C. McKay

CC: Members, Fairfax County Board of Supervisors
The Honorable W. Sheppard Miller III, Secretary of Transportation
Stephen Brich, Commonwealth Transportation Commissioner
Jennifer DeBruhl, Director, Virginia Department of Rail and Public Transportation
Bryan J. Hill, County Executive
Gregg Steverson, Acting Director, Fairfax County Department of Transportation

City of Rockville
111 Maryland Avenue
Rockville, Maryland
20850-2364
www.rockvillemd.gov

240-314-5000
TTY 240-314-8137

May 15, 2024

Ms. Christina Henderson, Chair
Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capital Street NE, Suite 300
Washington, DC 2002

Mr. Paul J. Wiedefeld, Secretary
Maryland Department of Transportation
7201 Corporate Center Drive
Hanover, Maryland 21076

SUBJECT: Visualize 2050 and proposed I-270 Op Lanes

Dear Chair Henderson and Secretary Wiedefeld:

The City of Rockville (City) appreciates the opportunity to meet with your team on to discuss our concerns regarding Segment D of the I-270 Op Lanes project in the Transportation Planning Board's (TPB) Visualize 2050 Air Quality Conformity Analysis. While progress has been made, we need to reaffirm our opposition to managed toll lanes along I-270 within the Rockville City limits, which would take currently free lanes and convert to paid toll lanes and convert HOV2 to HOV-3 lanes. The City of Rockville continues to request that the Maryland Department of Transportation (MDOT) remove Segment D (from I-270 spur to I-370) from the Transportation Planning Board's (TPB) Visualize 2050 Air Quality Conformity Analysis. Without a meaningful approach by MDOT to more strongly protect Segment D from tolls now and in the future, provide sound wall barriers as well as further engage with the community regarding how the phased approach proposed in the plan would impact the City, the City cannot support its inclusion in Visualize 2050. Over the course of this project, the City has raised numerous concerns regarding the expanded freeway and toll lanes to various entities, including the Maryland Governor's Office, MDOT, the U.S. Department of Transportation, and the MWCOG Transportation Planning Board. Issues and considerations still needing to be addressed are included in Attachment A.

The City recognizes and appreciates that MDOT has indicated it will "deemphasize" the I-270 segment in Rockville, however, the April 17, 2024, Transportation Planning Board meeting materials (dated March 29, 2024) show Segment D as unchanged with its inclusion in the plan. The City requests that Segment D of the I-270 project be removed so collaboration with regional stakeholders can occur and additional mitigations be proposed, similar to Segment E. The City supports Visualize 2050's proposed recommendation to study Segment E. The City requests a similar recommendation for Segment D if removal does not occur, and supports efforts to clarify its status as deemphasized until 2045. Simply stating it is deemphasized does not assume the necessary mitigation will be performed. While the City will not support a version of the plan that includes Segment D, we appreciate MDOT's agreement to modify the implementation date for Segment D to 2045 from 2040; and the emphasis put on re-engaging with Rockville as noted in the Resolution to be introduced on 5/15 that commits MDOT to reengage with Rockville before any work begins.

Managed toll lanes will result in additional vehicle traffic on I-270 through Rockville; as well lead to more traffic on MD 355 and City neighborhood roads when people try to avoid paid toll lanes and increased traffic in the free lanes and increase noise for residents and businesses along the I-270 corridor. Eliminating the High Occupancy Vehicle (HOV) two+ travel lane on I-270 and replacing it with High Occupancy Toll

MAYOR
Monique Ashton

COUNCILMEMBERS
Kate Fulton
Barry Jackson
David Myles
Izola (Zola) Shaw
Marissa Valeri
Adam Van Grack

ACTING CITY MANAGER
Craig Simoneau

CITY CLERK/DIRECTOR OF COUNCIL OPERATIONS
Sara Taylor-Ferrell

CITY ATTORNEY
Robert E. Dawson

(HOT) three+ lanes is a significant concern. This represents a tangible impact to Rockville residents who will be required to pay to use the HOT lane. The managed toll lanes will introduce more vehicle traffic in the region by only directly helping to alleviate the issue for those who can regularly pay the toll, creating equity concerns for low-income residents and those who live further from the city center because of high housing costs.

Prior to the I-270 Op-Lanes project, the City of Rockville and MDOT SHA had coordinated on a Type 2 noise barrier along I-270 within the city and abutting the Woodley Gardens neighborhood. This area was studied, and it was determined that the noise generated by I-270 traffic warranted a Type 2 noise barrier. This finding was made prior to the I-270 Op Lanes project. The level of noise generated by new traffic using the toll lanes will further exceed acceptable thresholds, to the detriment of the Woodley Gardens community. Unfortunately, the City has been long awaiting the promised noise barrier project and this issue must still be addressed.

The City recognizes the impacts of traffic congestion on the region as well as the need to alleviate congestion in the immediate term in certain areas, such as along the American Legion Bridge. However, a regional toll lane network will perpetuate many of these issues in the long term. The City cannot support the Visualize 2050 Plan if Segment D is included for construction and will vote against the current Plan since it does not represent the will of the community. However, we acknowledge and thank MDOT for their continued coordination and open discussions with the City in recent weeks and we look forward to continued engagement with MDOT.

Sincerely,

Monique Ashton, Mayor

Kate Fulton, Councilmember

Izola (Zola) Shaw, Councilmember

Barry Jackson, Councilmember

Marissa Valeri, Councilmember

David Myles, Councilmember

Adam Van Grack Councilmember

City of Rockville Mayor and Council

BBW/EE/kmc

Attachment A

cc: Mayor and Council
Day file

Attachment A

The City of Rockville (City) has submitted multiple letters discussing the I-270/I-495 widening and managed lanes project between May 2018 and the present. Recipients of these letters included the Maryland Governor's Office, the Maryland Department of Transportation, the U.S. Department of Transportation, the Federal Highway Administration, the MWCOG Transportation Planning Board, and the Army Corps of Engineers. These letters provided the city's response and comments to impact determinations, public comment requests for the Draft and Final Environmental Impact Statement, concerns raised about environmental justice and sustainability, and issues related to the project and its process.

The below list includes issues raised in the letters that have not yet been fully resolved. Each issue below is quoted from the city's letters on the project and organized by topic. The full text of the letters as well as a statement to City of Rockville residents are available on the city's website at https://rockvillemd.gov/2371/I-495-and-I-270-Managed-Lanes-Project.

Property Impacts

- The Mayor and Council advocate against any project that does not protect the homes, businesses and infrastructure of the nine Rockville neighborhoods that abut I-270 from being affected. Many residents are anxious about the uncertainty surrounding their homes, neighborhood, and community.
- The City remains strongly opposed to any alternative that will take residences, businesses or infrastructure, or include multi-parcel takings, or any potential loss of City property in order to add lanes or widen I-270 in either direction through Rockville. It is essential that the State understands that leaving a home untouched, while potentially taking a portion of a yard, playground, park, or other amenity would damage our community.
- In April 2022, the city concurred that the project would have *de minimis* Section 4(f) impacts on three (3) parks owned and managed by the City: (i) Rockmead Park, (ii) Woottons Mill Park, and (iii) Rockville Senior Center and Park. The concurrence was contingent upon (i) delivery to the City of the mitigation commitments by MDOT, including 7.22 acres of specific replacement parkland across four separate properties, and (ii) incorporation of context-sensitive design solutions. These commitments were intended to compensate the City for the 5.4 total acres of City-owned parkland to be affected by the Proposed I-495 / I-270 Project—should the Project proceed beyond a Record of Decision.
- At no point from the beginning of this project has MDOT explained how they will deal with the taking of city assets such as the bridges at Gude Drive and Wootton Parkway, as well as the bike bridge at MD 28, and how the city will be compensated.

Traffic Impacts

- The traffic study is flawed because it neglected the impact of the pandemic altogether and the Travel Demand Model assumed traffic volumes will resume to pre-COVID levels and then further increase. There are doubts about the Travel Demand Model used to project 2040 traffic volumes and patterns. Travel habits and the extensive use of video meetings as well as the wide acceptance of teleworking during recent months suggest that travel demand models should be revised taking into consideration all recent changes and project future demand accordingly.
- The City has concerns about the wider traffic impact of this project on city streets, such as Wootton Parkway and W. Gude Drive, up to the next state road in each direction; MD 355 to the east and MD 28 and MD 189 to the west.

Transit Considerations

- Transit components are not adequate in the study: No standalone transit alternative has been proposed and the project does not include public mass transit. It is critical that MDOT reinstate transit as a key project element. Suggestions to improve Park & Ride lots and enhance current transit lines will not be acceptable, since the benefit of these transit improvements is expected to be negligible.

Cost and Equity Considerations

- The potential toll rates per mile are high enough to deter many drivers from using the toll lanes.

Utility Impacts

- Utility impacts have not been fully addressed.

Environmental Impacts

- The City is concerned that the project does not address the expected impacts to Rockville's waterways and stormwater management (SWM). The latest project studies provide inadequate stormwater management treatment for current and future impervious surfaces. Additionally, staff believes that proposed roadway changes and the increase in runoff added to already undersized and deteriorated SHA pipes may overwhelm our storm drain system, increase our stream erosion, and cause more issues for the City to deal with in the future.
- Latest project studies targeted to show compliance with State and Federal regulatory requirements. However, Rockville's local SWM regulations have higher standards that require water quantity control or alternative mitigation for larger storms, which were not currently addressed.
- The City's Forest Conservation Act (FCA) and the City Forest and Tree Preservation ordinance were not considered during any stage of this project.
- The City requires the Forest Conservation Easements (FCE) impacts be mitigated by planting trees or acquiring forested parcels within boundaries of the city or, as a last resort, via fee-in-lieu money paid to the City, not the County. The report should reflect this requirement.

Noise Impacts

- For the noise studies, the City requests additional review for the east side of I-270 on Redland Blvd., just south of Shady Grove Road, as well as the west side of I-270, just south of MD 189, at the Falls Ridge Neighborhood near Seven Locks Road. In addition, the City would like MDOT to reexamine noise levels near Wootton Parkway and consider adding noise barriers in this area.

PRINCE GEORGE'S COUNTY GOVERNMENT

Angela D. Alsobrooks
County Executive

May 7, 2024

The Honorable Christina Henderson, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street,
NE, Suite 300
Washington DC 20002

Dear Chair Henderson:

The Prince George's County Council and County Executive, representing nearly one million residents in the Greater Washington Region, respectfully urges the National Capital Region Transportation Planning Board (TPB) to include the Southern Maryland Rapid Transit (SMRT) project in the Visualize 2050 Long Range Transportation Plan (LRTP) at the TPB's May 15th meeting. It is currently not included in the LRTP or the requisite Air Quality Conformity Analysis. The SMRT project will be a transformative project for the National Capital Region bringing a fixed-route, high-capacity transit service within a dedicated transitway in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station in Prince George's County to Waldorf and White Plains in Charles County. Based on the results of the Maryland Transit Administration's 2017 Alternatives Report and the 2010 Southern Maryland Transit Corridor Study, both Prince George's County and Charles County have integrated the studies' preferred alignment into the local transportation plans and master plan documents to preserve the alignment, promote transit-oriented development, reduce traffic, and foster a healthier environment by reducing greenhouse gases from automobiles. The SMRT project is currently funded within the Maryland Consolidated Transportation Plan for $20 million and was recently awarded an additional $5 million through a Fiscal Year 2024 Congressional Earmark.

The projected growth and current congestion and gridlock in the southern Prince George's County and tri-county (Charles County, Calvert County, and St. Mary's County) area leaves little doubt that the Southern Maryland Rapid Transit project will be completed during the next 26 years, if not sooner. The LRTP is the primary plan for the National Capital Region's strategy for the next quarter-century to improve mobility, support economic growth, and have a significant contribution on meeting the region's climate and air quality conformity goals. Thus, it is critical that the TPB includes this vital project in the LRTP. The regional partnership between Prince George's County, Charles County, and the Maryland Department of Transportation has positioned this project for the Federal and State funding received, including two recent federal earmarks, moving it toward construction.

For the foregoing reasons, the Prince George's County Council and County Executive respectfully requests the SMRT project be included in the Visualize 2050 LRTP prior to final approval.

Sincerely,

Angela D. Alsobrooks
County Executive

Jolene Ivey
County Council Chair

ITEM 9 – Notice
May 15, 2024

Transportation Resilience Improvement Plan (TRIP) Update

Background: Staff will provide an update on the Transportation Resilience Improvement Plan (TRIP). The board will be asked to approve the TRIP at its June meeting.

ATTACHMENTS

- Item 9 – Transportation Resilience Planning Memo
- Item 9 – Draft Transportation Resilience Improvement Plan
- Item 9 – Transportation Resilience Improvement Plan Presentation

DRAFT

National Capital Region Transportation Resilience Improvement Plan

May 15, 2024

National Capital Region
Transportation Planning Board

TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

May 15, 2024

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. 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 (DC), 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).

CREDITS

This report was prepared for the Metropolitan Washington Council of Governments (COG) Transportation Planning Board (TPB) by ICF. This project was led by Katherine Rainone from TPB and this report was prepared by individuals from ICF including Brenda Dix, Kaitlyn Cyr, Amanda Vargo, Eva Burgos, and Katrina Starbird in close collaboration with TPB.
Photo Credit: Icon of the Anacostia (Emma Alexandra/Flickr)

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Acronyms Used in this Report

Terms	
BCA	Benefit Cost Analysis
DC	District of Columbia
DOT	Department of Transportation
EEA	Equity Emphasis Areas
EV	Electric vehicle
GHG	Greenhouse gas
HMP	Hazard Mitigation Plans
LRTP	Long-range transportation plan
MPO	Metropolitan Planning Organization
NCRTP	National Capital Region Transportation Plan
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation
RIP	Resilience Improvement Plans
TIP	Transportation Improvement Program
TRIP	Transportation Resilience Improvement Plan

Organizations	
COG	Metropolitan Washington Council of Governments
DDOT	DC Department of Transportation
DOEE	DC Department of Energy and Environment
FEMA	Federal Emergency Management Administration
FHWA	Federal Highway Administration
IPCC	Intergovernmental Panel on Climate Change
MATOC	Metropolitan Area Transportation Operations Coordination
MDOT	Maryland Department of Transportation
NVRC	Northern Virginia Regional Commission
RITIS	Regional Integrated Transportation Information System
TPB	National Capital Region Transportation Planning Board
VDOT	Virginia Department of Transportation
VRE	Virginia Railway Express
WMATA	Washington Metropolitan Area Transit Authority

Executive Summary

Metropolitan Washington is already adversely affected by extreme weather events, from heat waves to blizzards to severe coastal storms and flooding, and the frequency and severity of significant climate hazard events are expected to increase in the future due to climate change. To improve the preparedness and resilience of the region's transportation system to the impacts of climate change, the Metropolitan Washington Council of Government (COG) National Capital Region Transportation Planning Board (TPB) developed this Transportation Resilience Improvement Plan (TRIP). The purpose of this TRIP is to serve as a regional resource that describes key transportation asset vulnerabilities in the region identified through a risk-based climate vulnerability assessment and identify priority resilience investments in the context of the region's climate and resilience goals.

Road damage from flooding event, 2018 (Maryland GovPics/Flickr).

This TRIP was developed in coordination with TPB member agencies and constitutes the first comprehensive regional transportation resilience plan for the metropolitan Washington region. In addition to building on the strong foundation of transportation resilience work in the region, the TRIP meets the Federal Highway Administration's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program requirements for a Resilience Improvement Plan (RIP) (see Appendix A. PROTECT Requirements Checklist for the full PROTECT requirements). The PROTECT program provides a unique opportunity to access increased funding for improving surface transportation resilience to natural hazards, and the TRIP will position the metropolitan Washington region to be competitive for these funds.

The TRIP is organized as follows:

- Chapter 1: Introduction provides an overview of the purpose, key goals, and objectives of the TRIP. This chapter also includes a high-level summary of historical climate impacts in the metropolitan Washington region from extreme heat, temporary flooding (coastal and riverine), permanent flooding (sea level rise), extreme winter conditions, and extreme wind. These historical impacts are important context for the focus of the TRIP's assessment of the region's vulnerability to climate hazards.
- Chapter 2: TPB's Regional Approach to Resilience explains how the TRIP is aligned with existing COG plans, such as the National Capital Region Transportation Plan (NCRTP) or Visualize 2045. This chapter also describes how the TRIP is aligned with existing state and local long-range transportation plans and hazard mitigation plans. As the first transportation resilience plan for the region, the TRIP must be aligned with ongoing processes and plans for transportation investments across the region in consideration of the varying jurisdictions and local priorities.
- Chapter 3: Systemic Approach to TRIP Development describes the scope of the TRIP and provides a high-level overview of the approach the TPB used to develop this TRIP, including the stakeholder engagement process used. As a regional plan, the incorporation of regional perspectives and priorities was key, and the TPB developed a Working Group comprised of regional transportation

agencies to provide ongoing input and feedback.

- Chapter 4: Risk-Based Vulnerability Assessment provides an overview of the methodology used to conduct the vulnerability assessment, the key findings from the assessment, and the interactive online mapping tool that displays the vulnerability assessment results. The assessment found that roads and highways, public transit, and active transportation are the transportation asset types with the highest need for adaptation measures to address potential impacts from increasing climate hazards. This chapter also describes critical interdependencies in the metropolitan Washington region to consider with transportation resilience investments, including emergency management, deployment of electric vehicles, and future development of transportation asset infrastructure.
- Chapter 5: Priority Project List outlines the priority transportation resilience projects identified using the results of the vulnerability assessment and input from COG member agencies. Through this process, several localities and regional agencies put forward an ambitious set of multimodal strategies to advance regional transportation resilience. Eight localities and transportation agencies in the metropolitan Washington region submitted a total of 34 projects. All projects fall into PROTECT eligible categories as resilience plans (14 projects) or resilience improvements (20 projects), and one resilience project fits an additional PROTECT eligible category by aiming to improve at-risk coastal infrastructure.
- Chapter 6: Implementing Resilience describes the role of the TPB and key partners in facilitating resilience-related work across the metropolitan Washington region and outlines measurable outcomes and goals of the TRIP. The TPB plays a key role in transportation planning in metropolitan Washington as a convening body for regional cooperation to bring together stakeholders, including the owners and operations of transportation infrastructure, to inform transportation resilience investments and implementation activities.
- Chapter 7: Future Regional Transportation Resilience Enhancements summarizes potential future updates to the TRIP and the vulnerability assessment. This chapter also describes other analyses that the TPB could potentially conduct for future TRIP updates.
- Appendix A: PROTECT Requirements Checklist lists FHWA's requirements for a RIP and indicates which sections of the TRIP meet each requirement.
- Appendix B: Existing Plans provides more details on existing plans from COG's member agencies.
- Appendix C: Priority Resilience Investment Submission Form includes a blank version of the form used to solicit projects for submission in the TRIP.
- Appendix D: Priority Resilience Investment Submissions includes member agency-responses to the submission form and details on each project included in the TRIP.

The TPB is dedicated to increasing the resilience of the transportation system in the metropolitan Washington region and will continue to build upon this TRIP to ensure that the resilience of the region is long-lasting. To support continued resilience work, the TPB identified several potential future enhancements for the TRIP. These include maintaining and updating the vulnerability assessment and identifying additional resilience projects to include in the priority project list. The TPB will also continue to serve its role as a multi-jurisdictional resource to support regional resilience planning across its member agencies.

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CHAPTER 1

Introduction

The Metropolitan Washington Council of Governments (COG) National Capital Region Transportation Planning Board (TPB) is the federally designated Metropolitan Planning Organization (MPO) for metropolitan Washington and the lead agency for this Transportation Resilience Improvement Plan (TRIP). The TPB works to address some of the region's most significant issues such as equity, climate change, the economy, public health, traffic safety, land use, funding, and emerging technologies. The TPB prepares plans and programs that the federal government must approve for federal transportation funds to flow to the metropolitan Washington region. The TPB developed this TRIP in coordination with member agencies to help improve the preparedness and resilience of the region's transportation system to the impacts of climate change.

TPB Partners

The TPB works with local jurisdictions in Maryland and northern Virginia, the two states, and the District of Columbia (DC), and multiple transportation agencies in transportation program decision making and plan development.

A. TRIP CONTEXT AND PURPOSE

The metropolitan Washington region's transportation system is essential for residents, businesses, and visitors to work and recreate. The transportation system includes roads and highways, public transit, heavy rail lines, three airports, and active transportation infrastructure (e.g., sidewalks and bus routes) that are critical for travel and the transport of goods. While the region's transportation system has been developed and maintained to withstand weather, the system and individual transportation assets may not be prepared for the intensified effects of climate change over time (e.g., increasing temperatures and heavy rain events).[1] Climate change is resulting in more frequent significant weather events and related hazards that can impact the region's transportation system by damaging infrastructure and disrupting services. The U.S. Environmental Protection Agency identifies the following key climate impacts on transportation: impacts on system safety and function, system costs such as increased maintenance, repair, and replacement costs, and reduced access to social and other critical services.[2]

B. AT A GLANCE: CLIMATE IMPACTS IN THE COG REGION

The metropolitan Washington region is already experiencing adverse impacts from climate change. As the frequency and severity of significant climate hazard events are expected to increase, the region must make resilience investments to minimize potential future impacts.

- Temperatures in the region have been increasing over time, and heat waves are becoming more common.[3] Extreme heat can limit the number of active transportation users and temperatures above 85°F may cause rail lines to buckle and become misshapen.[4,5] In 2012, ten consecutive days of temperatures over 95°F caused a heat kink that led three railcars to derail in Prince George's County.[6]

Figure 1: Vehicle in Washington, DC stuck in flash flood, 2019 (Alex Brandon/Associated Press).

- Annual precipitation in the region has been increasing since 1961 with more extreme storms causing flooding.[7,8] Recent significant flood events include a storm in 2019 which caused sinkholes, road collapse, and suspension of rail line services; heavy precipitation in 2020 closed Route 50 for six hours and led many drivers to abandon their vehicles in Prince George's County, Montgomery County, and Washington DC. [9,10,11,12,13] Storms in 2021, 2022, and 2023 overwhelmed stormwater systems in Washington DC that flooded buildings and contributed to road closures.[14] Businesses affected by floodwaters have considered relocating.[15]
- Sea level in the Mid-Atlantic is rising faster than any other region along the East Coast, resulting in coastal flooding during high tide, King Tide, and coastal storm events in the region.[16] For example, the Potomac River rose up to six feet during a 2021 coastal storm leading to severe coastal flooding, road closures, and blackouts.[17,18] Hurricane Isabel (2003) and Hurricane Irene (2011) closed roads, bridges, and flooded rail station tunnels.[19,20]
- Winter storms and strong wind events also regularly impact the transportation system. Severe winter storms delay and suspend public transit services in the region, and a 2022 storm trapped 600 cars for 7 to 21 hours on I-95 in Virginia.[21,22] High winds accompanying storm systems down trees and powerlines, blocking roads and causing blackouts, and forcing rail lines to suspend services.[23,24,25,26]

Figure 2: Vehicles and drivers stranded in Arlington, VA during a snowstorm in 2022 (New York Times).

Figure 3: Fallen trees and broken power lines after the severe storm in 2023 (Washington Post).

The TPB, in collaboration with member agencies, is continuing to build on the strong foundation of transportation resilience work in the region to further assess transportation system vulnerabilities and identify priority resilience investments through the development of this TRIP. As defined by the Federal Highway Administration (FHWA), a resilient project has the ability to:

- Resist hazards or withstand impacts from weather events and natural disasters.
- Reduce the magnitude or duration of impacts of a disruptive weather event or natural disaster.
- Have absorptive capacity, adaptive capacity, and recoverability to decrease project vulnerability to weather events or other natural disasters.
- Consider incorporating natural infrastructure.[27]

This TRIP uses the FHWA definition of resilience as "the ability to anticipate, prepare for, and adapt to changing conditions and withstand, respond to, and recover rapidly from disruptions."

The region's transportation system includes different infrastructure types, scales, ownership and asset

management structures, and functionality. The system also requires ongoing regional coordination and engagement to ensure that vulnerabilities are identified and addressed. The purpose of this TRIP is to serve as a regional resource that describes key transportation asset vulnerabilities in the region identified through a risk-based climate vulnerability assessment (see Chapter 4. Risk-Based Vulnerability Assessment) and identify priority resilience investments (see Chapter 5. Resilience Investment Plan) in the context of the region's climate and resilience goals. The TRIP is a significant component of the TPB's ongoing climate change mitigation and resilience work and will help to support future planning and investments in regional transportation resilience (Chapter 6. Implementing Resilience and Chapter 7. Future Regional Transportation Resilience Enhancements).

C. GOALS AND OBJECTIVES

The TRIP supports regional climate resilience efforts by assessing current and future climate risks, streamlining the integration of climate resilience into planning, operations, and communications, and increasing the region's ability to maintain essential transportation functions during climate-related events.

The priority objectives of this TRIP are to:

- Provide a systemic understanding of climate risks to the transportation network in the region.
- Identify and prioritize transportation resilience projects, including projects that meet the requirements for the FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) program.
- Advance equity and environmental justice by increasing consideration of underserved communities and prioritizing equitable access to affordable and reliable transportation.
- Serve as a resource for the TPB to support efforts to facilitate coordination among infrastructure owners and planning agencies across the region to support a systemic approach to resilience.
- Provide a multi-jurisdictional resource to support regional resilience planning.

The TRIP supports the TPB's commitment to incorporate an equity lens in its work. In 2020, the TPB established a resolution to Establish Equity as a Fundamental Value and Integral Part of all Transportation Planning Board's Work Activities, which affirms that equity will be woven throughout the TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, sustainable, and equitable future for all residents.[28]

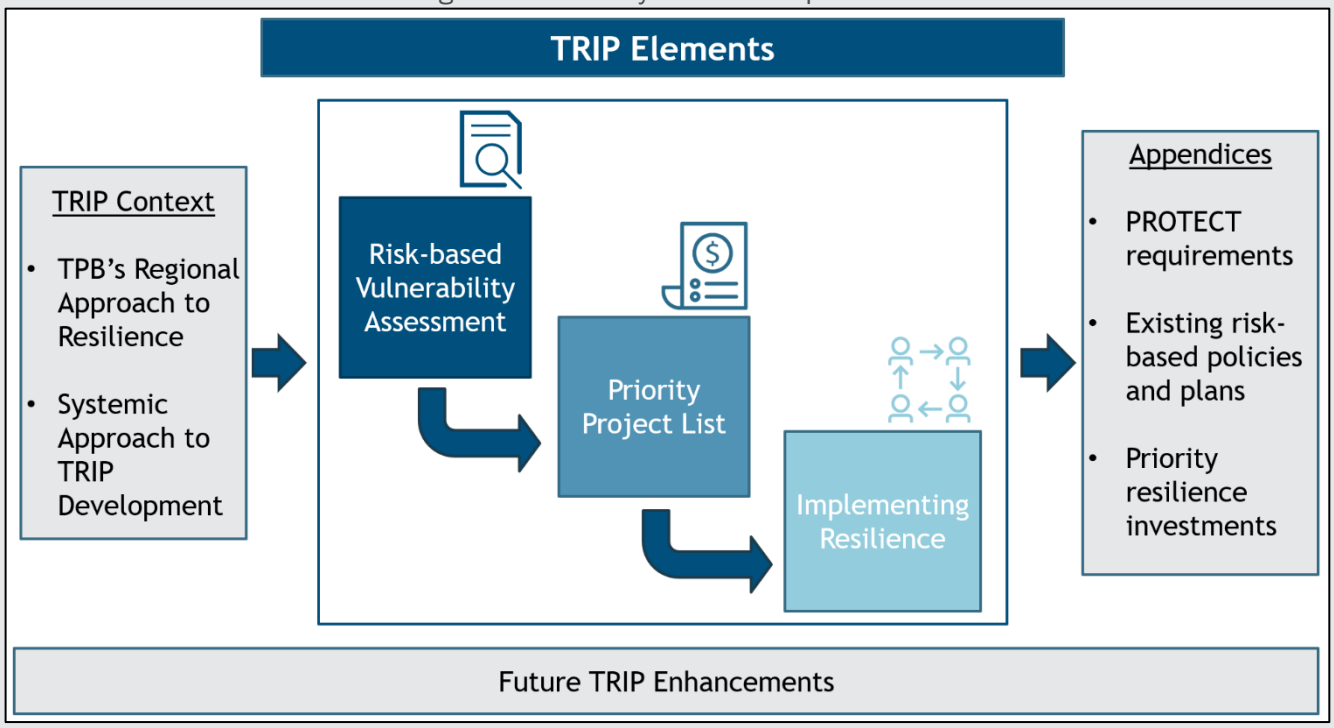
FHWA states that a central goal of transportation equity is to provide equitable access to affordable and reliable transportation options based on a population's needs, particularly for underserved communities.

The PROTECT program provides a unique opportunity to access increased funding for improving surface transportation resilience to natural hazards. State departments of transportation (DOTs) and MPOs that develop Resilience Improvement Plans (RIPs) that meet program requirements reduce the non-federal cost share for projects by 7%. An additional 3% will be reduced if the RIP is incorporated into the statewide or regional long-range transportation plan (LRTP).[29] Additionally, projects that are included in the RIP do not require a Benefit Cost Analysis (BCA) as part of the competitive grant application.[30] The TRIP will serve as the RIP for this region. The TRIP will position the region to be competitive for these funds and help stretch the

funding further due to the match reduction.

The TRIP summarizes the systemic approach that the TPB used to assess the vulnerability of the region's transportation system, provides a list of prioritized resilience projects, and identifies focus areas for future resilience assessments. Figure 4 summarizes the components of the TRIP.

Figure 4: Summary of TRIP components.



CHAPTER 2

TPB's Regional Approach to Resilience

Regional resilience planning requires interagency coordination to identify priorities, resources, and actions that the TPB and COG jurisdictions and member agencies can take to invest in the resilience of the transportation system. The TRIP builds upon the extensive climate resilience work that COG and its member agencies have completed to date, from establishing climate resilience goals to publishing plans that outline frameworks to advance resilience goals and facilitate the implementation of resilience projects. This chapter provides an overview of how the TRIP is aligned with and builds upon COG's climate resilience goals and planning efforts, past resilience work completed by the TPB, and existing COG and member agency hazard mitigation and transportation plans.

A. REGIONAL TRANSPORTATION PLANNING

COG and its member agencies recognize the urgent need for regional coordination and action to reduce greenhouse gas (GHG) emissions and increase resilience to future climate impacts, as is evident in COG's ambitious climate resilience goals. According to the Intergovernmental Panel on Climate Change (IPCC), global emissions need to fall by 45 percent from 2010 levels by 2030 and reach carbon neutral by 2050 to limit global warming to 1.5 degrees Celsius and avoid more severe climate impacts.[31] On October 14, 2020, the COG Board of Directors adopted 2030 GHG emission reduction goals that are aligned with the level of effort called for by the IPCC. COG Board Resolution R45-2020 established interim climate change goals including:

- Reducing GHG emissions 50 percent below 2005 levels by 2030;
- Becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and
- Incorporating equity principles and expanding education on climate change in COG's Climate, Energy, and Environment Policy Committee and its members' actions to reach the climate mitigation and resilience goals.

The TPB's climate resilience goals are aligned with COG's goals. The TPB officially endorsed COG's economy-wide GHG reduction goals, and in June 2022, adopted the same goals specifically for the on-road sector. This made TPB the first MPO to voluntarily adopt GHG reduction goals specifically for the on-road transportation sector. The TPB's goals for on-road transportation are:

- Reducing GHG emissions 50 percent below 2005 levels by 2030;
- Reducing GHG emissions 80% below 2005 levels by 2050.

Both COG and the TPB are working to advance these climate ready and climate resilience goals through regional planning efforts. For example, COG's 2030 Climate and Energy Action Plan establishes priority collaborative actions for COG and its member agencies to address over the next ten years to help achieve the 2030 GHG mitigation and resilience goals. The plan includes COG's Regional Climate Resilience Strategy, which outlines collaborative actions to support the region's climate resilience goals. The Strategy includes ten priority collaboratives, with multiple priority actions highlighting the importance of increasing the resilience of the transportation system, including Action PL-4: Update Local and Regional Plans to Address Climate Risks and Action RI-2: Improve the Resilience of Critical Infrastructure. Climate resilience goals and

policies from COG's member agencies are included in Appendix B. Existing Policies and Plans.

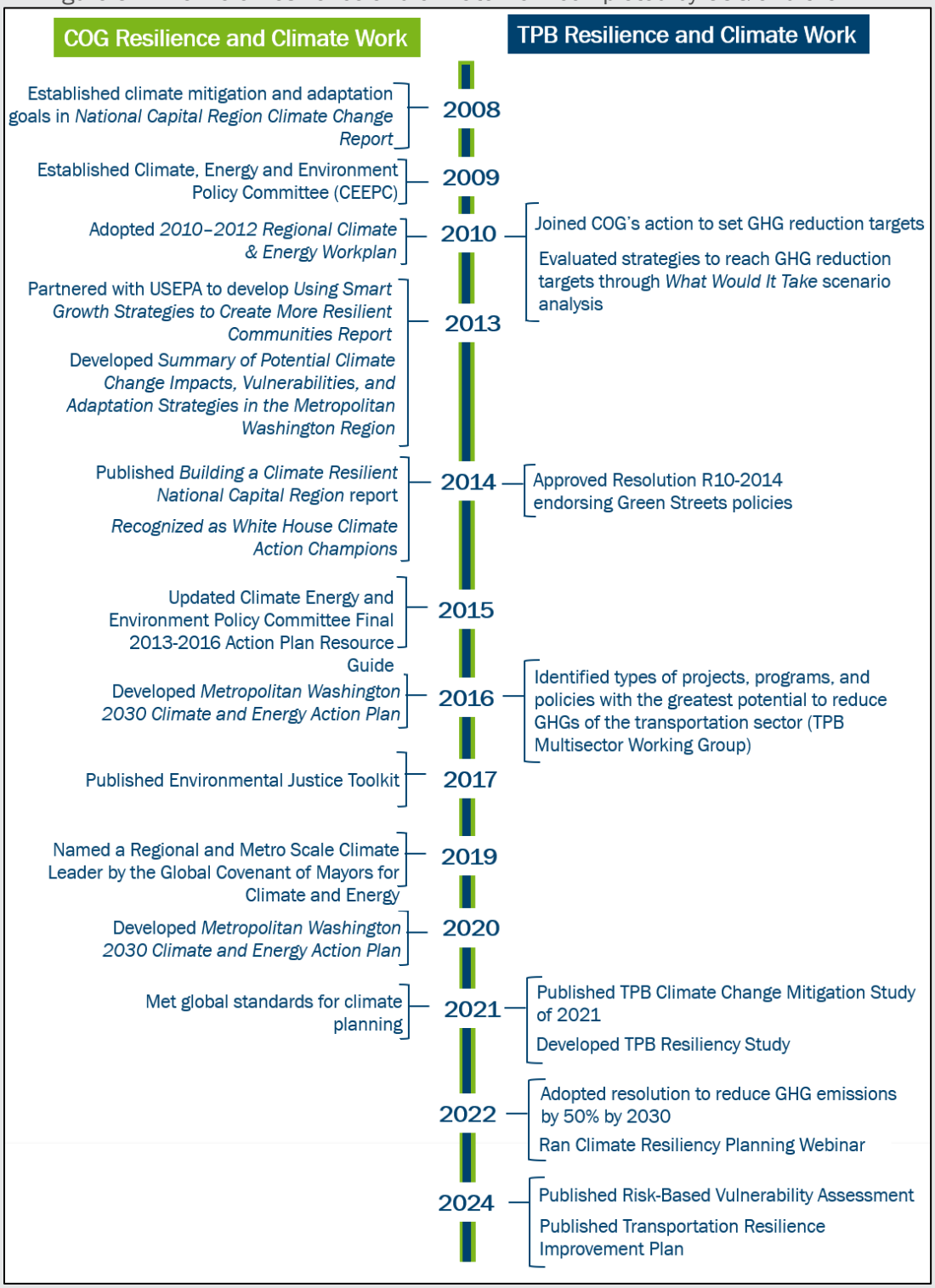
The development and update of the TPB's National Capital Region Transportation Plan (NCRTP), Visualize, is another key regional planning collaborative to help the National Capital Region become a climate ready and resilient region. For the purposes of the NCRTP, TPB and its member agencies regularly conduct studies and analyses to identify regional transportation and related issues and support the identification of priority projects and strategies to address the issues. Projects are identified through a variety of mechanisms throughout the region, including state-level long-range transportation planning, state-level project identification by state departments of transportation (DOTs), regional plans and studies, local government plans, and corridor and sub-area studies. The TPB's transportation planning process is a key mechanism through which TPB facilitates regional coordination to address the region's biggest issues and align transportation investments. The NCRTP is discussed in more detail in TRIP Alignment with Existing Plans below. Efforts like this TRIP help to inform specific priorities for transportation planning such as resilience investments in vulnerable areas.

B. PAST RESILIENCE WORK

In addition to supporting the regional resilience goals established by COG and its member agencies, the TRIP also incorporates and builds upon past resilience work completed by the TPB. Figure 5 provides a timeline of resilience and climate work completed by both COG and the TPB to date. These efforts include the TPB's 2021 Resiliency Study whitepaper, which was completed as part of *Visualize 2045*.[32] The whitepaper synthesized research findings on adaptation planning and mitigation activities within the region, documents strategies for resilience, addresses equity in resiliency planning, and outlines COG's role in future resilience planning efforts. The whitepaper helped to inform the regionally relevant transportation assets and climate hazards included in this TRIP's risk-based vulnerability assessment (Chapter 4. Risk-Based Vulnerability Assessment).

The TPB also hosted a webinar series in 2022 to engage and build the capacity of member agencies to understand pressing climate challenges in the region and advance resilience efforts at both the agency and regional scales. The webinars built on one another to help participants understand climate impacts to the transportation system, climate vulnerability assessment approaches, how to integrate resilience considerations into planning and programming, and project development and design.

Figure 5: Timeline of resilience and climate work completed by COG and the TPB.



C. TRIP ALIGNMENT WITH EXISTING PLANS

The policies and plans described in the previous section establish a variety of climate mitigation and resilience goals and demonstrate a region-wide dedication to increasing resilience. The funding and implementation of climate resilience actions to achieve those goals are typically carried out through plans approved by Federal Emergency Management Administration (FEMA) such as hazard mitigation plans (HMPs), LRTPs, and other resilience-focused plans such as the TRIP. FEMA requires that states and DC update their HMPs every five years. To ensure a coordinated approach to transportation system resilience across the metropolitan Washington region, the TRIP is consistent with and complementary to existing COG plans, as well as state and local HMPs within the region.

Table 1 summarizes how the TRIP builds on existing plans such as Visualize 2045 and transportation and HMPs for DC, Maryland, and Virginia (see Appendix B. Existing Policies and Plans for more details on member agency plans). Future updates to these plans may build on the work done to develop the TRIP.

Table 1: COG and State Plans Related to the TRIP

Plan	Relation to Climate Change Resilience and the TRIP
COG & State Long-Range Transportation Plans	
Visualize 2045 (2022)	**The TRIP is designed to enable the goals of integrating climate resilience in long-range planning as set out in Visualize 2045.** The FY 2023-2026 Transportation Improvement Program (TIP) development process, part of the Visualize 2045 update, provides the schedule for the next four years for distributing federal, state, and local funds for state and local transportation projects. Transportation agencies were asked to describe how the new and existing projects submitted for inclusion in Visualize 2045 would support equity and climate considerations. This TRIP identifies priority climate resilience projects, which provides an opportunity for future project alignment with the TIP. The TPB updates the long-range plan on a three year cycle.
moveDC (2021)	**The TRIP is aligned with the goals and policies outlined in DDOT's Multimodal LRTP, moveDC.** This includes the goal of strengthening the resilience of the transportation system to climate change, especially in disadvantaged neighborhoods. moveDC is updated every 5-6 years, so an update to the plan can be expected by 2026/2027.
The Playbook (2024)	**The TRIP is aligned with the guiding principles of Maryland's 2050 LRTP, The Playbook, specifically resilience and equity.** The guiding principles of the Playbook are intended to guide Maryland DOT's decision-making process. The TRIP will help further multiple goals and objectives in the plan which addresses changing climate conditions and increasing resilience. The Maryland DOT updates their LRTP every five years, so an update to the plan can be expected by 2029.

Plan	Relation to Climate Change Resilience and the TRIP
VTrans (2022)	**The TRIP is aligned with the overall vision and goals of VTrans, which include increasing the resilience of Virginia's transportation system.** VTrans is Virginia's statewide transportation plan which considers both mid-term (0-10 years) and long-term (20+ years) planning needs. The TRIP will help further some of the strategic actions identified in the plan, including actions to assess and reduce impacts related to the transportation system. VTrans is expected to be updated by 2026.
TransAction (2022)	**The TRIP is aligned with the objective of TransAction: improving regional resilience.** TransAction is the long-range multimodal plan for Northern Virginia which addresses regional transportation needs through 2045. One of TransAction's three goals is improving resilience, including infrastructure resilience to extreme weather events. TransAction also acknowledges the desire within the region to address climate change within planning processes. TransAction is expected to be updated by 2027.
State Hazard Mitigation Plans	
District of Columbia Mitigation Program (includes an All-Hazard Mitigation Plan)	**The TRIP is aligned with the objectives and guiding principles of DC's Mitigation Program.** The objective of the program is to create better prepared and more resilient communities by providing a common approach to support protection and prevention activities. The guiding principles include resilience and sustainability, leadership and neighborhood-focused implementation, engaged partnerships and inclusiveness, and risk-consciousness. The program includes an All-Hazard Mitigation Plan, which outlines specific goals and actions to help improve the District's ability to deter, deflect, absorb, or withstand impacts from a range of hazards.
Maryland Hazard Mitigation Plan (2021)	**The TRIP will help advance multiple priority actions and goals outlined in Maryland's HMP and addresses some of the climate hazards that are of greatest concern for the state of Maryland, including temporary and permanent flooding and extreme winter conditions.** One of the priority mitigation actions outlined in Maryland's HMP is protecting state assets, infrastructure, and critical facilities from hazard events, and the TRIP prioritizes transportation assets for resilience investments. The TRIP is also aligned with Maryland's goal of prioritizing equity and environmental justice. The TPB's emphasis on coordination and collaboration throughout the development of the TRIP and the TPB's role in resilience implementation will also help further Maryland's goal of enhancing coordination, strengthening existing linkages, and creating new linkages between state and local mitigation and resiliency efforts. HMPs need to be updated every five years, so an update to Maryland's plan can be expected by 2026.

Plan	Relation to Climate Change Resilience and the TRIP
Commonwealth of Virginia Hazard Mitigation Plan (2023)	**The TRIP helps advance multiple goals outlined in Virginia's HMP and addresses the climate hazards of greatest concern– temporary and permanent flooding and extreme winter conditions.** The HMP sets priorities for mitigation activities that protect people and infrastructure from a range of hazards, and the TRIP identifies priority resilience investments for the transportation system. One goal of the HMP is to evaluate potential climate impacts to vulnerable populations, which is aligned with the TRIP's emphasis on equity and the prioritization of projects that benefit underserved communities. Another goal is to identify and prioritize projects that improve community resilience. HMPs need to be updated every five years, so an update to Virginia's plan can be expected by 2028.
Northern Virginia Hazard Mitigation Plan (2022)	**The TRIP helps advance the hazard mitigation goals outlined in Northern Virginia's HMP, including reducing the impacts of natural hazards on the community.** The main objective of the HMP is to reduce long-term vulnerability to natural hazards for all jurisdictions in the region. The HMP planning process helps reduce vulnerability by assessing hazard-related risks and identifying and prioritizing mitigation actions that participating jurisdictions can implement to reduce their vulnerability. Northern Virginia's HMP provides priority mitigation actions across four categories: local plans and regulations, structure and infrastructure, natural systems protection, and public education and awareness. HMPs need to be updated every five years, so an update to Northern Virginia's plan can be expected by 2027.
State Resilience Improvement Plans	
VDOT Resilience Plan (2022)	**The TRIP operates in conjunction with VDOT Resilience Plan to support transportation resilience in the region.** The VDOT Resilience Plan is Virginia's PROTECT eligible RIP and provides guidance for how Virginia can promote resilience in the face of changing environmental conditions. The RIP stipulates that VDOT will enhance climate data accessibility, develop a plan to engage stakeholders in resilience efforts, establish a risk-based vulnerability assessment methodology, identify resilience measures, and make smart funding decisions to support projects. The RIP also overviews ongoing resilience projects in the Commonwealth.

Plan	Relation to Climate Change Resilience and the TRIP
Transportation Resilience Improvement Plan (2024)	**The TRIP operates alongside MDOT's Transportation Resilience Improvement Plan 2024 to enhance regional resilience.** The Transportation Resilience Improvement Plan is MDOT's PROTECT eligible RIP. The RIP identifies coastal hazards, flood hazards, extreme temperatures, soil movement, severe weather, and climate change as threats to MDOT's transportation system. The RIP provides a risk-based vulnerability assessment, lays out a process for identifying priority areas for resilience improvements, and describes statewide alignment of transportation planning and programming.

CHAPTER 3

Systemic Approach to TRIP Development

This chapter outlines the TPB's systemic approach to understanding transportation vulnerabilities across the metropolitan Washington region and identifying priority resilience projects. The development of the TRIP was a collaborative effort that included significant stakeholder engagement with agencies in the region.

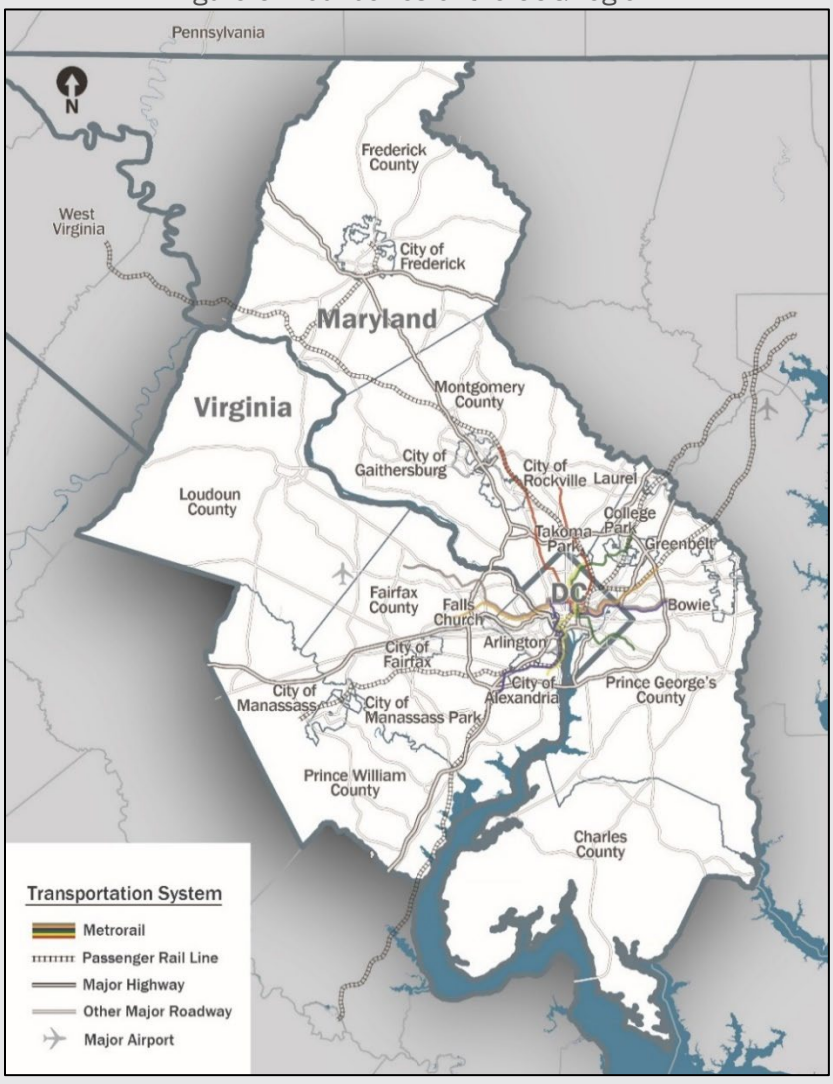
A. SCOPE AND APPROACH

The TRIP considers overall risk across modes, geographic regions, and critical interdependent sectors to holistically assess climate risk across the transportation system. Additionally, the TRIP was developed in line with existing transportation planning processes and was informed by existing plans from the region, including HMPs and transportation asset management plans (see Chapter 2. TPB's Regional Approach to Resilience). The TRIP is consistent with the FHWA's RIP requirements, which can be found in Appendix A. PROTECT Requirements Checklist.

Geographic Scale

The TPB developed the TRIP to guide resilience planning across the metropolitan Washington region (see Figure 6).[33] COG is comprised of 23 jurisdictions in Northern Virginia, Maryland, and the entirety of Washington, DC featuring urban, suburban, and rural communities that range in size from about 10,000 to more than one million residents.[1] Transportation connections throughout the region require regional planning, led by the TPB, to ensure a cohesive and connected transportation system.

Figure 6: Boundaries of the COG region.



[1] Following the 2020 Census, Fauquier County's urban areas were redefined and are no longer contiguous to those in Prince William County. Fauquier County is now entirely outside of the Washington DC-VA-MD urban area for which the TPB is the designated MPO. As of February 21, 2024, after the completion of this vulnerability assessment, Fauquier County is no longer a TPB member.

Timeframe

This TRIP is for the immediate and long-range planning activities and investments with respect to resilience of the surface transportation system within the region. The timeframe of this TRIP is aligned with the TPB's next long-range plan, Visualize 2050. The TRIP considers both historical trends and climate change projections through 2050 so projects built today remain resilient to tomorrow's climate hazards. Additional information on how the TRIP is aligned with other jurisdictional plans and assessments in the region is detailed in Chapter 3. Systemic Approach to TRIP Development.

Transportation Assets and Climate Hazards

A major focus of the TRIP is identifying vulnerable transportation assets and increasing regional agencies' capacity to strategically plan resilience investments. The TPB completed a two-phase climate vulnerability assessment as part of the development of this TRIP to identify the greatest climate vulnerabilities of the region's transportation system (see Chapter 4. Risk-Based Vulnerability Assessment). Table 2 and Table 3 identifies and defines the transportation assets and climate hazards considered in the assessment. The TPB selected the focus hazards for the vulnerability assessment with working group members based on review of local vulnerability assessments, studies, and hazard mitigation plans and past impacts to the transportation system from these types of events, as well as in consideration of the project scope and timeline for completing the TRIP. The vulnerability assessment results helped identify potential resilience projects to include in this TRIP (see Chapter 5. Resilience Investment Plan).

Table 2: Transportation Assets Included in the Risk-Based Vulnerability Assessment

	Transportation Asset Groups
	Roads and highways: Paved surfaces and embankments that are part of roads used for vehicle travel (infrastructure) and the ability to utilize road and highways (service).
	Bridges: Paved surfaces, supporting structures, foundation, and joints of bridge structures (infrastructure) and the ability to utilize bridge infrastructure (service).
	Public transit: Bus, rail, other transit fleet vehicles, and their associated public use stations (infrastructure) and the ability to utilize or access public transit / the established schedule for transit service (service).
	Active transportation: Paved surfaces used for pedestrian, bicycle, or other non-motorized transportation (infrastructure) and ability to utilize active transportation (service).
	Airports: Airfields and surrounding areas, runways, airport facilities and buildings (infrastructure) and ability to utilize air travel (service).
	Maritime: Port structures and equipment (infrastructure) and operations of maritime travel (service).

	Transportation Asset Groups
	Stormwater: Culvert crossings and stormwater systems including tunnels, pipes, gutters, and embankments (infrastructure) and the ability to convey stormwater (service).

Freight Rail is another key transportation asset supporting the movement of goods and contributing towards the economic health of the region. While the regional rail system infrastructure supports both passenger and freight rail and impacts to the rail system may have implications for both, freight rail services were not included as a focus of this assessment.

Table 3: Climate Hazards Included in the Risk-Based Vulnerability Assessment

	Climate Hazards
	Extreme heat: The quantitative analysis considered median land surface temperature in order to identify current hot spots, as these locations are likely to remain hot spots in the future. The qualitative analysis considered a broader set of variables to understand how extreme heat is projected to change, such as number of days where maximum temperature exceeds 95°F.
	Temporary flooding (coastal and riverine): The quantitative analysis includes assets exposed to the FEMA FIRM coastal and riverine 100-year and 500-year floods (plus an expanded buffer on the 500-year event). The qualitative analysis highlights that local records indicate a prevalence of urban (i.e., pluvial) flooding issues outside of these floodplains, which the region is working to better understand.
	Permanent flooding (sea level rise): The quantitative analysis considered inundation depth under the 2060 intermediate-high sea level rise scenario (i.e., 2 feet of sea level rise compared to 2012). In exposed locations along the tidal portions of the Potomac and Anacostia riverfronts, this flooding represents areas that would be flooded during the average high tide event (i.e., more-or-less permanently with flooding becoming more and more common over time). The qualitative analysis considered a wider range of potential impacts (e.g., 4 to 8 feet of sea level rise by 2100), and the ancillary impacts of shoreline erosion and coastal storm surge.
	Extreme winter conditions: Geospatial data was not available to complete a quantitative GIS analysis. However, there is a large body of literature on historical and projected extreme winter conditions. The qualitative analysis considered how the frequency and intensity of extreme winter conditions are expected to change in the future, with a focus on the impacts of heavy snow and freezing temperatures.
	Extreme wind: Geospatial data was not available to complete a quantitative GIS. However, there is a large body of literature on historical and projected extreme wind. The qualitative analysis considered how the frequency and intensity of extreme wind events are expected to change in the future, with a focus on the impacts of extreme storms with high winds, such as hurricanes, tropical storms, and microbursts.

Equity and Environmental Justice

The TPB is continuously prioritizing equity and environmental justice considerations in its work. Historically, transportation planning often inadequately considered, and adversely impacted, disadvantaged and vulnerable communities, creating inequitable access to transportation options.[34] The TPB discussed the best approach to incorporating an equity lens in the TRIP vulnerability assessment with agency stakeholders, in alignment with the federal Justice40 goals where benefits from climate investments flow to disadvantaged communities that are marginalized by underinvestment and overburdened by pollution. Stakeholder consensus was to utilize the region's recent work to identify disadvantaged communities through an Equity Emphasis Areas (EEA) designation, which provides a more regionally relevant identification relative to the Justice40 tracts.

Key Considerations for EEAs

Greater exposure: Extreme heat impacts are stronger in highly urbanized areas with abundant pavement and little green space, known as the urban heat island effect. The urban heat island effect tends to be highest in neighborhoods with a lot of rental properties and households making lower incomes.

Higher sensitivity: Vulnerable populations can include elderly persons or those with medical conditions that may make them more susceptible to harm during a climate event. For example, these populations are more likely to suffer from heatstroke during a heat wave or experience respiratory issues from smoke during a wildfire.

Less adaptive capacity: Underserved communities may lack resources needed to adapt to climate shocks and stressors, such as air conditioning, air filters, or the ability to easily evacuate and relocate if necessary.

EEAs are census tracts determined to have high concentrations of low-income individuals and/or communities of color.[35] Though the 364 EEA census tracts make up only 10% of the land area in the metropolitan Washington region, they house 30% of the region's population.[36] EEAs have a higher share of renters, individuals with disabilities, and workers who cannot telecommute.[37] The TPB 2030 Climate and Energy Action Plan found that EEAs in the region are overburdened with climate hazard risks, such as temporary inland and coastal flooding and permanent inundation from sea level rise, potentially impacting access to transportation systems.[38] This TRIP integrates an environmental justice focus that reflects the TPB's commitment to applying an equity lens to transportation planning.

B. STAKEHOLDER ENGAGEMENT

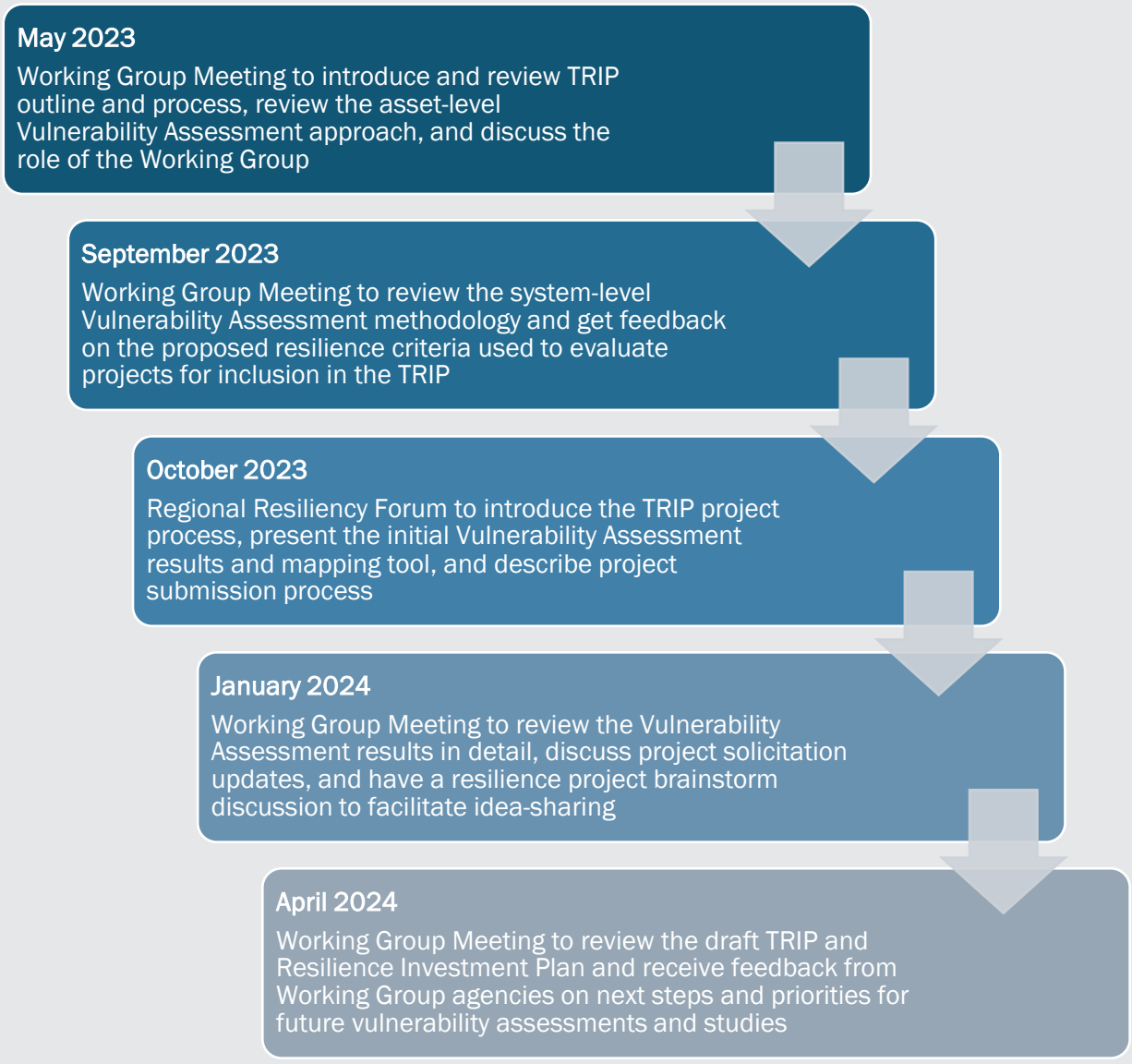
A resilient transportation network requires interagency and cross-jurisdictional collaboration. As such, stakeholder engagement was a core component of the TRIP development process. Figure 7 provides an overview of stakeholder engagement throughout the TRIP development process. A Working Group was established to engage with agencies in the region and get feedback on process and priorities for the TRIP. The Working Group consisted of transportation and planning agencies across DC, Maryland, and Virginia, including:

- Charles County, Maryland
- City of Alexandria, Virginia
- DC Department of Energy and Environment (DOEE)
- DC Department of Transportation (DDOT)

- DC Homeland Security and Emergency Management Agency (HSEMA)
- Fairfax County, Virginia
- Maryland Department of Transportation (MDOT)
- Northern Virginia Regional Commission (NVRC)
- Prince George's County, Maryland
- Prince William County, Virginia
- Virginia Department of Transportation (VDOT)
- Virginia Railway Express (VRE)
- Washington Metropolitan Area Transit Authority (WMATA)

The TPB also designed and held a Regional Resiliency Forum in October 2023 to engage with a broader set of regional stakeholders and get input on planning priorities and additional considerations. The TPB provided an overview of the TRIP development process and sought input on the approach to the vulnerability assessment and development of the priority project list. Over 60 people attended from agencies and organizations across the metropolitan Washington region and beyond. The Forum and the Working Group meetings facilitated interagency coordination and resource sharing and ensured consideration of regional perspectives.

Figure 7: Overview of stakeholder engagement during the development of the TRIP.



CHAPTER 4

Risk-Based Vulnerability Assessment

This chapter provides an overview of the methodology and findings of the vulnerability assessment undertaken for this TRIP. It also includes a discussion of critical interdependences in the region. For additional details on the TPB climate vulnerability assessment, see the National Capital Region Transportation System Climate Vulnerability Assessment.

A. TRIP VULNERABILITY ASSESSMENT OVERVIEW

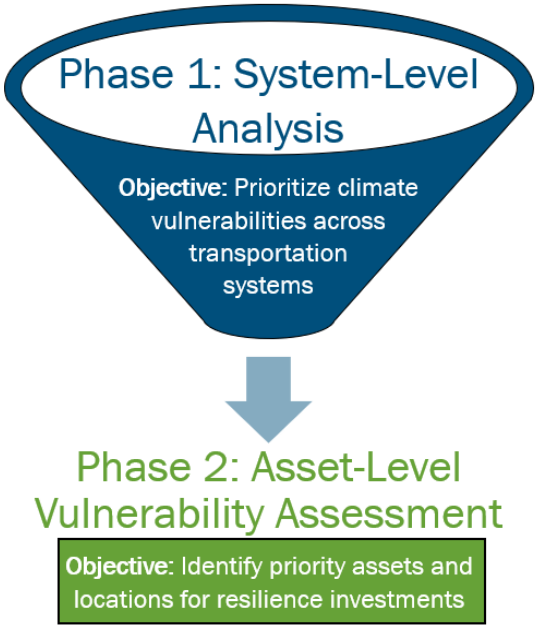
The TRIP vulnerability assessment builds on the TPB's 2021 Resiliency Study to systematically identify high vulnerability transportation assets throughout the region. The 2021 Resiliency Study included a summary of local vulnerability analyses in the region. The most common hazards across these analyses included extreme heat, extreme winter conditions, flooding (flash flooding, stream and river flooding, coastal flooding), and lightning and severe storms. Table 4 (sourced from the 2021 study) summarizes the types of assets jurisdictions analyzed in their local vulnerability assessments. The study recommended that the TPB overlay climate hazards with transportation assets in the region to create a system-level understanding of climate vulnerability.

Table 4: Infrastructure Identified in Local Vulnerability Assessments[39]

Vulnerable Infrastructure	Jurisdictions
Roads and highways	DC, MD, VA NVRC, WMATA Charles County, Fairfax County, Frederick County, Montgomery County, Prince George's County, Prince William County
Bridges	DC, MD, VA NVRC, National Capital Planning Commission Charles County, Fairfax County, Frederick County, Montgomery County, Prince George's County, Prince William County
Public transit and active transportation infrastructure (e.g., rail, buses, bikes, etc.)	MD NVRC, National Capital Planning Commission, WMATA Charles County, Fairfax County, Frederick County, Montgomery County, Prince George's County
Airports and maritime infrastructure	MD, VA NVRC Montgomery County
Stormwater infrastructure (e.g., drainage, culverts, etc.)	DC, MD, VA Charles County

The TRIP vulnerability assessment takes a more systemic approach than the 2021 Resiliency Study and responds to the COG 2030 Climate Risk Vulnerability Analysis finding that EEAs in the region are overburdened with climate hazard risks. The TRIP vulnerability assessment includes an equity factor to elevate vulnerable population considerations in the identification of highly vulnerable assets. The results of the vulnerability assessment identify highly vulnerable transportation assets that may need future resilience investments. The vulnerability assessment was conducted in two phases to identify how transportation infrastructure in the region is vulnerable to climate hazards (see Figure 8).).

Figure 8: Overview of Vulnerability Assessment Phase 1 and Phase 2.



- Phase 1 applied a system-level sensitivity analysis to identify priority climate hazard/transportation asset pairs for further analysis in Phase 2.
- Phase 2 applied an asset-level vulnerability assessment (exposure and criticality) to identify specific areas and assets that are particularly vulnerable to climate hazards. This was paired with a literature review to provide information on historical and future trends for each climate hazard.

Phase 1 rated the sensitivity of transportation asset types to climate hazards included in the 2021 Resiliency Study and selected in consultation with the TPB and the Working Group (see Transportation Assets and Climate Hazards section for complete list). Phase 1 of the assessment generated two sensitivity scores for each asset/hazard pair on a low-to-high scale: one score measured infrastructure sensitivity and the other measured service sensitivity. This dual score is because failures in the physical infrastructure and barriers to usability can both impede transportation systems and services. Asset/hazard pairs that received a high sensitivity rating, moved forward to Phase 2.

Key Term: Sensitivity

Sensitivity is the degree to which an asset is affected by exposure to a climate hazard. If an asset has high sensitivity to a climate hazard, it will experience more significant impacts from the hazard than assets with low sensitivity..

Phase 2 further evaluated the highly sensitive pairs from Phase 1 through a literature review, a region-wide temperature map, and an asset-level geospatial analysis. The asset-level analysis focused on pairs with adequate geospatial data to complete a geospatial analysis. This analysis evaluated the vulnerability of roads and highways, public transit (bus routes, rail stops, and rail lines), and bridges to extreme heat, temporary flooding (coastal and riverine), and permanent flooding (sea level rise) on a low-to-high scale to identify specific assets or areas within the region that are highly vulnerable. The final vulnerability rating encompasses exposure and criticality (see textbox for definitions):

Key Terms	EEA Inclusion in Criticality Score
Exposure refers to whether an asset is located in an area that is affected by climate hazards. **Criticality** refers to the importance of an asset to the transportation system. Criteria to evaluate an asset's criticality may include functional classification and whether or not the asset is located in an Equity Emphasis Area (EEA). **Vulnerability** is the degree to which an asset is unable to cope with adverse climate impacts. Vulnerability can be used to understand how susceptible or at-risk an asset is to a climate hazard. In this assessment, exposure and criticality are used to determine an asset's vulnerability, with high exposure and criticality indicating high vulnerability or high risk to the asset.	EEAs are census tracts that COG has identified as containing high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups. Including EEA considerations as part of the criticality evaluation criteria emphasizes the TPB's commitment to prioritizing projects that benefit the most vulnerable. For roads and bridges, the criticality score incorporated both EEA status and a measure of how central the asset is to transportation connectivity. For public transit assets, the criticality score was solely based on whether the asset is in an EEA. EEA status makes up a larger share of the public transit vulnerability score because non-car households that rely on public transit have limited alternatives when public transit is not available.[40]

For more information on the vulnerability assessment methodology, see the National Capital Region Transportation System Climate Vulnerability Assessment.

B. TRIP VULNERABILITY ASSESSMENT RESULTS

Climate hazards can cause severe infrastructure damage and service disruptions to the transportation system. The vulnerability assessment explores how and to what degree transportation assets are vulnerable to a range of climate hazards across the region. The assessment found that roads and highways, public transit, and active transportation are the transportation asset types with the highest need for adaptation measures to address potential impacts from increasing climate hazards. Public transit was vulnerable to all climate hazards considered in this analysis. The high level of vulnerability for public transit assets is significant given the importance of transit to disadvantaged populations with more limited transportation options. All public transit assets and the single bridge asset that received a high vulnerability score are in an EEA and approximately half of all roads that received a high vulnerability score are in an EEA.

The assessment also found that stormwater infrastructure is highly vulnerable because overwhelmed stormwater infrastructure worsens temporary flooding risk (both coastal and riverine) for all transportation assets. Stormwater adaptation efforts could help mitigate flooding impacts to other assets. Local planners can use these findings to identify and prioritize projects that enhance the resilience of vulnerable assets and provide benefits to EEA communities.

Table 5 summarizes the historical trends and future conditions of key climate hazards and the potential impacts on transportation assets uncovered during the vulnerability assessment. These impacts may increase in severity as climate hazards become more intense or frequent due to climate change. For additional information on the potential impacts described in Table 5 and the detailed results of the Phase 1 and Phase 2 vulnerability assessment, see the National Capital Region Transportation System Climate Vulnerability Assessment.

Table 5: Climate Trends, Projections, and Impacts to Transportation Assets

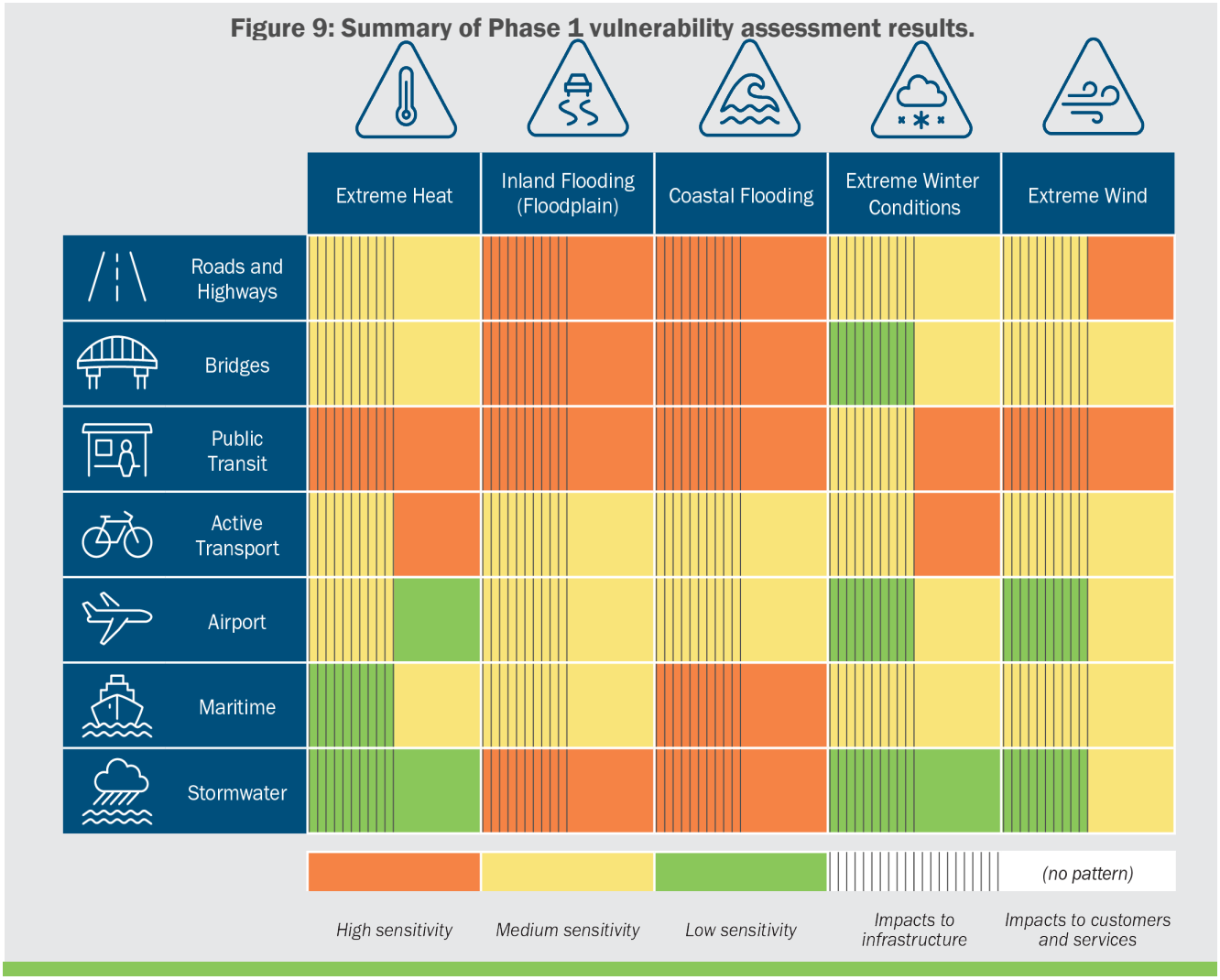
Hazard	Historical Trends	Future Conditions	Potential Impacts to Transportation Assets
Extreme Heat	Temperatures in the metropolitan Washington region have been increasing over time. Heat waves have also become more common.	Projections indicate that by 2050 there will be an average of 38.9 days per year with temperatures above 95°F, up from the historical average of 4.4 days per year.	• Create "sun kinks" and warp rail tracks. • Cause cracks and damage to roads and highways. • Stress air conditioning systems for public transit users, causing equipment failure and exposing riders waiting at stations to higher risk of heat stress. • Pose safety and health risks to public transit employees and passengers.
Temporary Flooding (Coastal and Riverine)	The metropolitan Washington region typically receives about 42 inches of rain each year, but annual precipitation has been increasing in the region since 1961.	Precipitation is expected to become more variable each year. Heat waves are expected to become more frequent and intense, leading to flooding.	• Overwhelm stormwater infrastructure causing combined sewer overflow events or creating standing or flowing water on driving surfaces, bike lanes, and sidewalks. • Wash out pavements or cause sinkholes. • Scour and erode bridge foundations or bridge support structures. • Partially flood underground rail stations. *Other effects listed under permanent flooding (sea level rise).*
Permanent Flooding (Sea Level Rise)	Sea level has risen over 1 foot in the metropolitan Washington region since 1920 and numerous coastal storms have caused extensive flooding along the Anacostia and Potomac Rivers.	Sea level is projected to rise by approximately 1.3-1.5 ft by 2050 and 2.5-5.2 ft by 2100. While the number of storms is expected to remain the same, storm intensity is projected to increase.	• Accumulate debris and sediment at culvert crossings, limiting drainage capacity. • Overtop bridges and coastal roads. • Wash out coastal rail tracks and erode coastal pavements or support structures. • Damage pier structures. *Other effects listed under temporary flooding (coastal and riverine).*

Hazard	Historical Trends	Future Conditions	Potential Impacts to Transportation Assets
Extreme Winter Conditions	Annual average snowfall has decreased in the Mid-Atlantic.	Though climate projections are uncertain, the frequency of winter conditions (i.e., snow, ice) across the Mid-Atlantic could decrease. However, winter storms that do occur may be more severe.	• Close roads and highways, creating detours and delays. • Disrupt public transit service due to track conditions and equipment limitations. • Pose safety and health risks to passengers waiting at public transit stops. • Ice over aboveground rail tracks and make rail yards impassable. • Limit active transportation mobility.
Extreme Wind	Thunderstorms, extratropical cyclones, and tropical systems have brought heavy winds to the region.	Though average and extreme wind speeds are difficult to project, wind intensity during storms could increase. Average wind speeds are not expected to increase.	• Down trees and power lines that block roads, damage vehicles, and damage physical infrastructure. • Power outages for roads signals and public transit stations. • Reduce safe transportation speeds for high profile vehicles. • Create unsafe conditions for active transportation.

Phase 1 Results

Phase 1 evaluated the sensitivity of transportation asset types to each climate hazard, reflecting on the types of impacts to physical infrastructure and services described above in Table 5. summarizes the findings of the Phase 1 sensitivity ratings for each asset/hazard pair, including separate ratings for impacts to infrastructure and impacts to customers and services.

Figure 9: Summary of Phase 1 vulnerability assessment results.



Phase 2 Results

The TPB conducted further analysis of all highly sensitive asset/hazard pairs from Phase 1 (highlighted in orange in) in Phase 2, including completing a literature review on historical climate trends, future projections, and potential impacts to transportation assets (summarized earlier in Table 5). Due to data limitations, the Phase 2 indicator-based, asset-level assessment could only be completed for the following pairs:

- **Temporary flooding (coastal and riverine):** roads and highways, bridges, public transit
- **Permanent flooding (sea level rise):** roads and highways, bridges, public transit
- **Extreme heat:** public transit

The following sections summarize the Phase 2 asset-level vulnerability assessment findings, including the number and percentage of assets that scored high, medium, and low vulnerability for each climate hazard.

Roads and Highways

The assessment identified 1,097 miles (5%) of roads and highways with high vulnerability to temporary flooding and 50 miles (0.2%) with high vulnerability to permanent flooding (Table 6).

Table 6: Vulnerability of Roads and Highways to Temporary Flooding (Coastal and Riverine) and Permanent Flooding (Sea Level Rise)

	Temporary Flooding (Coastal and Riverine)				Permanent Flooding (Sea Level Rise)			
Vulnerability Level	High	Medium	Low	Not Exposed	High	Medium	Low	Not Exposed
Roads /Highways (miles)	1,097 (5%)	1,318 (6%)	733 (3%)	19,754 (86%)	50 (0.2%)	17 (0.1%)	14 (0.1%)	22,820 (99.6%)

Road Vulnerability Scores
Highly vulnerable road segments have high exposure to the hazard and are critical to the transportation system. Roads that carry more traffic or that are within an EEA have higher criticality.

Bridges

The assessment identified one bridge with high vulnerability to flooding located in Washington, DC (Table 7). Bridge vulnerability to flooding is based on bridge condition and potential susceptibility to failure rather than level of exposure to a specific temporary or permanent flooding event, as with the other asset types included in this analysis. This vulnerability rating therefore represents vulnerability to all types of flooding.

Table 7: Vulnerability of Bridges to Flooding

	Flooding			
Vulnerability Level	High	Medium	Low	Not Exposed
Bridges	1 (0%)	39 (3%)	1,281 (97%)	0 (0%)

Bridge Vulnerability Scores
Bridge vulnerability considerations included bridge condition data, recognizing that bridges in poor condition may be more likely to be damaged or fail during a flood event, and criticality to the transportation system. Bridges are critical if they serve as a major road or serve an EEA.

Public Transit

Bus stops, rail lines, and rail stops across the region are vulnerable to extreme heat, temporary flooding , and permanent flooding (Table 8). Bus stops have the greatest percentage of assets with high vulnerability to extreme heat (3%) and rail lines have the greatest percentage of mileage with high vulnerability to temporary flooding (11%) and permanent flooding (2%). Rail lines tend to be highly vulnerable where they are exposed to some degree of temporary or permanent flooding . One third of all rail lines exposed to temporary or permanent flooding received high vulnerability ratings. Only one rail stop, the Brunswick Maryland Area Regional Commuter stop in Frederick, Maryland, has high vulnerability to temporary flooding while Smithsonian, Federal Triangle, Federal Center SW, and McLean WMATA Metrorail stops and Frederick MARC stop have medium vulnerability to temporary flooding.

Due to data limitations, the flood exposure methodology was applied to all rail stations and rail lines, regardless of whether those assets are located above or below ground. Underground stations and lines may not be as directly exposed to flooding and typically have pump systems in place. The degree of vulnerability to underground infrastructure is at the discretion of the rail owner.

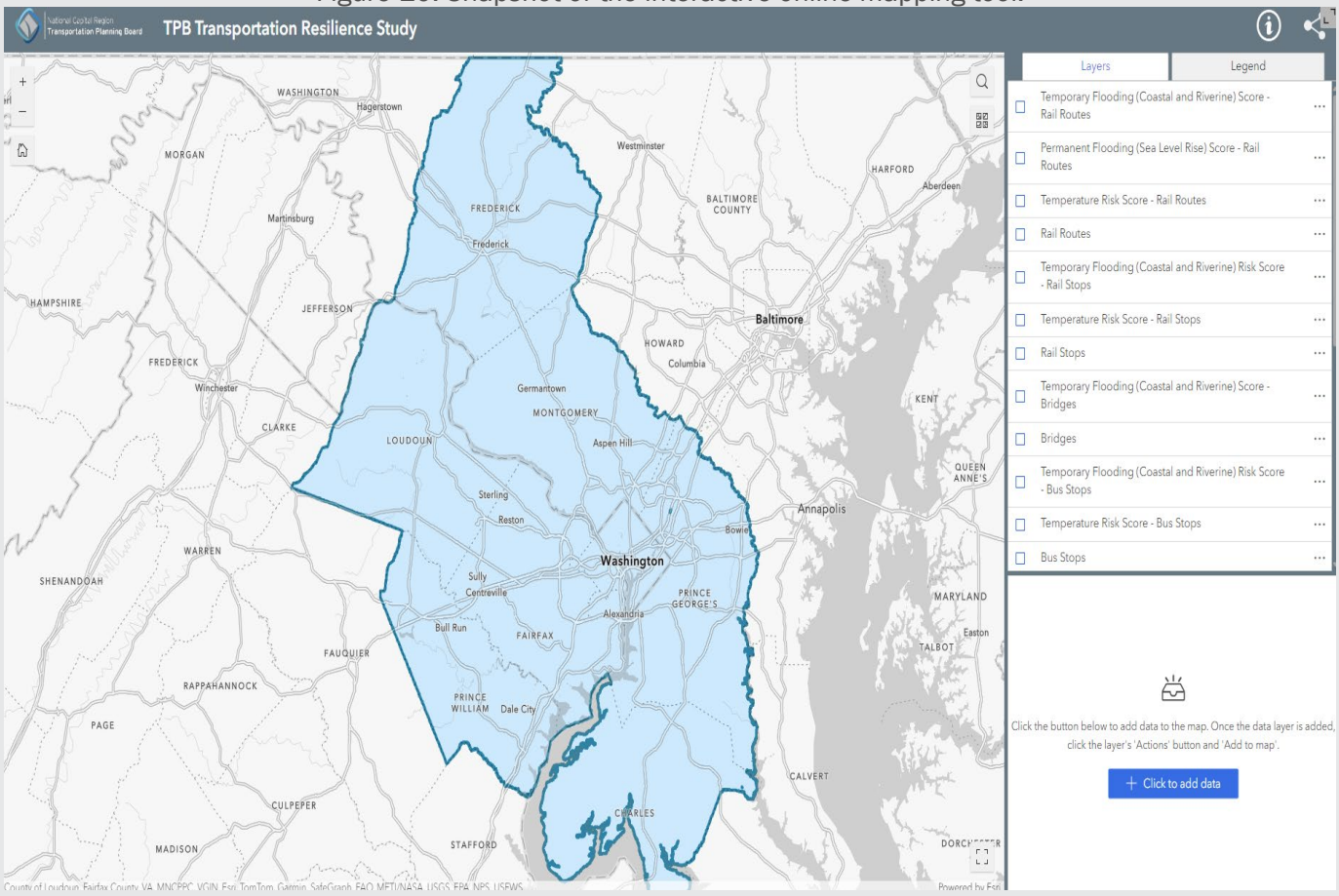
Table 8: Vulnerability of Public Transit to Extreme Heat, Temporary Flooding (Coastal and Riverine), and Permanent Flooding (Sea Level Rise)

	Extreme Heat				Temporary Flooding (Coastal and Riverine)				Permanent Flooding (Sea Level Rise)			
Vulnerability Level	High	Medium	Low	Not Exposed	High	Medium	Low	Not Exposed	High	Medium	Low	Not Exposed
Bus Stops	196 (3%)	6,467 (89%)	583 (8%)	0 (0%)	173 (2%)	336 (5%)	377 (5%)	6,360 (88%)	0 (0%)	0 (0%)	0 (0%)	7,246 (100%)
Rail Line (miles)	18 (2%)	352 (35%)	646 (64%)	0 (0%)	115 (11%)	154 (15%)	128 (13%)	619 (61%)	19 (2%)	42 (4%)	2 (0.2%)	954 (94%)
Rail Stops	0 (0%)	53 (33%)	107 (67%)	0 (0%)	1 (1%)	6 (4%)	4 (3%)	149 (93%)	0 (0%)	0 (0%)	0 (0%)	160 (100%)

C. INTERACTIVE ONLINE MAPPING TOOL

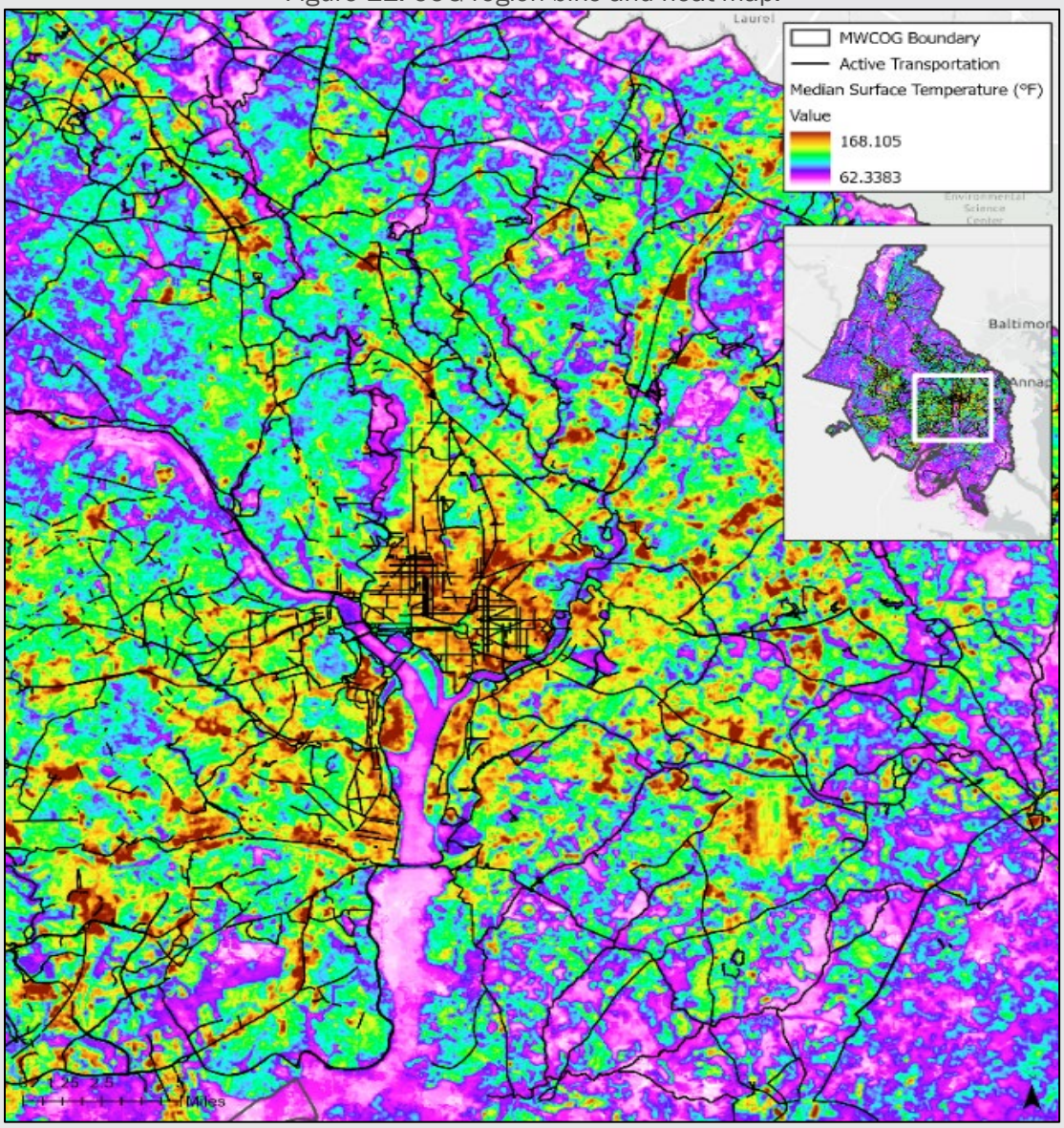
Results of the geospatial analysis conducted for Phase 2 of the TRIP were integrated into an interactive online mapping tool that was shared with agencies in the region (Figure 10). The mapping tool enabled agencies to use the vulnerability assessment results to assess which transportation assets in their jurisdiction are the most vulnerable to particular climate hazards and to help them identify projects that could address these vulnerabilities. Agencies are also able to add their own data as a layer in the mapping tool to consider alongside the TRIP vulnerability results to further support their assessment of transportation assets in their jurisdiction.

Figure 10: Snapshot of the interactive online mapping tool.



While active transportation and extreme heat was identified as a highly sensitive pair, available data for active transportation routes were not sufficient for the geospatial analysis approach. The online mapping tool enables users to visualize impacts to active transportation through the median surface temperature layer, as seen in Figure 11 which shows bike routes overlaid with a map of median surface temperature for the metropolitan Washington region. The highest median surface temperatures coincide with densest urban development, indicating that active transportation users are most vulnerable to extreme heat in city centers. This is likely due to the urban heat island effect, where densely built structures such as buildings, roads, and other infrastructure absorb and re-emit the sun's heat.[41]

Figure 11: COG region bike and heat map.



D. CRITICAL INTERDEPENDENCIES

The transportation system is just one component of the much larger and interconnected system that makes up a region. Given that the transportation system relies, in part, on other sectors to provide reliable and safe transportation, the TPB recognizes that consideration of critical interdependencies and potential cascading impacts from outages in other sectors is essential to achieve a truly climate resilient region. *Visualize 2045* notes the importance of implementing strategies across sectors to see significant progress toward both mitigation and resilience goals. While the vulnerability assessment focuses on the individual impacts of one hazard on one type of asset, the TPB acknowledges that the cumulative and ongoing impacts of climate hazards must be considered for system-level planning. This will require additional study and analysis of climate impacts and the existing interdependencies between transportation infrastructure and other sectors. These critical interdependencies include workforce and human capital, electric power and grid systems, urban forestry, and other sectors providing resources to support the transportation system.

Figure 12: Potomac Yard Metroway, Virginia (BeyondDC/Flickr).

In addition to being critical for everyday functions, the transportation system is a key aspect of planning for emergency situations by providing evacuation routes and systems to transport emergency goods and services. The need for coordination among transportation agencies during emergency events having multi-jurisdictional or regional impacts led to the creation of the Metropolitan Area Transportation Operations Coordination (MATOC) Program.[42] MATOC coordinates interjurisdictional incident notification practices, interagency procedures and protocols, and regional public traveler information. Resilient infrastructure is better at providing connectivity during climate hazard events and enables communities to recover more quickly after a hazardous event. According to the Viriginia HMP, climate hazards can severely impact regional economies by closing transportation routes.[43] Maryland's HMP identifies protecting infrastructure and transportation routes as a priority to support emergency response.[44] Regional agencies may also benefit from analyses focusing on the interdependency of vehicle traffic and how potential impacts to roadways may have resultant impacts on public transportation, whether during an emergency situation or during a significant event impacting travel, where diverted vehicle travelers may rely on rail systems. A better understanding of car traffic interdependencies could help regional transit agencies with capacity planning to accommodate these potential impacts.

COG and the TPB support regional planning and response efforts for emergency situations, including specific coordination efforts to support and maintain access via transportation systems to community assets (e.g., hospitals) during these situations. COG and TPB have multiple committees and programs dedicated to emergency preparedness and public safety. For example, COG's NCR RESF-1 Transportation Committee is responsible for the transportation sector's role in emergency response, coordination, and recovery planning and activities. This includes facilitating open communication between key transportation stakeholders and

supporting evacuation planning. The TPB, WMATA, and the DC, MD, and VA DOTs also created the Metropolitan Area Transportation Operations Coordination (MATOC) Program to improve coordination and collaboration across transportation agencies during emergency events. MATOC facilitates multi-agency coordination and advises agencies as they respond to incidents/emergencies by improving data sharing across agencies, coordinating notification procedures, and making transportation information more easily available to the public.

Figure 13: EV charging station (MDOT).

The electric power and transportation sectors are also interconnected. For example, WMATA's rail system is electric, so if there is a power outage, MetroRail cannot run. The electric power and transportation sectors will become increasingly connected in the future with widescale deployment of electric vehicles (EVs). This will require strategic planning for impacts to the grid such as outages and the resulting impacts on EV charging and use. The Metropolitan Washington 2030 Climate and Energy Action Plan identified EV deployment as a regional priority.[45] The board recognizes the need for increased collaboration to support EV plans, programs, and policies as necessary to meet regional climate goals. COG developed an EV Deployment Clearinghouse to support COG member agencies on EV deployment within their government operations and community-wide, which is one resource that could be leveraged to integrate resilience planning for electrified vehicles, particularly for transit EVs.[46] As a higher proportion of vehicles electrify, the need for emergency backup power at charging stations will become more critical to ensure transportation system access during climate hazards, such as all those assessed in the TRIP, that can impact the grid and cause power outages.

Critical interdependencies and considerations may also include new and expanding infrastructure in the future. While there are currently no ports in the COG area, any potential new maritime transit and other maritime infrastructure will have to consider the impacts of both temporary coastal flooding and permanent flooding due to sea level rise. These hazards can significantly affect maritime infrastructure and services including shipping and tourism, which may have regional economic impacts. The TPB will continue to coordinate with stakeholders in other sectors to identify changing considerations and address these critical interdependencies. For example, the TPB is actively engaged with COG's Department of Environmental Planning on strategies to reduce the urban heat island effect, such as by stabilizing and improving the region's tree canopy and land cover. Although the focus of the TRIP is the vulnerable assets of the transportation system, the TPB will leverage the TRIP to further this coordination and ensure a systemic regional approach to climate resilience.

CHAPTER 5

Resilience Investment Plan

While the region's transportation system was built to withstand a broad range of weather conditions, specific resilience projects are needed to increase system resilience to the increasing frequency and severity of climate hazards. A key intended outcome of the TRIP was the identification of priority regional resilience projects. The TPB collaboratively engaged member agencies in this effort and conducted a project solicitation process for project submissions to include in the TRIP. As required by PROTECT, regional agencies prioritized projects to submit using the vulnerability assessment results, online mapping tool, and other local resources to determine the most impactful projects. Regional agencies then submitted a project information form with their project details including location, specific transportation assets, and which resources were used to identify the project as a priority resilience investment, (e.g., the vulnerability assessment mapping tool or other studies) (see Appendix C. Priority Resilience Investments Submission Form). Any priority projects that receive funding from a federal grant will go through the process of being added to the TPB's TIP.

This chapter provides an overview of the approach TPB used to solicit priority projects, the priority project list, and examples of potential resilience projects as a resource to regional agencies who will be given the opportunity annually to submit additional resilience projects to this TRIP.

A. APPROACH

The TPB solicited resilience projects from its member agencies from November 2023-February 2024. Along with the project submission form, the TPB also developed an accompanying guidance document to provide additional context and to support member agencies and other regional organizations in developing strong project submissions that meet the PROTECT program guidelines and clearly address a transportation system vulnerability (Appendix C. Priority Resilience Investments Submission Form). The guidance document provided a definition of resilience, as defined in this TRIP, and described the minimum resilience criteria requirements for a project to be included in the priority project list (see Table 9). In addition, the TPB also encouraged agencies to consider other best practices while developing project proposals, such as whether the proposed project incorporates innovative solutions; ensures that relevant stakeholders, including frontline communities, are included throughout the project planning process; and provides co-benefits that can further increase community resilience.

Table 9: Resilience Criteria

Criteria	Description
Eligible transportation asset	The submitted project must concern one of the following transportation assets: roads and highways, bridges, public transit infrastructure, active transportation infrastructure, airports, maritime infrastructure, and stormwater infrastructure. Note, PROTECT discretionary grants can only be awarded to eligible highway projects, transportation facilities or services, intercity passenger rail facilities or services, and port facilities.

Criteria	Description
Qualifying project type for PROTECT	The submitted project must be one of the four types of projects that can be submitted for PROTECT grants: 1) **Resilience Planning** – Resilience planning activities, capacity building, and evacuation planning and preparation. 2) **Resilience Improvements** – Projects that make existing surface transportation infrastructure more resilient such as improving drainage, upgrades to meet or exceed design standards, relocating roadways, or elevating bridges. 3) **Community Resilience and Evacuation Routes** – Improvements to make evacuation routes more resilient or add capacity and redundant evacuation routes. 4) **At-Risk Coastal Infrastructure** – Projects that protect, strengthen, or relocate coastal highway and non-rail infrastructure.
Targets high priority risks	The proposed project should protect the most vulnerable and critical assets/services identified via the TPB Climate Vulnerability Assessment or identified through local studies and assessments, or areas with historic evidence of natural hazard damage. To view and explore the results of the TPB Climate Vulnerability Assessment, see the Interactive Mapping Tool on the TPB ArcGIS website. The Mapping Tool is a product of a vulnerability assessment conducted as part of the TPB TRIP development that layered transportation asset, climate, and equity spatial data to identify highly vulnerable assets. Assets that score a 2.5 or above for any hazard are considered priority risks. While projects that protect the identified highly vulnerable critical assets/services may be prioritized, any resilience project for a transportation system(s) can be submitted.
Reduces climate risks	The proposed project must reduce the risks associated with one or more climate hazards: extreme heat, temporary flooding (coastal and riverine), permanent flooding (sea level rise), extreme winter conditions, and extreme wind. In addressing climate risks, the proposed project ensures the continuity and/or reliability of the transportation service/system. *Examples of projects that reduce climate risks include:* • *Elevating roadways and other critical infrastructure out of floodplains* • *Upgrading stormwater infrastructure to increase water storage capacity and reduce flooding during extreme storm events* • *Increasing shading around outdoor transit stops to reduce extreme heat impacts on passengers*

B. PRIORITY PROJECT LIST

TPB provided an opportunity for its member agencies to prioritize resilience projects they may plan to pursue in their jurisdictions. Through this process, several localities and regional agencies put forward an ambitious set of multimodal strategies to advance regional transportation resilience with a focus on increasing the resilience of public transit infrastructure, roads and highways, stormwater infrastructure, and bridges. Eight localities and transportation agencies in the metropolitan Washington region submitted a total of 34 projects. All projects fall into PROTECT eligible categories as resilience plans (14 projects) or resilience improvements (20 projects), and one resilience project fits an additional PROTECT eligible category by aiming to improve at-risk coastal infrastructure. Eight of the resilience planning projects concern flood hazards, five concern heat hazards, and one concerns multiple hazards. The list of 34 projects (see Appendix D. Priority Resilience Investment Submissions) represents an impressive starting point for action that the region plans to continue to build on over time.

Consideration of Natural Infrastructure

Using natural infrastructure, otherwise known as green infrastructure or nature-based solutions, is an emerging resilience strategy that is highly recommended for consideration under current federal policies. These types of solutions not only help reduce flooding, wave damage, and erosion, as well as mitigate the impacts of extreme heat, but also provide numerous co-benefits such as improved water and air quality, improved habitat for native species, and community beautification. Types of natural infrastructure solutions include watershed, and streambed restoration, shoreline/bank protection and stabilization, bioretention ponds, bioswales, green roofs, and rain gardens among others.

Eight of the TRIP projects include development of some form of natural infrastructure, and four plans requested funding to help future implementation of natural infrastructure.

Figure 14 shows the distribution for the type of asset to be improved and Figure 15 shows the project distribution for type of hazards addressed. Some projects address multiple types of hazards and assets. Resilience improvements made to an asset may have multiple benefits for both the infrastructure and services; for example, many roads are Complete Streets which are designed to be used by vehicle and active transportation users and therefore a resilience improvement to a roadway would provide benefits to multiple transportation modes.

Figure 14: Number of projects that address each type of climate hazard.

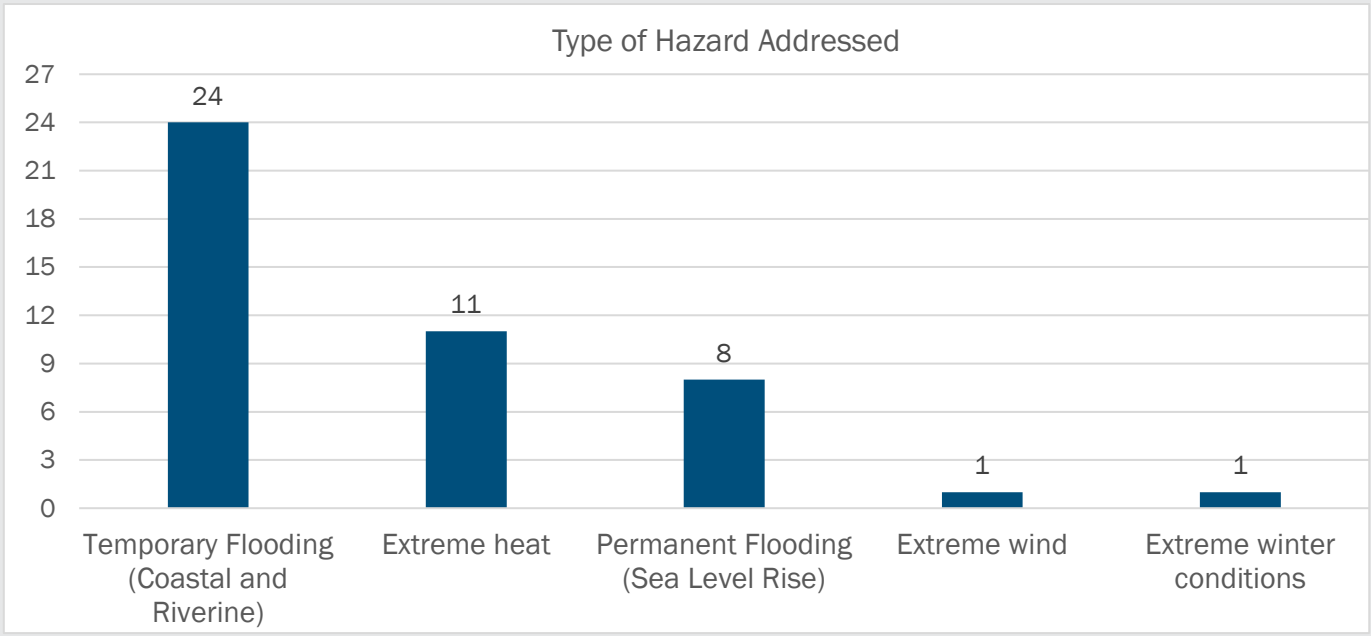
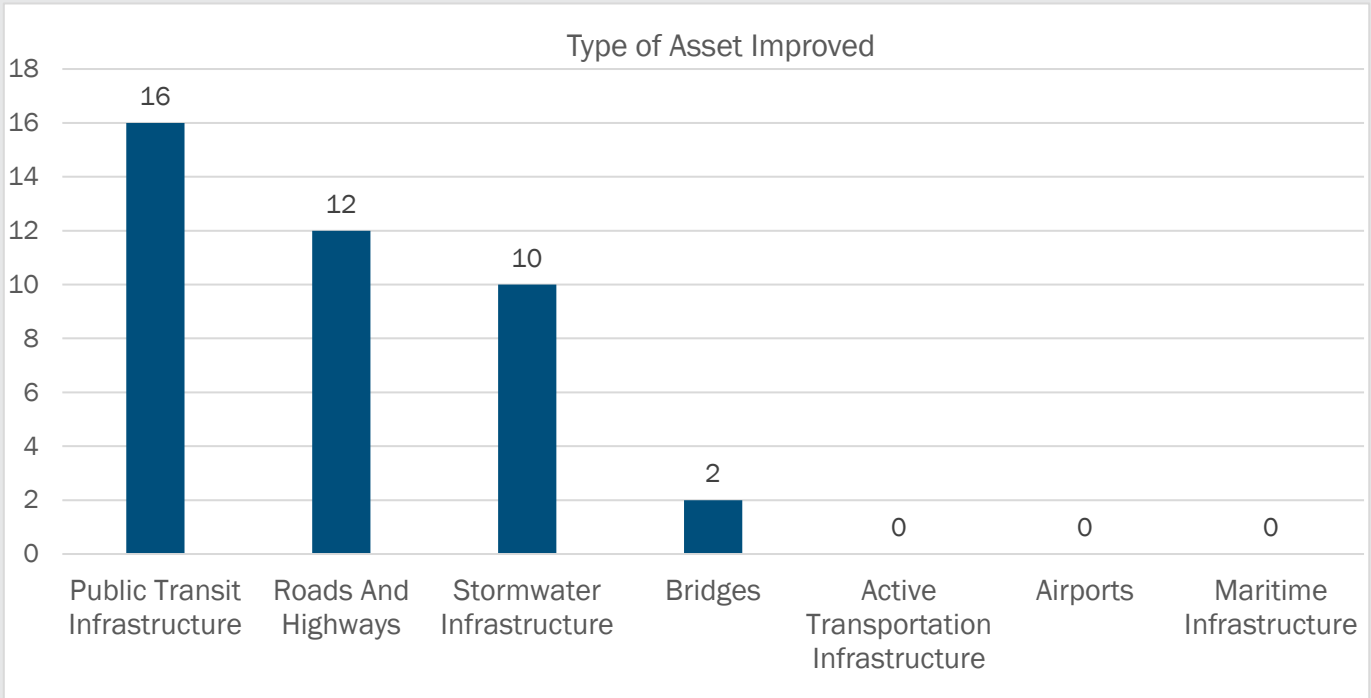


Figure 15: Number of projects that mention resilience improvements for each type of asset.



For each submission, localities and agencies were asked to indicate whether the project addresses a high priority risk identified through the vulnerability assessment mapping tool, local studies and assessments, or historical evidence of natural hazard damage. Projects were not excluded if they did not address a high priority risk identified through the vulnerability assessment or other data source as the mapping tool may have some limitations for location specific evaluation. A portion of an asset location may fall within varying levels of hazard exposure and therefore limit the tool's ability to indicate exposure for the entirety of an asset. Therefore, the RIP includes all projects submitted that were within the metropolitan Washington region boundary and provided a description satisfying the resilience project definition.

The following tables, grouped by asset type, summarize the projects identified by member agencies as highest priority projects to implement in the short term given known and projected asset vulnerabilities. This investment plan is not financially constrained. While some of the projects have identified funding, many of them will be seeking grant funds (e.g., PROTECT) to advance to implementation. This list of priority resilience projects will be updated on an annual basis as agencies are able to further refine and advance their resilience priorities. The project submission form will be sent to all relevant stakeholders each calendar year prior to the following PROTECT grant application due date. In addition, TPB will continually produce updated resilience plans and studies to better understand regional vulnerabilities and to support resilience efforts.

Bridges

Table 10: Bridge Resilience Investment Projects

Lead Agency	Project Title	Location	Description	Hazards
Charles County Government (supported by the Resilience Authority of Charles County)	Cobb Island (MD-254) - Bridge Approach	MD-254 (Cobb Island Road) between MD-257 and the Cobb Island Bridge.	While the Cobb Island Bridge was recently replaced in 2020, the bridge approach and surrounding roadways still experience tidal flooding and inundation from sea level rise. There is ongoing planning for this project, and possible options include a range of possible nature-based and innovative interventions to address flood vulnerability from multiple hazards.	

Public Transit Infrastructure

Table 11: Public Transit Resilient Investment Projects

Lead Agency	Project Title	Location	Description	Hazards
Virginia Passenger Rail Authority	RF&P Track Infrastructure Heat Impacts and Mitigation Study	The Richmond, Fredericksburg and Potomac railroad line from Quantico, Prince William County, VA to Control Point VA in Washington, DC; Intercity (Amtrak) and Commuter (VRE) rail routes on the corridor.	When the region has high temperatures, host railroads (CSX and Norfolk Southern) issue slow orders as a safety precaution to limit/prevent derailments. As temperatures continue to rise and temperatures remain elevated for longer periods of time, railroads will issue more heat orders, slowing rail traffic in the region. The heat impacts study would identify existing conditions, assess adverse conditions based on historical data, recommend specific mitigation strategies, and translate these strategies into capital or operational improvements to limit slow orders during heat events and increase the reliability of the transportation system.	

Lead Agency	Project Title	Location	Description	Hazards
Virginia Railway Express	VRE Stations Heat Vulnerability and Mitigation Strategies Analysis	Station assets located on VRE's Manassas and Fredericksburg Lines, as well as on the joint line between Alexandria and Union Station.	Increasing temperatures have the potential to cause significant passenger discomfort to VRE riders. This project will identify the appropriate mitigation strategies to address the adverse effects of heat in five VRE station facilities. The project will detail potential effects on passengers and facilities, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.	
Virginia Railway Express	VRE Manassas Line Track Heat Vulnerability and Mitigation Strategies Analysis	Track infrastructure on VRE's Manassas Line between the Broad Run station and "AF Interlocking".	Temperatures that continue to rise and temperatures that remain elevated for longer periods of time threaten the structural integrity of rail tracks. This project will identify the appropriate mitigation strategies to address the adverse effects of heat on track and ancillary facilities identified as high risk in the TPB vulnerability assessment. This study would detail potential effects of heat events on the track infrastructure and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.	
Virginia Railway Express	VRE Maintenance and Storage Facilities Heat Vulnerability and Mitigation Strategies Analysis	VRE-controlled property at the Broad Run and Crossroads Maintenance and Storage Facilities.	The TPB vulnerability assessment has identified these locations as highly vulnerable to extreme heat. The study aims to detail how exposure to extreme heat can affect VRE maintenance and storage facilities. The project will propose conceptual mitigation projects and review projected impacts on VRE service and yard personnel.	

Lead Agency	Project Title	Location	Description	Hazards
Virginia Railway Express	VRE Assets Flooding Vulnerability and Mitigation Strategies Analysis	L'Enfant and Quantico stations; Broad Run Maintenance and Storage Facility (excluding the passenger station platform, including the parking facilities).	The TPB vulnerability assessment has identified this area as having high vulnerability to inland flood. The study will analyze the proposed effects to this infrastructure from adverse future inland flooding events, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.	
WMATA	Systemwide Flood Resiliency Infrastructure Upgrades Implementation	Cleveland Park, Federal Triangle, Smithsonian, Archives/Navy Memorial, Rhode Island Ave/Brentwood, Capitol South, and Waterfront Stations (DC); Greenbelt Rail Yard (Greenbelt, MD).	All stations included in this project are either within the FEMA 100 year flood zone or are regularly impacted by interior flooding. The proposed upgrades address flood vulnerability in the MetroRail system and include measures such as new grading at station entrances, temporary flood barriers, raising vent shaft openings, and improving drainage capacity around stations. Improvements will lower the risk of adverse impacts to passenger service and system operations.	
WMATA	Drainage Pump Stations Rehabilitation Program	L'Enfant, Wheaton, Federal Triangle, Metro Center, and Glenmont Stations (DC); Noyes Road (Silver Springs, MD), Medical Center (Bethesda, MD).	Pumping stations remove water from WMATA's tunnels when aboveground rainfall or flood fills the tunnels. This equipment has exceeded its life cycle and needs replacement. The project would replace and improve the 59 drainage pumping stations located at low points in MetroRail tunnels to facilitate the removal of excess water from MetroRail tunnels and stations. The project would also replace and improve pumping equipment and tunnel piping systems that have exceeded their lifecycle throughout the MetroRail system. This program prioritizes the highest risk locations based on flooding and equipment need.	

Lead Agency	Project Title	Location	Description	Hazards
WMATA	Comprehensive Stormwater System Program (Planning)	Systemwide.	WMATA systems experience flooding due to storms and other rainfall events. Current stormwater planning is piecemeal and based on the facility. A comprehensive stormwater system program would allow WMATA to evaluate existing assets and risks and would provide a basis for Metro's future decisions about how to design, construct, and rehabilitate stormwater infrastructure.	
WMATA	Stormwater System Rehabilitation	Carmen Turner Center; Branch Ave, Glenmont, and Greenbelt, New Carrollton and Shady Grove Rail Yards; Landover, Montgomery, and Southern Ave Bus Division (all in Maryland).	WMATA has identified many of these facilities as highly vulnerable to inland, sea-level, and riverine flooding. Flooding here and to nearby operational facilities can create significant time delays. The project will use green infrastructure to install or retrofit stormwater management systems.	
WMATA	Rehabilitation of Station Vault Pre-Cast Supports	Dupont Circle, Woodley Park, Cleveland Park, Van Ness, Tenleytown, Friendship Heights Stations in DC. Bethesda and Medical Center Stations in MD.	In severe storms and flood events, rainwater can percolate through the ground, leak into MetroRail stations, and, on the Red Line, flow into the vaulted ceilings. The connecting supports for the vaulted ceilings at several stations have begun to deteriorate. The project will conduct a detailed inspection and condition report to determine the extent and location of where repairs will be needed, and rehabilitation of the identified issues.	
WMATA	Tunnel Chilled Water Piping Assessment	Systemwide.	Increasing temperatures have the potential to cause significant passenger discomfort to MetroRail riders. Chilled water is used to cool stations and all designs are outdated due to increasing population, increased density, and more high heat days. The study would conduct a systemwide assessment of chilled water piping in tunnels to identify the need to improve this piping.	

Lead Agency	Project Title	Location	Description	Hazards
WMATA	MetroBus Shelter Replacement	Systemwide.	As high heat and intense rain events occur, passengers will increasingly require shade and shelter at bus stops. The project would replace aging shelters, provide shade, and decrease unnecessary wait times at outdoor bus shelters by improving communication with customers.	
WMATA	Traction Power/Rectifier Replacement	33 traction power substations though DC, VA, and MD.	High heat has the potential to impact traction power substations and result in slow or interrupted MetroRail services. The project would answer this concern and decrease heat buildup in traction substations critical to the MetroRail train system and enhance power stability. Improvements would replace rectifiers in multiple traction substations across the service area to improve electrical efficiency. This not only increases resilience but also stabilizes the rail system and reduces electricity consumption.	
WMATA	Shaft Damper and Attenuator Replacement Program	221 shafts throughout the MetroRail system in DC, MD, and VA.	High heat weather will require better circulation of MetroRail tunnels and stations for comfort and operability. The project would address heat strain on fans, dampers, and attenuators that circulate air through shafts in the Metro system. These improvements would maintain customer comfort and equipment functionality as temperatures rise.	
WMATA	Non-Revenue Facility HVAC Replacement	L'Enfant, Wheaton, Federal Triangle, Metro Center, and Glenmont Stations (DC); Noyes Road (Silver Springs, MD), Medical Center (Bethesda, MD).	Multiple Metro non-revenue facilities were not built for projected future weather conditions and do not account for increased average temperatures or for the increase in heat-producing electric controls. These facilities often heats to an uncomfortable level. The project would replace aging and inefficient heating at these facilities and implement a Building Energy Management Control System that would allow for greater operational and maintenance efficiency. Facilities included in this project are crucial for the operation of the Metro system.	

Public Transit & Stormwater Infrastructure

Table 12: Public Transit and Stormwater Infrastructure Resilience Investment Projects

Lead Agency	Project Title	Location	Description	Hazards
Virginia Passenger Rail Authority	Flooding Mitigation Study for Quantico and Pohick Creek Rail Bridges	RF&P Rail Corridor, owned by CSX/Virginia Passenger Rail Authority. Quantico Creek Rail Bridge and Pohick Creek Rail Bridge (38.526743, -77.288966 to 38.712765, -77.217392).	The two rail bridges associated with the project lie within the 100-year floodplain. Should flooding be significant or damage occur to these bridges, passenger and freight rail traffic within the entire region could be halted to make emergency repairs. The flood mitigation study would identify existing conditions, assess expected adverse conditions, recommend specific mitigation strategies, and translate these strategies into capital improvements for future rounds of funding to ensure the rail infrastructure will with stand future flooding or storm inundation.	

Roads and Highways

Table 13: Road and Highway Resilience Investment Projects

Lead Agency	Project Title	Location	Description	Hazards
DDOT in partnership with District DOEE	Nannie Helen Burroughs Avenue DC-295 Underpass [2]	Nannie Helen Burroughs Avenue NE underpass beneath DC-295 in DC.	The Nannie Helen Burroughs Avenue experiences frequent flash flooding due to the impermeable surfaces in the nearby Watts Branch watershed. Flooding happens quickly, leaving disadvantaged neighborhoods with vulnerable populations between DC-295 and the Anacostia River isolated with very little warning. The proposed Engineering Feasibility Study would identify methods to improve the flood resilience of transportation infrastructure while creating additional greenspaces between the Anacostia River and Kenilworth Park and the Nannie Helen Burroughs Avenue Commercial Corridor.	

[2] This project received PROTECT funding in 2024.

Lead Agency	Project Title	Location	Description	Hazards
DDOT in partnership with District DOEE	Watts Branch Flood Resilience Strategy Implementation	Nannie Helen Burroughs Ave, between the I-295 underpass, and Division Ave.	Nannie Helen Burroughs Ave lies within the FEMA 100-year floodplain within the Watts Branch watershed and already experiences regular flooding during storm events. Flooding risk will increase with climate change. Options to address flooding risk will be established in the Watts Branch Flood Resilience Strategy (expected publication date April 2025). This project would implement the results of that study and create blue, green, and gray infrastructure along the corridor to reduce flooding and improve mobility for residents during storms.	
Prince William County Department of Transportation	Fuller Road Flooding Mitigation	Fuller Road (VA Route 619) from the I-95 exit ramp to Mason Drive.	Fuller Road, which provides the only direct access to the main operating area of Quantico Marine Corps Base, is vulnerable to inland flooding and flooding at the gate. Flooding here has significant implications on operational readiness. The project will mitigate flooding of Fuller Road by increasing the capacity of the storm water facility near the National Museum of the Marine Corps and by restoring the Little Creek watershed.	
Prince William County Department of Transportation (supported by VDOT)	PWC Evacuation Operationalization Plan	Countywide.	Parts of Prince William County and its independent jurisdictions lack a countywide evacuation plan. The County seeks to fill these gaps and develop this plan. The completed plan would quantify the impact of catastrophic emergencies; describe how different hazards may call for different localized, neighborhood-level, town-level, or large-scale evacuations; and provide real-time data visualization tools to assist responding agencies in emergency scenarios. This plan will minimize disruptions and impacts on transportation infrastructure during emergencies.	

Lead Agency	Project Title	Location	Description	Hazards
Prince William County Department of Transportation	Implement Shoreline Protection and Nature-Based Solutions	Countywide.	Numerous major transportation corridors located along coastal areas of the County are vulnerable to shoreline erosion caused by rising sea levels. The project will develop guidance for Prince William County to develop nature-based solutions for shoreline protection. The project will mitigate shoreline erosion to improve the resiliency of the transportation network to flooding.	
Prince William County Department of Transportation	Restore Streams to Reduce Flooding	High risk roadways in Prince William County as identified by existing vulnerability assessments from the TPB and the County.	County and TPB Vulnerability Assessments have identified several roadways as having a high risk of flooding. This project to develop and implement stream restoration would reduce flooding impacts on roadways within the County. Restoring natural flood resilience would protect the county's transportation infrastructure.	
Prince William County Department of Transportation	Incorporating Green Infrastructure into a Multimodal Transportation Corridor	Richmond Highway / US-1 from West Russel Road (Southbound near the limit with Stafford County) to Annapolis Way (Northbound near Occoquan River Bridge and the limit with Fairfax County).Includes bridge Asset Number 6228 Northbound / 6229 Southbound.	Route 1 (Richmond Highway / US-1) is a busy thoroughfare that crosses Prince William County from southwest to northeast and lies in a flood prone area in proximity to important water bodies and environmental protected areas. The area has historically experienced flooding, road closures, and swift water reports. This project would identify and design green infrastructure to detain stormwater flows, improve transportation resiliency, and improve the natural ecosystem by reducing stormwater runoff that could carry harmful pollutants left on roadways into protected natural areas. The project would provide an evaluation of possible projects, report on the prioritized list of projects, and create a Multimodal Corridor Green Infrastructure preliminary design with the respective Evaluation Memorandum.	

Roads and Highways & Bridges

Table 14: Road, Highway, and Bridge Resilience Investment Projects

Lead Agency	Project Title	Location	Description	Hazards
Prince William County Department of Transportation	Residency Road Flooding Mitigation	Residency Road (VA Route 782) from the current dead end of Residency Road across the rail tracks to Broad Run Station parking lot.	Residency Road has a history of flooding but stands to be a primary access point to the soon-to-be expanding Broad Run VRE Station and a subsidiary access point to the Manassas Regional Airport. The airport is also planned for expansion and all three current access points to the airport have moderate inland flooding risk. This project will design and construct a flood-resilient bridge to provide continuous access between Residency Road and the Station and airport.	

Roads and Highways & Stormwater Infrastructure

Table 15: Road, Highway, and Stormwater Infrastructure Resilience Investment Projects

Lead Agency	Project Title	Location	Description	Hazards
Charles County Government (supported by the Resilience Authority of Charles County)	MD 6 Port Tobacco Road Resilience Improvements	Seven miles of Liverpool Point Rd from its intersection with Port Tobacco Rd to its intersection with Riverside Rd. This includes Bridge 8015 over Nanjemoy Creek.	Increasingly, severe precipitation events cause flooding at this location. The flood events have created the need for pavement reconstruction/ resurfacing, and reinforcement of roadway shoulders, and drainage improvements to handle both average and significant storm event flows. The project to mitigate these flood issues is in its planning phase and funding will support the implementation of the chosen project. This rural area of Charles County is highly dependent on this roadway and has an average income that is below 65% of the county average.	

Lead Agency	Project Title	Location	Description	Hazards
Charles County Government (supported by the Resilience Authority of Charles County)	Zekiah Watershed Roadway Improvements	Project 1: less than one mile of roadway improvements along Old Washington Rd upstream of Pembrooke Sq. Project 2: less than one mile of roadway near the intersection of Post Office Rd and Industrial Park Dr. Project 3: culvert at the low point in Poplar Hill road.	Several locations within the Zekiah Swamp Watershed experience nuisance and urban flooding and require swale updates and stormwater redirection. The proposed project incorporates green infrastructure solutions such as vegetative infiltration interventions to decrease roadway flooding and to minimize the environmental impact of stormwater runoff. Project locations 1 and 2 are identified as EEAs while Project 3 is adjacent to an EEA and resilience improvements here can improve resilience for neighboring disadvantaged communities.	
District Department of Transportation	Soapstone Culvert Reconstruction	Soapstone stream from 250 ft upstream of where the stream passes under Broad branch Rd to 100 ft downstream of this point.	The single barrel stone masonry semicircular arch culvert is undersized to accommodate the current and modeled future rates of flows. Culvert overtopping can cause road closures during storms and has started compromising the integrity of the head walls and streambed downstream. This project aims to replace the soap stone culvert and stabilize the stream upstream and downstream stream banks to make the structure and the roadway more resilient to flooding and subsequent damage.	

Stormwater Infrastructure

Table 16: Stormwater Infrastructure Resilience Investment Projects

Lead Agency	Project Title	Location	Description	Hazards
City of Manassas	City of Manassas Flood Hazard Assessment	Citywide street network.	City of Manassas records show that various parts of the hydraulic conveyance system in the City regularly experience localized flooding. This study will identify areas of local flooding, evaluate potential remediation measures, and provide a list of recommendations to address this flooding. A Final Project Summary Report will include potential flood mitigation projects and their approximate construction cost estimates. This information provides the foundation for the City to carry out flood resilience projects.	
Prince William County Department of Transportation	Manage Stormwater Flooding Outside of the Floodplain	All roadways in Prince William County adopted in the State maintained roadway system that are not in delineated FEMA floodplains.	Prince William County's existing vulnerability assessment has identified lack of knowledge about flooding outside the FEMA floodplains as a limitation to the County's understanding of roadway vulnerability. This study seeks to use modeling and/or historic flood records to enhance the County's understanding of flooding. Based on this data analysis, the study will identify appropriate resilience measures for implementation and make the most use of funding the County has set aside for adaptation projects.	

Lead Agency	Project Title	Location	Description	Hazards
Prince William County Government Department of Transportation (supported by VDOT)	Flooded Roadway Mitigation Study	Valley View Drive (VA Route 611 sequences 50/60), structure no. 8: 000000000014300. Old Church Road (VA Route 649), structure no. 8: 000000000024232. Fleetwood Drive (VA Route 611 sequence 20), structure no. 8: 000000000014301.	These locations are prone to flooding and flash flooding that cause vehicular damage. The study will identify resilient improvements to the impacted streams and surface transportation assets to reduce the magnitude and duration of impacts of current and future weather events and natural disasters. The resilience measures can be deployed to reduce the risk to life and of vehicular damage.	
District Department of Transportation	Cleveland Park Stormwater and Drainage Improvement	Porter-Ordway Sewershed in DC's Northwest quadrant Ward 3.	The area around Cleveland metro station (e.g., Connecticut Ave. NW) has flooded multiple times due to insufficient drainage infrastructure that creates ponding on the street surface. This project would carry out infiltration, detention, and capacity improvements to drainage conveyance structures, flood mitigation detention reservoirs, roads, and sidewalks. These improvements will aim to manage a 15-Year return period storm without impacting the rate and erodibility at the outfall into Rock Creek.	

Lead Agency	Project Title	Location	Description	Hazards
DDOT (supported by the DOEE)	SW & Buzzard Point Blue-Green Infrastructure (BGI) Network	2nd St SW (Anacostia River to P St SW). 1st ST SW (Anacostia to T St SW). Canal St. (P to N St SW). Delaware Avenue (Canal to G St). M St SW (Maine Avenue to South Capitol Street). I Street SW (5th St to Delaware). G Street SW (5th St to Delaware).	Inland flooding threatens Southwest and Buzzard Points. ROW segments in this project will convey and detain excess stormwater in parks and on right-of-way so that it does not impact the adjacent roadways and local residential areas. This project will complete the Blue-Green Infrastructure Network to safeguard Southwest and Buzzard Points.	

C. POTENTIAL RESILIENCE STRATEGIES

As noted above, agencies will have the opportunity to submit additional priority resilience projects to the project list on an annual basis. To support agencies in developing strong resilience projects, Table 17 provides an illustrative set of examples of resilience improvement strategies that are eligible under PROTECT. There is a wide range of potential projects that the TPB and its key partners can leverage to increase system-wide transportation resilience in the region. These include planning and policy-based measures that can be implemented in advance of extreme events, such as updating infrastructure design standards to be climate-resilient and designating evacuation routes, in addition to infrastructure upgrades and improvements. TPB and its key partners can also use asset-level measures to build back better following extreme events. These can include upgrading stormwater management infrastructure or elevating roads or bridges to reduce impacts during flooding events.

Table 17. Select Examples of Resilience Improvement Strategies

Upgrades to or installation of stormwater management infrastructure		
	(NTM Engineering)	Upgrading or installing stormwater management infrastructure (e.g., culverts, pipes, drains, etc.) can reduce flooding risk by increasing the capacity of stormwater infrastructure to capture and store surface runoff during flooding events. This can help prevent culverts and drains from overflowing, preventing standing water on roads and reducing inundation of critical infrastructure.
Relocating or elevating roadways out of the floodplain		
	(Risk Factor)	Relocating or elevating roadways out of the floodplain can significantly reduce flooding risk by preventing inundation of the roadway. Elevating the roadway can be completed incrementally by adding pavement thickness to raise the road surface. For roadways with high risk of inundation, relocating the roadway out of the floodplain entirely may be a more effective option.

Upgrades to or installation of stormwater management infrastructure

Implementing nature-based solutions to reduce flooding risk

(Fairfax County, VA)

(LDP Watersheds)

Incorporating natural infrastructure in resilience projects can help reduce flooding risk in addition to providing environmental co-benefits. There are many nature-based solutions that can be implemented to reduce flooding risk to transportation infrastructure.

For infrastructure located along streams and rivers, nature-based solutions can help reduce erosion and undercutting along the bank while also helping reduce water flow and riverine flooding. Examples include:

- Using vegetated riprap
- Placing large woody debris (fallen trees, logs, and branches) in streams

Other nature-based solutions can be implemented in the built environment to help decrease stormwater runoff and consequently reduce the severity and duration of flooding events. Examples include:

- Installing retention/detention ponds and bioswales
- Planting vegetation buffers along roads

Installing shade structures along sidewalks and at outdoor transit stops

(Springer)

Installing temporary or permanent shade structures, such as canopies, shade sails, or trees, can reduce extreme heat impacts for people using sidewalks or waiting at outdoor transit stops or platforms.

Removing trees that are unhealthy, dead, or dangerous

Trimming or cutting down unhealthy, dead, or dangerous trees can reduce the risk of trees bending or falling during extreme wind events. Preventing downed trees due to wind is especially important near critical roads, bridges, rail lines, and utility poles and wires.

CHAPTER 6

Implementing Resilience

Creating a resilient regional transportation system requires significant collaboration and coordination across agencies and jurisdictions. This is especially true for the metropolitan Washington region given that there are many different transportation infrastructure owners in the region, and member agencies have varying responsibilities, from overseeing road construction to operating transit services. This chapter provides an overview of how the TPB and its key partners currently coordinate and identified opportunities for continued collaboration to ultimately create a more resilient regional transportation system.

A. ROLE OF THE TPB

Although the TPB does not own or manage any transportation infrastructure, it plays a key role in transportation planning in metropolitan Washington as a convening body for regional cooperation to bring together stakeholders to discuss issues of regional significance. The TPB is also a leading resource for information sharing and develops relevant resources for the region. As described in Chapter 2. TPB's Regional Approach to Resilience, the TPB has a history of helping the region understand and tackle climate risks, and this TRIP continues the TPB's resilience work by providing actionable data that stakeholders can use to inform decision-making. The TPB can continue helping member agencies by conducting further studies and developing resources, providing training and professional development opportunities, and facilitating collaboration.

Additional Studies and Resources

The TPB can build upon the data and information compiled through the development of the TRIP to continue to refine the region's understanding of risks. Further study and resource development efforts may include:

- Implementing many of the suggestions in Chapter 7. Future Regional Transportation Resilience Enhancements to provide more detailed analyses, including a deeper understanding on urban flood risks and the economic impacts of inaction.
- Developing guides and publications to help streamline the implementation of resilience projects. Potential focus topics could include funding opportunities for resilience projects, regional resilience best practices, case studies of successful resilience projects, and specific resilience strategies or features that can be incorporated into projects.
- Providing recommendations for incorporating equity and environmental justice considerations into resilience projects.
- Developing additional guidance on climate change risks, the cost of inaction, and co-benefits of resilience projects for stakeholders that may not typically view resilience as their responsibility.
- Gathering input from stakeholders to inform the development of additional resources to help member agencies increase their resilience.
- Developing regionally consistent data metrics to inform future studies and measure progress.

Trainings and Professional Development

In addition to sharing information and resources, the TPB can host trainings, webinars, and peer exchanges to help member agencies build capacity to implement resilience projects and share best practices and lessons learned. The TPB already has experience doing this. For example, the TPB's 2022 webinar series

engaged member agencies and helped them build capacity to understand climate challenges in the region. A key intended outcome of future trainings is to support agencies in understanding what a resilience project is, how to define resilience measures, and how to design existing processes to better incorporate resilience.

Potential future trainings and webinars could highlight co-benefits of resilient infrastructure and help break down silos across agencies, especially for those agencies that do not typically consider their work as being focused on resilience. Trainings and webinars could be especially helpful for providing more information on funding opportunities, including guidance for developing strong grant applications. The TPB can also use these capacity-building opportunities to ensure that resilience and transportation practitioners and planners across the region can easily understand and identify if a proposed project can be considered a resilience project. Additionally, peer exchanges could provide an opportunity for more in-depth conservations on existing practices related to resilience, challenges and successful approaches, and lessons learned for future resilience projects. Some infrastructure owners may also benefit from training on how to conduct a more detailed vulnerability assessment for their assets.

Collaboration

The TPB plays an essential role in convening stakeholders and facilitating collaboration across the region. The TRIP is one example of how the TPB has successfully convened stakeholders to help increase resilience (Chapter 3. Systemic Approach to TRIP Development). As MDOT, VDOT, and DDOT develop and update their own vulnerability assessments and resilience improvement plans that include areas in the metropolitan Washington region, the TPB will continue to regularly engage with these agencies to ensure each TRIP works together towards improved regional resilience (e.g., sharing and improving data across jurisdictional boundaries, coordinating on identifying, funding, and implementing resilience projects). TPB plans to convene a formal Regional Transportation Resilience Subcommittee, through which much of this collaboration will occur.

The TPB can continue to facilitate collaboration across its member agencies by determining where multiple agencies can pool resources and efforts to implement resilience projects, especially when individual agencies do not have sufficient capacity to lead resilience efforts. The TPB can also convene the formal regional transportation resilience subcommittee to continue coordination between transportation resilience professionals in the region. Additionally, the TPB can conduct cross-jurisdictional studies to understand where resilience projects could be implemented to prevent cascading failures. The TPB can also develop an online tracker of resilience projects similar to the Hampton Roads Resilience Projects dashboard to identify regional resilience success. This tracker would provide data on the types of projects underway, percent of projects using natural infrastructure, approximate locations of projects, and project status, the TPB may also consider looking beyond the metropolitan Washington region and explore additional opportunities for collaboration through efforts such as the Transportation and Climate Initiative.

Short-Term Financial Planning

The TPB can continue to incorporate an emphasis on resilience in short-term financial planning through the TIP. Previously, the TPB has included a question about resilience projects in the TIP Call for Projects to encourage more resilience-focused submissions or support agencies in incorporating a resilience lens in project evaluation. The TIP is a four-year federally obligated document that describes the TPB board-

approved transportation projects scheduled to receive federal transportation funding and all regionally significant air quality projects. The TIP includes highway projects, rail, bus, and streetcar projects and bicycle and pedestrian improvements, as well as roadway and transit maintenance projects, operational programs, and many other transportation-related activities. Integrating resilience-thinking into the project planning process may increasingly result in the adoption of resilient strategies.

Long-Range Planning

The TPB can also further integrate resilience in its long-range planning. This can include strengthening the resilience lens in the TPB's 20-year horizon vision document, the NCRTP (Visualize 2045), in future long-range plans. The next NCRTP (Visualize 2050) for the National Capital Region is currently under development, providing an opportunity to incorporate the resilience priority projects identified in the TRIP with the next NCRTP and ultimately programmed with funding in the TIP. The TRIP identifies a desired project list to address resilience issues in the region, and projects that are priorities with reasonably anticipated funding will be submitted for inclusion in a future NCRTP. Projects submitted for inclusion in Visualize 2045 described how they included equity and climate considerations, and a similar measure is expected in future NCRTPs. Projects included in this TRIP have already identified climate and equity considerations, and agencies can use the mapping tool to identify similar information for new projects.

The TPB aims to expand education around climate resilience in transportation. The vulnerability mapping tool can be used as an educational tool to tell transportation agencies where their assets may soon face challenges from climate change. The vulnerability assessment literature review provides a foundation for understanding climate hazards to the transportation system in the region. The methodology of the asset-level vulnerability assessment can break down what makes each type of asset resilient to specific climate hazards or not. This TRIP will help to inform future long-range planning and support progress toward becoming a Climate Ready Region, which COG defines as a region that has the "ability to adapt and absorb against disturbances caused by current and future, acute and chronic climate impacts and successfully maintain essential functions."[47]

As agencies submit projects to future NCRTP updates, the hope is that more resilience projects will be developed and more investments will be proposed to strengthen the region's vulnerable infrastructure and make the transportation network more reliable and less impacted by severe weather.

B. ROLE OF KEY PARTNERS

Although the TPB plays an essential role in transportation planning and convening in the metropolitan Washington region, it relies upon its member agencies to implement most resilience projects and to adopt supporting policies, codes, and standards. The state and District DOTs have jurisdiction over required and prioritized project implementation, such as regular and deferred maintenance and general transportation system improvements and are therefore key implementers for any transportation resilience investments.

Regional agencies have begun to incorporate resilience priorities in their regular operations; for example, Maryland DOT and Virginia DOT have both updated elements of their design manuals to incorporate future changes in climate. Individual jurisdictions are beginning to explore this as well; for example, Prince William County is currently undergoing a Transportation Land-Use Connections project aimed at providing green infrastructure implementation guidance to help updating policy documents like local design and constructure standards to help the county promote strategic green infrastructure implementation in planned transportation-related capital improvement projects. In the long term, resilience investments may reduce operational and maintenance costs and reduce the likelihood of significant system or asset damage from climate hazards. Member agencies such as DOTs can utilize planning processes like the development of asset management plans and capital improvement plans to increase resilience considerations and priorities.

Resilience Policies

Transportation agencies in DC, Maryland, and Virginia each have policies that guide climate adaptation within their jurisdictions. For example, Maryland has created the CoastSmart Council and authorized local Resilience Authorities to oversee and support construction of resilient infrastructure.[48,49] Maryland's government emphasized resilience through climate adaptation as a core objective in the 2024 State Plan.[50] In Virginia, the Commonwealth Transportation Board considers resilience when adopting the Statewide Transportation Plan and the Virginia Department of Conservation and Recreation plans for flooding impact to critical transportation and emergency services infrastructure.[51,52]

The TPB's partners will continue to play a key role in the implementation of resilience projects across the region, including by providing a voice from practitioners on the ground as to the climate impacts they are experiencing firsthand, the types of solutions they are or are not able to implement, the plans they are working on, and the data they have access to. Key partners can also help push the TPB to think outside the box with new ideas to increase the region's resilience to natural hazards.

C. MONITORING PROCESS AND IMPACT

The implementation of climate change resilience measures is a relatively new area, and as such, limited resources are available on best practices and lessons learned. To ensure progress toward key goals, the TPB can monitor and measure resilience work across the region. Potential measurable outcomes that the TPB can track include but are not limited to:

- Number of resilience projects that receive resilience grant funding annually
- Number of regional meetings held and meeting attendance
- Number of resilience projects/studies within EEAs
- Number of resilience projects that address high or medium vulnerabilities identified in the Climate Vulnerability Assessment
- Establishment of a baseline definition for a resilience project and improved identification of resilience projects

- Number of trainings and capacity-building opportunities to educate member and regional agencies on identifying and/or developing resilience projects
- Number of new staff positions at regional and member agencies dedicated to transportation resilience
- Percentage of projects included in the TIP that increase resilience
- Percentage of projects that incorporate natural infrastructure as part of the resilience solution
- Qualitative discussions with member agencies on the success or lessons learned from implemented projects
- Percentage of resilience planning studies that then advance to implementation phases

The TPB will continue to evaluate opportunities to integrate resilience metrics into ongoing planning processes, such as the development of future NCRTPs and updates to the TRIP or related studies. The TPB will also continue to engage with regional stakeholders to learn about how they are monitoring and measuring the impact of resilience investments made in the region. Increased engagement and education on how to define a resilience project and why resilience investments are needed is a key component of advancing resilience work and sharing the impact of such projects. As a lead agency supporting capacity building and information sharing, the TPB aims to increase these engagement and education opportunities and their impact and reach.

CHAPTER 7

Future Regional Transportation Resilience Enhancements

This TRIP is the first comprehensive regional transportation resilience plan created for the metropolitan Washington region. The TPB is committed to continuous efforts to identify vulnerabilities to inform transportation resilience planning and investments in the region and plans to refine the TRIP annually. Resources developed for this TRIP, such as the mapping tool, will be maintained and updated as improvements are made, including the integration of additional datasets or analyses described below. Future transportation resilience efforts may increasingly address transportation electrification and nature-based solutions (i.e., tree canopy) through land-use planning processes. The TPB will also strive to be inclusive of other considerations, such as climate mitigation opportunities and socioeconomic factors such as access to job centers and resources, in the identification or design of resilience investments.

Future resilience studies and plans, and potential improvements to the TRIP, may be based on best practices learned from other agencies' TRIPs or the TPB's and regional agencies' expertise and areas identified for improvement. Future resilience plans and studies may also change the approach used in articulating climate resilience needs and building adaptation strategies. The TPB has identified several potential enhancements to assessing system vulnerabilities for future additional analysis of the transportation system. The TPB looks forward to continued coordination with member agencies and to including more priority transportation resilience projects in future TRIPs.

A. ADDITIONAL FLOODING IMPACT ANALYSIS

Although the FEMA floodplain maps used in the vulnerability assessment were useful to understand temporary flood likelihood at a specific location, these maps are based on historical data and do not consider future climate change. Moreover, current FEMA maps only represent temporary fluvial (riverine) and coastal flooding. The TPB has identified several potential improvements for the temporary flooding analysis to address the limitations of the floodplain maps. One improvement could be the consideration of other types of temporary flooding such as urban or pluvial flooding (i.e., when heavy rainfall overwhelms drainage systems and natural water pathways), which is a growing concern for certain areas in the metropolitan Washington region. Another improvement could be the integration of forward-looking changes in precipitation due to climate change and the impacts of those changes on riverine floodplains. This would build on the historical FEMA data to help evaluate future impacts. It would also be beneficial to ground-truth the flooding results based on existing knowledge within the region. Regional agencies with historical and other data for their jurisdiction could utilize the 'add data' feature in the online mapping tool to include these in their own review of projects within their jurisdiction.

The current vulnerability assessment considers the effects of temporary flooding and permanent flooding from sea level rise separately, but these two types of flooding can have compounding effects. For example, sea level rise that raises the height of the Anacostia and the Potomac Rivers may submerge municipal stormwater drainage outflows, preventing effective drainage. In this event, extreme precipitation would more easily overwhelm stormwater systems and bring increased flooding to affected regions. This effect can be particularly pronounced when tropical and extratropical storms pass through the region causing a storm surge that raises sea levels even higher than the average level combined with simultaneous extreme precipitation. Integrated modeling of the combined impacts of sea level rise and changes in precipitation would be necessary to evaluate the extent of impacts from these events.

Other improvements could include incorporating asset-specific information on elevation to improve the representation of each asset's potential exposure to flooding. Assets that sit in an area that is exposed to flood risk may not be vulnerable if they are elevated above the expected inundation level. On the other hand, bridge approaches may have higher flood risk as they are lower than the current point-based representation of the bridge. As noted in Chapter 4. Risk-Based Vulnerability Assessment, due to data limitations, the flood exposure methodology was applied to all rail stations and rail lines, regardless of whether those assets are located above or below ground. The TPB could refine the understanding of flood risk by compiling or creating asset elevation data, including centerline data for roads, and incorporating this into the vulnerability assessment.

B. INCREASED CONSIDERATION OF EQUITY AND POTENTIAL IMPACTS TO CRITICAL SERVICES

Equity is a central consideration for resilience planning, and there are opportunities to further consider equity impacts in a future vulnerability assessment update. Conducting an analysis that considers not just where an asset is located relative to disadvantaged populations, but who the actual users of the asset are would provide much more accurate insights on the equity implications of potential damage. Future analyses can also consider how assets are critical to the transportation system if they connect people to critical community facilities such as hospitals, police/fire stations, and schools. Individuals may experience greater need for these services and access to these community facilities during climate hazard events. One way to incorporate this need in future assessments could be weighing criticality scores to give higher scores to transportation routes that provide connectivity to critical community facilities. Another method could be based on the Hampton Roads Transportation Planning Organization's model of how flooding impacts disadvantaged communities' access to essential services.[53]

C. ECONOMIC IMPACTS AND SYSTEM-LEVEL ANALYSIS

Future TRIPs may change the framework used to identify vulnerability. The current TRIP identifies priorities by looking at each asset type in isolation. A future TRIP could consider the ways that riders use multiple modes of transportation or can use multiple types of transportation to reach their destinations. This set-up recognizes that areas that only have access to one mode of transportation may be more vulnerable than those that have access to multiple modes. A future TRIP could also take a different approach and conduct deep dive vulnerability analyses for specific sites to provide more information on what constitutes vulnerability and what cost-effective adaptation solutions may be. Future analyses could also create a monetized understanding of the risks posed by climate change. An analysis of this nature would allow for better comparison with other, non-climate risks and could allow agencies to weigh climate adaptation needs against competing priorities. Ideally, this monetary analysis would account for costs to both the agency (e.g., costs to repair damage) and user (e.g., lost time due to detours) costs.

D. MAPPING REGIONAL CLOSURES DUE TO NATURAL HAZARDS

Future analyses could incorporate data from the Regional Integrated Transportation Information System

(RITIS) which provides real-time transportation data from each of the region's transportation agencies. The TPB could analyze RITIS data for all TPB localities to identify where transportation closures have occurred due to natural hazards over the past 20 years. This could help further ground-truth the results of the vulnerability assessment and confirm that specific routes or locations that are frequently closed due to natural hazards have been captured in the assessment. Analyzing RITIS data could also help the TPB understand whether closures related to natural hazards have been increasing over time. Similarly, as more resilience projects are implemented in the future, the TPB could use this data to measure how effectively resilience projects may reduce closures related to natural hazards.

E. EXTREME HEAT TRANSIT RIDER ANALYSIS

The TPB or its transit partners could conduct further studies to understand how extreme heat impacts public transit riders. Such studies could focus on populations that rely heavily on public transportation and could consider the intersections of equity and public health, especially for communities located in urban heat islands. The TPB's transit partners could use the findings from these studies to inform the development of resilience improvement projects to reduce extreme heat impacts, such as the installation of additional shade structures or misting stations at public transit stops. The TPB's transit partners may also consider ways to adapt transit schedules to reduce rider vulnerability, especially during heatwaves.[54]

CHAPTER 8

Conclusion

Figure 16: Bike lanes in the NoMa neighborhood in DC (COG).

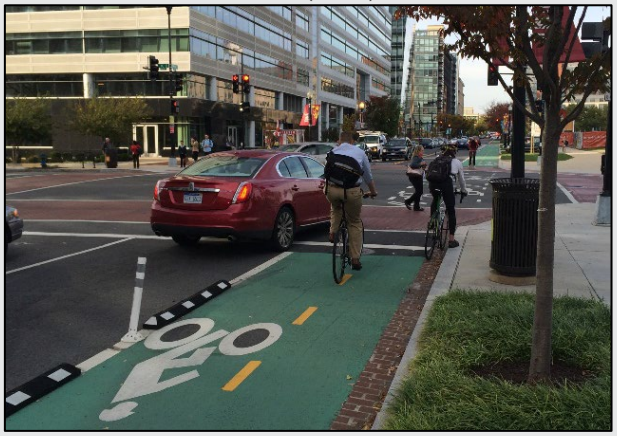


Figure 17: FLASH bus in Montgomery County (MCDOT).

Figure 18: Bike paths along the GW Parkway in Arlington, VA (COG).

The TPB developed this TRIP in coordination with member agencies to build on the strong foundation of transportation resilience work in the region, advance the region's climate resilience goals, and support the TPB's commitment to incorporate an equity lens in its work. The TRIP is another milestone in the region's resilience efforts and will serve as a resource to further these efforts. The vulnerability assessment has equipped the TPB and its member agencies with a stronger understanding of climate vulnerabilities across the region's transportation system.

This TRIP positions the key stakeholders managing metropolitan Washington's transportation system to make climate-informed decisions about future investments and support a climate ready and resilient region. The TPB will continue to focus on facilitating coordination among infrastructure owners and planning agencies and serve as a multi-jurisdictional resource to support regional resilience planning.

APPENDIX A

PROTECT Requirements Checklist

Appendix A. PROTECT Requirements Checklist

This appendix lists the required and optional elements of a Resilience Improvement Plan (RIP) per the PROTECT program guidelines and where each element is addressed in this document.

Table 18: PROTECT Requirements of a State or MPO RIP

The RIP…	Corresponding TRIP Section
Shall…	
Be for the **immediate and long-range planning activities** and investments of the State or metropolitan planning organization with respect to resilience of the surface transportation system within the boundaries of the State or metropolitan planning organization, as applicable	Chapter 3. Systemic Approach to TRIP Development
Demonstrate a **systemic approach** to surface transportation system resilience, and	Chapter 3. Systemic Approach to TRIP Development
Be **consistent with and complementary of the State and local mitigation plans** required under section 322 of the Robert T. Stafford Disaster Relief and Emergency Assistance Act (42 U.S.C. 5165).	Chapter 2. TPB's Regional Approach to Resilience: TRIP Alignment with Existing Plans Appendix B. Existing Policies and Plans
Include a risk-based assessment of vulnerabilities of transportation assets and systems to current and future weather events and natural disasters, such as severe storms, flooding, drought, levee and dam failures, wildfire, rockslides, mudslides, sea level rise, extreme weather, including extreme temperatures, and earthquakes (23 U.S.C. 176(e)(2)(A-C)).	Chapter 4. Risk-Based Vulnerability Assessment
Shall, as appropriate…	
Include a description of **how the agency is prepared to respond** to the impacts of weather events, natural disasters and is prepared for changing conditions;	Chapter 3. Systemic Approach to TRIP Development
Describe the **codes, standards, and regulatory framework**, adopted and enforced by the agencies, to ensure that resilience improvements within the impacted area of proposed projects that are included in the plan;	Chapter 2. TPB's Regional Approach to Resilience: TRIP Alignment with Existing Plans Chapter 6. Implementing Resilience Appendix B. Existing Policies and Plans
Consider the benefits of combining hard surface transportation assets, and **natural infrastructure**, through coordinated efforts by the Federal Government and the States;	Chapter 5. Resilience Investment Plan

Appendix A. PROTECT Requirements Checklist

The RIP…	Corresponding TRIP Section
Assess the resilience of **other community assets**, including buildings and housing, emergency management assets, and energy, water, and communication infrastructure;	Chapter 4. Risk-Based Vulnerability Assessment: Critical Interdependencies
Include such **other information** as the State or metropolitan planning organization considers appropriate.	Chapter 3. Systemic Approach to TRIP Development: Scope and Approach Chapter 7. Future TRIP Enhancements
May also…	
Designate evacuation routes and strategies, including multimodal facilities, designated with consideration for individuals without access to personal vehicles;	Not applicable
Plan for **response to anticipated emergencies**, including plans for the mobility of emergency response personnel and equipment and access to emergency services, including for vulnerable or disadvantaged populations;	Not applicable
Describe the resilience improvement policies, including strategies, land use and zoning changes, investments in natural infrastructure, or performance measures that will inform the transportation investment decisions of the State or metropolitan planning organization with the goal of increasing resilience;	Chapter 5. Resilience Investment Plan Chapter 6. Implementing Resilience
Include an **investment plan** that includes a list of priority projects and describes how funds apportioned to the State under section 104(b)(8), or provided by a grant under the PROTECT program would be invested and matched, which shall not be subject to fiscal constraint requirements;	Chapter 5. Resilience Investment Plan Appendix C. Priority Resilience Investments
Use science and data and indicate the source of data and methodologies.	Chapter 4. Risk-Based Vulnerability Assessment

APPENDIX B

Existing Policies and Plans

Appendix B. Existing Policies and Plans

This appendix provides more details on member agency policies and plans related to climate resilience. Details on COG and the TPB's resilience goals and plans, as well as member agency transportation and hazard mitigation plans (HMPs), are included in Chapter 2. TPB's Regional Approach to Resilience. Table 19 summarizes the key climate change policies and plans related to transportation resilience for the TPB, DC, Maryland, and Virginia.

Table 19: Climate Change Policies and Transportation Resilience Plans for the TPB, DC, MD, and VA

Policies and Plans	Descriptions
TPB	
Visualize 2045 (2022)	Visualize 2045 serves as the TPB's long-range plan. The FY 2023-2026 TIP development process, part of the Visualize 2045 update, provides the schedule for the next four years for distributing federal, state, and local funds for state and local transportation projects. Transportation agencies were asked to describe how the new and existing projects submitted for inclusion in Visualize 2045 would support equity and climate considerations. The TPB is in the process of developing Visualize 2050, the update to Visualize 2045 by June 2025.
DC	
Sustainable DC Act of 2012	This act created the Property Assessed Clean Energy financing program to increase sustainability efforts across DC. The program incentivizes large building energy efficiency retrofits in addition to providing various measures to advance sustainability goals. These include specific measures to clean the Anacostia River, protect children's health, and improve energy efficiency in low-income households.
Commission on Climate Change and Resiliency Establishment Act of 2016	In 2016, this act established a commission responsible for assessing climate change impacts and the District's ability to mitigate and adapt to said impacts. Adaptation includes being able to prepare, plan for, absorb, and recover from climate impacts, and modify operations moving forward. The Commission published their first report in 2019, which describes the progress the Commissions had made.
Clean Energy DC Omnibus Amendment Act of 2018	This act, established in 2018, mandated that 100% of the District's energy supply come from Tier 1 renewable energy sources by 2032.
Climate Commitment Act of 2022	The Climate Commitment Act of 2022 codified the District's commitment to the Paris Agreement by mandating that the city neutralize GHG emissions by 2045, reach carbon neutrality in government operations by 2040, and end new purchases of fossil fuel-based heating equipment and vehicles by 2025 and 2026.

Appendix B. Existing Policies and Plans

Policies and Plans	Descriptions
DC Mitigation Program (includes an All-Hazard Mitigation Plan)	The objective of DC's Mitigation Program is to create better prepared and more resilient communities by providing a common approach to support protection and prevention activities. The guiding principles include resilience and sustainability, leadership, and neighborhood-focused implementation, engaged partnerships and inclusiveness, and risk-consciousness. The program includes an All-Hazard Mitigation Plan, which outlines specific goals and actions to help improve the District's ability to deter, deflect, absorb, or withstand impacts from a range of hazards.
moveDC (2021)	moveDC is DDOT's Multimodal LRTP. The goals in this plan include strengthening the resilience of the transportation system to climate change, especially in disadvantaged neighborhoods. moveDC is updated every 5-6 years, so an update to the plan can be expected by 2026/2027.
MD	
MDOT Transportation Resilience Improvement Plan (2024)	In 2024, Maryland Department of Transportation developed a Transportation Resilience Improvement Plan to guide strategic infrastructure investments and proactively identify actions that can be taken to enhance both resilience and mitigation. The plan includes a risk-based vulnerability assessment, recommended priority areas for investments, and a general implementation plan.
Maryland Environment 2-1305	This statute from 2022 requires state agencies to report to the Governor and the Maryland Commission on Climate Change on the status of programs and activities to reduce GHG emissions.
Maryland Commission on Climate Change Act (2015)	This act codified the Maryland Commission on Climate Change into law. The commission is responsible for advising the Governor and General Assembly on methods for mitigating and adapting to the impacts of climate change.
Maryland Climate Solutions Now Act (2022) (SB528)	The Maryland Climate Solutions Now Act called for Maryland to reduce GHGs by 60% (compared to a 2006 baseline) by 2031 and for the Maryland economy to reach net-zero emissions by 2045.
Maryland Climate Pollution Reduction Plan	The statewide Climate Pollution Reduction Plan provides strategies that Maryland will use to achieve the GHG reduction goals set out in the Maryland Climate Solutions Now Act.
MDOT Climate Pollution Reduction Plan	The MDOT Climate Pollution Reduction Plan presents transportation sector-specific strategies to achieve the GHG reduction goals established in the Maryland Climate Solutions Now Act.

Appendix B. Existing Policies and Plans

Policies and Plans	Descriptions
Maryland Climate Adaptation and Resilience Framework Recommendations	This set of recommendations, set out in 2020, provides a framework for the next ten years of climate adaptation goals, strategies, and activities across the state. Recommendations include protecting critical infrastructure, building environmental justice and local adaptation capacity, and protecting human health, among others.
MDOT's Climate Change Status Reports	Each year, MDOT submits an annual report to describe progress toward state GHG reduction goals as outlined in the Maryland Greenhouse Gas Reduction Act and progress made toward enhancing resilience of Maryland's transportation system.
Maryland State Agency Annual Climate Change Reports	Eleven state agencies submit an annual report on the status of their GHG reduction efforts. The reports describe programs that are in place, program successes and challenges, funding, and estimated greenhouse gas reductions. The MDOT Climate Change Status Report is one of these such plans.
Maryland Senate Bill 457: Resilience Authorities	This bill outlines the requirements for local governments to establish and fund a Resilience Authority. The Resilience Authority allows municipalities the flexibility to organize the funding and management of large-scale infrastructure projects intended to address climate change impacts. Powers of the Resilience Authority are specified in this bill.
Maryland Hazard Mitigation Plan (2021)	One of the priority mitigation actions outlined in Maryland's HMP is protecting state assets, infrastructure, and critical facilities from hazard events. The HMP also includes the goals of prioritizing equity and environmental justice and enhancing coordination, strengthening existing linkages, and creating new linkages between state and local mitigation and resiliency efforts. HMPs need to be updated every five years, so an update to Maryland's plan can be expected by 2026.
The Playbook (2024)	The Playbook is Maryland's 2050 LRTP. The guiding principles of the Playbook are intended to guide MDOT's decision-making process, and the principles include resilience and equity. The Playbook includes multiple goals and objectives in the plan that relate to addressing changing climate conditions and increasing resilience. MDOT updates their LRTP every five years, so an update to the plan can be expected by 2029.
VA	

Appendix B. Existing Policies and Plans

Policies and Plans	Descriptions
VDOT Resilience Plan (2022)	The Virginia Department of Transportation created a resilience plan in 2022 to formalize a framework for building a more resilient transportation system. Through collaboration with stakeholders and the use of up-to-date climate data, the Plan identifies at-risk infrastructure, prioritizes needs, identifies resilience measures, assesses feasibility and cost-effectiveness, and finally incorporates resilience into current funding policies.
Virginia Clean Economy Act (2020)	This act established a renewable energy portfolio standard, which mandates that the two utilities in the state, Dominion Energy Virginia and Appalachian Electric Power, produce 100% renewable energy by 2045 and 2050, respectively. Additionally, the act established energy efficiency standards.
Environmental Justice Act (2020)	In 2020, the Environmental Justice Act permanently established the state Council on Environmental Justice. The purpose of this council is to aid the governor in protecting vulnerable communities from the disproportionate burdens of climate change (such as pollution). The council will provide the governor with recommendations on how best to protect these communities.
Clean Energy and Community Flood Preparedness Act (2020)	This act established the Virginia Community Flood Preparedness Fund to provide support for regions and municipalities across Virginia to reduce the impacts of flooding.
Commonwealth of Virginia Hazard Mitigation Plan (2023)	The HMP sets priorities for mitigation activities that protect people and infrastructure from a range of hazards. One goal of the HMP is to evaluate potential climate impacts to vulnerable populations. Another goal is to identify and prioritize projects that improve community resilience. HMPs need to be updated every five years, so an update to Virginia's plan can be expected by 2028.
VTrans (2022)	VTrans is Virginia's statewide transportation plan which considers both mid-term (0-10 years) and long-term (20+ years) planning needs. The overall vision and goals of VTrans include increasing the resilience of Virginia's transportation system. VTrans is expected to be updated by 2026.

Appendix B. Existing Policies and Plans

Policies and Plans	Descriptions
TransAction (2022)	TransAction is the long-range multimodal plan for Northern Virginia which addresses regional transportation needs through 2045. One of TransAction's three goals is improving resilience, including infrastructure resilience to extreme weather events. TransAction also acknowledges the desire within the region to address climate change within planning processes. TransAction is expected to be updated by 2027.
Northern Virginia Hazard Mitigation Plan (2022)	The main objective of the HMP is to reduce long-term vulnerability to natural hazards for all jurisdictions in the region. North Virginia's HMP provides priority mitigation actions across four categories: local plans and regulations, structure and infrastructure, natural systems protection, and public education and awareness. HMPs need to be updated every five years, so an update to North Virginia's plan can be expected by 2027.
Northern Virginia Military Installation Resilience Review (2023)	The North Virginia Regional Commission completed a Military Installation Resilience Review to assess the impacts of current and future climate hazards on four counties and three military installations in Northern Virginia. The Resilience Review allowed the region to assess the vulnerability of assets and essential services in the region to climate hazards and ultimately develop a list of potential mitigation measures and adaptation strategies at the regional, installation, and county levels. Given that the installations, counties, and utility providers in North Virginia are highly interdependent, this project provided a unique opportunity to enhance regional resilience.
Resilient Critical Infrastructure: A Roadmap for Northern Virginia (2018)	MWCOG and Northern Virginia Regional Commission established a framework for use in planning documents that prepare northern Virginia and DC for projected changes in heat, precipitation, and sea level over an 80-year planning horizon. The roadmap identifies the following as strategic objectives to prepare for climate impacts: understanding climate conditions and timelines, assessing critical infrastructure vulnerability, creating resilience goals and metrics, creating regional partnerships centered on resilience, incorporating resilience into existing policies, developing a database of resilience projects, and communicating with stakeholders.

In addition to the key transportation and HMPs in the metropolitan Washington region, there are many other local studies that have been completed that provide additional insights on climate change and extreme weather vulnerabilities and needs within the region. Many of these studies were reviewed and included in the TPB's November 2021 Resiliency Study Whitepaper. Some of the studies take a deeper dive into specific hazards, or use data sets that are more robust on past events or future projections that simply are not available at a region-wide scale. When developing the TRIP, some of these other existing studies/plans were

Appendix B. Existing Policies and Plans

cited as the foundation for project ideas and referenced in the project submissions for the priority project list (Chapter 5. Resilience Investment Plan). Table 20 summarizes the plans referenced in the TRIP project submissions.

Table 20: TPB and Member Agency Plans Referenced in the TRIP Project Submissions

Plans
DC • Broad Branch Road Environmental Assessment • Climate Ready DC Plan • DC Comprehensive Plan • Resilient DC • Southwest & Buzzard Point Flood Resilience Strategy • Southwest Neighborhood Plan • Watts Branch Flood Resilience Strategy (expected 2024 MD • Charles County's 2020 Nuisance & Urban Flood Plan • Charles County's Transportation Priorities Letter to MDOT For FY 2024 VA • Manassas 2040 Comprehensive Plan MOB 644; ESH 83; ESH 84 • Northern Virginia Hazard Mitigation Plan • Northern Virginia Regional Commission Military Installation Resilience Review Study • Prince William County Community Energy and Sustainability Master Plan • VRE Broad Run Station Expansion Project Planning Study • Prince William County DOT Transportation-Land Use Connections Planning Study

APPENDIX C

Priority Resilience Investments Submission Form

Appendix C. Priority Resilience Investments Submission Form

The National Capital Region Transportation Planning Board (TPB) is soliciting transportation resilience projects to include in the TPB Transportation Resilience Improvement Plan (TRIP). Per the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program Guidance from the Federal Highway Administration, priority resilience projects included in the TRIP will receive extra evaluation points and will be eligible for a 7% reduction in the non-federal share of project costs for the PROTECT Discretionary Grant Program. If projects are incorporated into the TPB NCRTP, they will be eligible for an additional 3% reduction and may receive the maximum 10% reduction in non-Federal share of project costs.

Submitted projects will be evaluated for inclusion in the TRIP according to the resilience criteria established in the TRIP Project Request Guidance. Project evaluation will consider whether the project:

- Is for an eligible transportation asset (Roads and Highways, Bridges, Public Transit Infrastructure, Active Transportation Infrastructure, Airports, Maritime Infrastructure, Stormwater Infrastructure).
- Is a qualifying project type for PROTECT (Resilience Planning, Resilience Improvements, Community Resilience and Evacuation Routes, At-Risk Coastal Infrastructure).
- Targets a high priority risk identified in the TPB Climate Vulnerability Assessment or risk(s) identified through another assessment/data source.
- Reduces climate risks.

Please submit one form per project. Project submissions will be accepted through January 31, 2024. To see the full TRIP Project Request Guidance, see https://www.mwcog.org/assets/1/6/TRIP_Project_Request_Form1.pdf.

The TPB will contact you with any additional questions about your submission and updates about the evaluation of the project to include in the TRIP by the end of February 2024. If you have any questions about the TRIP and project request process, please contact the TPB.

Estimate 9 minutes to complete this form.

Question	Answer Option
1. Provide your full name.	[Text answer]
2. Provide your email address	[Text answer]
3. Provide lead agency name.	[Text answer]
4. Provide lead agency entity type.	[Select one] • State (including DC) • Metropolitan Planning Organization • Unit of local government • Special purpose district or public authority with a transportation function • Multi-State or multi-jurisdictional group of entities
5. Provide secondary agency name if applicable.	[Text answer]

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Question	Answer Option
6. Provide secondary agency entity type if applicable.	[Select one] • State (including DC) • Metropolitan Planning Organization • Unit of local government • Special purpose district or public authority with a transportation function • Multi-State or multi-jurisdictional group of entities
7. Project Type	[Select one] • Roadway system (Functional Class 1-3, 5) • Local street system (Functional Class 4, 7) • Facility or service for public transportation • Facility or service for intercity passenger rail • Active transportation (not eligible for PROTECT funding) • Maritime infrastructure (not eligible for PROTECT funding unless connected to a port facility) • Airports (not eligible for PROTECT funding) • Study or plan • Service or Operations
8. Project Title	[Text answer]
9. Identify the project location and asset(s) and describe the project activities and intended outcomes.	[Text answer]
10. Identify the system or route where the project is located, including the beginning project limit or location of a spot improvement and the distance in miles of the complete project. For bridges, provide the federal or state bridge asset identification number.	[Text answer]
11. Describe the climate hazard(s) impacting the asset(s) and what resilience measure(s) will be completed through the project.	[Text answer]
12. Describe the proposed project timeline and indicate the estimated year for project completion.	[Text answer]

Appendix C. Priority Resilience Investments Submission Form

Question	Answer Option
13. Provide an order of magnitude estimated cost.	[Select one] • Under $50,000 • $50,000 - $250,000 • $250,000 - $500,000 • $500,000 - $1,000,000 • $1,000,000 - $5,000,000
14. Describe any current funding commitments for the project.	[Text answer]
15. Indicate whether this project has been included in one of the following:	[Select all that apply] • Visualize 2045 • TIP • None of the above
16. If the project has been included in Visualize 2045 or TIP, state the Project ID.	[Text answer]
17. Indicate whether this project has been included in an application to the PROTECT program.	[Select one] • Yes • No
18. Indicate if the project has been identified through another planning process or is included in an existing agency policy or planning document.	[Select one] • Yes • No
19. If yes, state which planning process, policy, or document.	[Text answer]
20. Indicate whether the project addresses a high priority risk identified through the TPB Climate Vulnerability Assessment, local studies and assessments, or historic evidence of natural hazard damage.	[Select one] • Yes, identified through the Vulnerability Assessment • Yes, identified through other studies, data, or assessments • No

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Question	Answer Option
21. *If Yes, identified through other studies, data, or assessments:* If your organization has additional data or record of historical incidents indicating at-risk transportation assets that are not represented on the Interactive Mapping Tool, please describe the data sources and how this data was used to inform the project.	[Text answer]
22. Describe how the project will reduce the risks associated with one or more climate hazards and ensures the continuity and/or reliability of the transportation service/system.	[Text answer]
23. Describe any additional strengths of the project (e.g., incorporates innovative solutions like nature-based solutions).	[Text answer]
24. Indicate whether this project is physically in an EEA or provides direct benefits to an EEA.	[Select one] • Yes • No
25. Provide any additional relevant information that describes how this project further supports or advances equity as described by the TPB in the July 2020 *Resolution to Establish Equity as a Fundamental Value and Integral Part of all Transportation Planning Board's Work Activities.*	[Text answer]

Appendix D. Priority Resilience Investment Submissions

Appendix D. Priority Resilience Investment Submissions

Table 21 provides the project form submissions for inclusion in the TRIP. The question numbers correspond to the questions listed in Appendix C. Priority Resilience Investments Submission Form. The TPB has removed the high-level planning cost estimates and personal identifying information. This appendix serves as the priority project list for the TRIP and will be updated each year through an annual call for projects using the same Submission Form.

Table 21: Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
Charles County Government (Unit of local government) Supported by Resilience Authority of Charles County (Nonprofit Government Instrumentality)	**Project**	**MD 6 Port Tobacco Road Resilience Improvements**
	8.	Roadway system (Functional Class 1-3, 5)
	9.	This project pertains to the section of MD 6 Port Tobacco Rd that runs between Liverpool Point and Riverside Roads in Nanjemoy. Road improvements are needed to include pavement reconstruction/ resurfacing, reinforcement and improvement of the roadway shoulders, and drainage improvements to handle both average and significant storm event flows. This rural area of Charles County is highly dependent on this roadway and is greatly affected by its deteriorating conditions.
	10.	This road improvement project would begin at the intersection of Port Tobacco Rd and Liverpool Point Rd, and continue along the 7-mile stretch of Port Tobacco Rd between Liverpool Point Rd and the intersection with Riverside Rd. This stretch of road includes Bridge 8015 over Nanjemoy Creek.
	11.	This road is currently threatened by both average and significant storm events. Increasingly severe precipitation events cause flooding along portions of this seven-mile stretch. This area will require further evaluation to determine which specific measures will be necessary to improve drainage.
	12.	To be determined
	14.	N/A
	15.	None of the above
	17.	No
	18.	Yes
	19.	This project was included in Charles County's 2020 Nuisance & Urban Flood Plan, the purpose of which is to identify

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
		sources of nuisance and urban flooding, analyze flood hazards, and recommend actions to reduce flooding and increase community resiliency. It is also included in the County's transportation priorities letter to MDOT for FY2024.
	20.	Yes, identified through the Vulnerability Assessment
	22.	This project will reduce the risks associated with extreme weather, precipitation, and tidal flooding by reducing and redirecting runoff that currently invades this roadway. By improving infiltration and redirecting runoff along this roadway, Charles County can protect the resilience of its transportation corridors to extreme weather events.
	23.	This project is still in the planning phase and has the potential to include a range of possible nature-based and innovative interventions to address stormwater runoff, each with their own co-benefits. Ensuring that the solution considers climate change will make our transportation system more resilient.
	24.	Yes
	25.	The Census tract in which this project is located is considered to be an EEA and has a median household income of $75,813 compared to the County median household income of $116,882. The median income for Black residents in this Census Tract is even lower, at $59, 091. Improving this section of MD 6 would support equity by ensuring that people living in low-income and/or historically disenfranchised communities are meaningfully included in investments. Rural and low-income communities are too often overlooked for improvement projects; focusing on MD 6 would work toward TPB's goal of providing "reasonable access at a reasonable cost to everyone in the region."
Charles County Government (Unit of local government) Supported by Resilience Authority (Nonprofit Government Instrumentality)	**Project**	**Zekiah Watershed Roadway Improvements**
	8.	Local street system (Functional Class 4, 7)
	9.	Culvert and swale updates and stormwater redirection are needed to alleviate flooding at multiple locations within the Zekiah Swamp Watershed. These locations include: 1) The intersection of Old Washington Rd and Pembrooke Square 2) the intersection of Post Office Rd and Industrial Park Dr 3) Poplar Hill Rd between St. Peters Church Rd and Mattawoman Beantown Rd.
	10.	For "Project 1: Old Washington Rd and Pembrooke Square," less than one mile of roadway improvements along Old Washington Rd upstream of Pembrooke Sq will be necessary in order to prevent downstream swale overflow at the Pembrooke Sq location. For "Project 2: Post Office Rd and Industrial Park Dr," less than one mile of roadway improvements will be needed to prevent culvert overflow at the intersection of Post Office Rd and Industrial Park Dr.

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
		For "Project 3: Poplar Hill Rd between St. Peters Church Rd and Mattawoman Beantown Rd," a ¾ mile stretch of poplar road floods as a result of culvert overflow at the low point in the road. Culvert expansion will be necessary at this location, and pipes flowing through this culvert may need to be enlarged.
	11.	Climate hazards impacting these assets include increased incidence of extreme weather events and associated precipitation, runoff, and inland flooding. Resilience measures may include culvert and swale expansion, stormwater reuse for power plant gray water, vegetative drainage aids or other runoff reduction techniques.
	12.	To be determined
	14.	N/A
	15.	None of the above
	17.	No
	18.	Yes
	19.	This project is included in Charles County's Nuisance & Urban Flood Plan, the purpose of which is to identify sources of nuisance and urban flooding, analyze flood hazards, and recommend actions to reduce flooding and increase community resiliency. https://www.charlescountymd.gov/home/showpublisheddocument/6485/637376819241070000
	20.	Yes, identified through other studies, data, or assessments
	21.	In 2020, the Charles County Department of Emergency Services published their Nuisance & Urban Flood Plan in accordance with the 2018 Charles County Hazard Mitigation Plan and state law. As an initial step in the data gathering process, flood event data was obtained from the National Center for Environmental Information. This data was reviewed to aid in the determination of nuisance and urban flood locations. Additional information gathered by the Department of Emergency Services of known flood areas resulted in a listing of roadways and intersections. This listing was used to develop a flood location map. Staff from Department of Emergency Services and Department of Planning and Growth Management along with consultants working on the planning project conducted a tour of identified nuisance and urban flood areas on January 23, 2020.
	22.	This project will reduce the risks associated with extreme weather and precipitation by reducing and redirecting runoff that currently invades roadways. By improving infiltration, redirecting runoff, and collecting stormwater for use as gray

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
		water, Charles County can protect the resilience of its transportation corridors in the face of extreme weather events.
	23.	This project is still in the planning phase and has the potential to include a range of possible nature-based and innovative interventions to address stormwater runoff. Ensuring that the solution considers climate change will make our transportation system more resilient.
	24.	Yes
	25.	Project 1 at Old Washington Rd is located within an EEA as identified by the TPB. It is also within an area with hazardous median surface temperatures as identified by the TPB. Vegetative infiltration interventions installed in this area could combat both roadway flooding risks and risks associated with urban heat island effects, which disproportionately affect EEA and EJ communities. Project 2 at Post Office Rd is located within an EEA and federally identified EJ community. This tract is 62% Black and in the 90th percentile for share of households making less than 80% of the area median family income and spending more than 30% of income on housing. Improvements to drainage and reduction of runoff in this area would help improve the resilience of a transportation corridor for residents of this disadvantaged community and reduce cost burdens associated with flooded roadways. Project 3 at Poplar Hill is perpendicular to an EEA and federally identified EJ community and improvements to the drainage of Poplar Hill would improve transportation flow into and out of that adjacent EEA.
Charles County Government (Unit of local government) Supported by Resilience Authority of Charles County (Nonprofit/Government Instrumentality)	Project	**Cobb Island (MD-254) - Bridge Approach**
	8.	Local street system (Functional Class 4, 7)
	9.	The project location would encompass MD-254 (Cobb Island Road) between MD-257 and the bridge leading to Cobb Island. The Cobb Island Bridge was recently replaced in 2020. Necessary improvements to address tidal flooding and sea level rise issues will need to be determined.
	10.	The route along MD-254 (Cobb Island Road) begins at MD-257 and ends at the Cobb Island Bridge.
	11.	Tidal flooding, storm surge, sea level rise, and extreme weather/ precipitation.
	12.	To be determined.
	14.	None.
	15.	None of the above
	16.	N/A
	17.	No

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
	18.	Yes
	19.	This project was included in Charles County's 2020 Nuisance & Urban Flood Plan identified as project #21.
	20.	Yes, identified through the Vulnerability Assessment
	21.	N/A
	22.	While the solution or solutions have not been determined yet, the intent of this project will reduce the risks associated with extreme weather, precipitation, sea level rise, and tidal flooding.
	23.	This project is still in the very initial planning phase and has the potential to include a range of possible nature-based and innovative interventions to address tidal flooding and sea level rise, each with their own co-benefits. Ensuring that the solution considers climate change will make our transportation system more resilient.
	24.	Yes
	25.	The Census tract in which this project is located is considered to be an EEA. Improving this section of MD-254 would support equity by ensuring that people living in low-income and/or historically disenfranchised communities are meaningfully included in investments. Rural and low-income communities are too often overlooked for improvement projects.
City of Manassas (Unit of local government)	**Project**	**City of Manassas Flood Hazard Assessment**
	8.	Study or plan
	9.	The purpose of the study is to assess flood hazards within the City of Manassas. The assessment will include evaluation of a portion of the hydraulic conveyance systems (culverts, pipes, channels, streams and stormwater detention facilities) that are experiencing localized flooding. Areas of flooding will be identified, potential remedial measures will be evaluated, and a list of recommendations will be prepared. A Final Project Summary Report will be prepared which will include potential flood mitigation projects along with approximate (order of magnitude) construction cost estimates to help guide the City in prioritizing future projects. Subtasks within the assessment may include the following: a. Review historical data such as the City's drainage complaint lot, CCTV, drainage, GIS data, and site plans. b. Prepare a topographic base map of the flooding areas using the City's GIS topographic data. Surveying portions of the storm drain network and overland relief areas may be necessary.

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Submitting Agency	Question	Answers
		c. Computation of peak discharges using NRCS Hydroximic Methods d. Assessment of pipe conditions in areas of flooding. e. Assessment of flooding issues and development of potential flood mitigation projects (develop possible remediation measures to alleviate flooding) f. Preparation of report.
	10.	Citywide street network
	11.	Inland flooding impacting the street network and/or evacuation routes.
	12.	Project timeline: Spring 2024 – Spring 2025. The City has started with a small portion of this work as a pilot study within one watershed already - Cockrell Branch Watershed, which started in December 2023. The Cockrell Branch Watershed is 7.5% of the City, so there will be 92.5% remaining to complete. To complete the remaining portion of the City, we expect it to take about one year to complete.
	14.	Stormwater Utility Funds were used for the pilot Cockrell Branch Watershed portion. No other funds are currently committed.
	15.	None of the above;
	16.	n/a
	17.	No
	18.	Yes
	19.	Manassas 2040 Comprehensive Plan MOB 6.4.4; ESH 8.3; ESH8.4
	20.	Yes, identified through the Vulnerability Assessment
	21.	n/a
	22.	The study aims to identify streets and bridges that are likely to flood to undersized capacity of the storm sewer system. By identifying the areas, the City will be able to remediate these problems which in turns will reduce flooding on City streets to ensure continuity and reduce infrastructure damage. This project will also help identify evacuation routes in the City by selecting streets that are less likely to flood.
	23.	One major strength of this project is that it is taking a holistic look at the City to first identity flooding hazards and then to understand the root cause of the hazards. This will in turn help the City prioritize and fund future repair projects to alleviate the identified flooding hazards.

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Submitting Agency	Question	Answers
	24.	Yes
	25.	This study will provide a citywide assessment, address issues citywide, as well as identify evacuation routes which will serve all communities for the better. In addition, equity criteria will be discussed during the ranking process.
DDOT (Unit of local government) Supported by DOEE (Unit of local government)	**Project**	**Nannie Helen Burroughs (NHB) Avenue DC-295 Underpass**
	8.	Study or plan
	9.	The DDOT requests $1 million in Fiscal Year (FY) 2022 or 2023 PROTECT discretionary program planning grant dollars to fund an Engineering Feasibility Study to identify concepts that improve the flood resilience of transportation infrastructure in and around the NHB Avenue NE underpass beneath DC-295 in the District of Columbia (the District). The roadway provides a critical access route to historically disadvantaged neighborhoods with vulnerable populations between DC-295 and the Anacostia River that can become isolated with little warning during flood events. In addition to flood mitigation concepts, the study will investigate options to create a green gateway that connects the green spaces of Kenilworth Park and the Anacostia waterfront with the nearby NHB Avenue Commercial Corridor; thereby, supporting economic development while addressing flood resilience.
	10.	NHB Avenue NE underpass beneath DC-295 in the District of Columbia
	11.	The NHB Avenue DC-295 Underpass lies in the FEMA 100-year (1 percent) Floodplain but is also vulnerable to more frequent flooding. Due to the urbanized nature of the nearby Watts Branch watershed as well as its geography, flash flooding often occurs, providing residents with very little warning time. When the area in and around the NHB Avenue NE underpass beneath DC-295 floods in this manner, the neighborhoods of Eastland Gardens, Paradise-Parkside, and Mayfair that lie between DC-295 and the Anacostia River are cut off, with residents unable to evacuate easily and emergency first responders unable to enter. The situation will only become worse as climate change increases the frequency and intensity of flood events.
	12.	If awarded, this grant investment will fund an Engineering Feasibility Study and engagement effort that will take approximately 18 months.
	14.	DC has received $581,250 of FEMA Flood Mitigation Assistance funding for the Watts Branch Flood Resilience Strategy, which will be focused on reducing flood risk along Watts Branch, and surrounding corridor area including NHB Ave. COG has also received $1.43 Million of funding from FEMA's Regional Catastrophic Preparedness Grant, where over $1M is allocated toward BGI planning in areas including Watts Branch, which will likely include NHB Ave. Finally, DDOT submitted a $1 million PROTECT grant proposal for an engineering feasibility study specifically focused on flood resilience strategies at the intersection of the NHB Ave underpass at I-295. The District is still waiting to hear back on

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
		the status of this proposal.
	15.	None of the above;
	17.	Yes
	18.	No
	19.	would need to check with DDOT
	20.	Yes, identified through the Vulnerability Assessment
	22.	The anticipated engineering concepts will make the roadway underpass and surrounding Project area more resilient to flooding while creating additional green spaces between the Anacostia River and Kenilworth Park and the NHB Avenue Commercial Corridor.
	23.	This project is meant to connect with nature-based solutions being developed in the project vicinity
	24.	Yes
DDOT (State (including DC))	**Project**	**Nannie Helen Burrows underpass Flood Mitigation**
	8.	Local street system (Functional Class 4, 7)
	9.	Nannie Helen Burrows Ave is one of the major arterials connecting the neighborhoods East and West sides of the DC-295 Highway that created a communication barrier between these neighborhoods. Besides serving as one of the major connecting roads, it is also access to and from DC 295 to the same community. The underpass carries CSX railroad tracks over Nannie Helen Burrows Ave. NE West of intersection with Minnesota Ave NE. As this is a low point in the area, the underpass is frequently subjected to flooding from larger storms to a degree of street closures and use of boats for rescue operations. The project is intended to conduct a study of the cause of flooding, design a mitigation measure and implement.
	10.	The Nannie Helen Burrows Ave. underpass carries CSX railroad tracks over Nannie Helen Burrows Ave. NE West of intersection with Minnesota Ave NE.
	11.	Location of Nannie Helen Burrows Ave. underpass is close by Watts Branch which frequently floods upstream communities from the underpass. Due to continued urbanization of Watts branch catchment area and relative reach of the stream in the vicinity of the underpass (close to its confluence with the Anacostia river and flatter slopes), the stream is susceptible to be flowing bank full in less than peak flow conditions. The drainage system from local roadways including parts of Nannie Helen Burrows and Minnesota Avenues empties into this downstream reach of the stream.

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Submitting Agency	Question	Answers
		When localized storms coincide with high flows in the stream (which has now became a more frequent event than not), the drainage will have nowhere to go but floods low-lying areas such as the underpass until the stream level drops to create a positive flow condition at the drainage outfall. Different resilience measures can be thought f once the studies get traction and data are analyzed. However, solutions such as attenuating the peak flows of the localized drainage through implementation of Green Infrastructures and underground reservoirs (City has limited space for open/surface detention) may be considered as an integrated approach to make the underpass flooding conditions more resilient.
	12.	Depending on the availability of funds, the project feasibility study and design is estimated to be completed in a 18 month time frame to be followed by construction period of 12-18 months without taking into consideration time for procurement of services
	14.	Project has no current funding commitment.
	15.	None of the above
	17.	Yes
	18.	No
	20.	Yes, identified through other studies, data, or assessments
	21.	This project is identified based on reported incidences and monitoring records during and after storm events. The district flood task force has also identified this flooding concern and has listed it as one of the priority flood resiliency projects to address.
	22.	The project will be designed to eliminate flooding hazard resulting from the 50 year return period storms (current DDOT Design Standard for sag-undrepass) and will substantially reduce extent of flooding in less probable events.
	23.	In addition to managing flooding conditions through detention systems, the project will implement stormwater management measures to help reduce peak flows, provide water quality improvement and beautify the landscape. Moreover, the project will have considerable meaning in terms of maintaining continuous connection of underserved communities between neighborhoods and access to and from natural and historical resources of the Anacostia river.
	24.	Yes
	25.	Project will have considerable meaning in terms of maintaining continuous connectivity of underserved communities connecting neighborhoods and enable access to and from natural and historical resources of the Anacostia river. Nannie Helen Burrows Ave. is one of the very few roadways that connect neighborhoods separated by the DC-295

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Submitting Agency	Question	Answers
		(Kenilworth Ave).
DDOT (State (including DC))	Project	**Cleveland Park Stormwater and Drainage Improvement.**
	8.	Roadway system (Functional Class 1-3, 5)
	9.	The Cleveland Park Stormwater and drainage improvement project is located in Ward 3 of the District of Columbia Northwest quadrant (in the vicinity of Cleveland Park Metro Station). The project includes drainage conveyance structures, flood mitigation detention reservoirs, roads, and sidewalks. Flood resilience measure include infiltration, detention, and capacity improvements of existing drainage structures to manage a 15-Year return period storm (City drainage system capacity) without affecting the rate and erodibility at the outfall into Rock Creek
	10.	The Project is located in the Northwest quadrant Ward 3 of the District of Columbia. It is defined by the Porter – Ordway Sewershed. It comprises the area bound by Wisconsin Avenue NW to the west; Woodley Road NW to the south; Rock Creek Park to the east; and Tilden Street NW and Quebec Street NW to the north.
	11.	The Cleveland Park metro station community has experienced recurring flooding events in recent years, many of which have inundated the escalators of the Metro Station and formed ankle-deep ponding at street crossings and sidewalks. These conditions pose a safety hazard to pedestrians, cyclists, and motorists who frequent and/or pass through the area. Once completed the project will mitigate the flooding issues through combinations of existing drainage structures improvements, installation of large underground detention pipes, and green infrastructure practices. The extended detention systems will capture significant stormwater volumes and slowly release the detained volumes at minimal flow rates.
	12.	o Currently the project is under design. o Expected design completion date July 2024 o Expected construction start date February 2025 o Expected construction completion date January 2027
	14.	The District of Columbia ahs allocated 20 million Dollars toward construction
	15.	TIP
	16.	T6193
	17.	No
	18.	No
	20.	Yes, identified through other studies, data, or assessments

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Submitting Agency	Question	Answers
	21.	There have been multiple incidents where the Cleveland metro station was flooded, the recent occurrence been in June 2016. The hydrologic and hydraulic (H&H) analysis during the study phase of the project shows that the 15-Year peak discharge for the Porter-Ordway sewershed is 950 cfs. However, the existing drainage structure only has the capacity of 350 cfs. The excess flow that was not carried by the existing drainage structures creates ponding on the streets and ultimately flooding the metro entrance. The existing drainage conveyance structures are undersized and require an overhaul.
	22.	There are several records of flooding on Connecticut Ave including June 2016 Metro station flooding. H&H modeling done for the area in two consecutive projects (Cleaveland Phase I and II) also demonstrate occurrence of substantial flooding at this location.
	23.	Once completed the project will safely manage and convey the current 15-Year storm volume and create resilience toward the flooding issues through combinations of existing drainage structures improvements, installation of large underground detention pipes, and green infrastructure practices, etc. The improved system will capture significant stormwater volumes and slowly release the detained volumes at minimal flow rates, at a timing that occurs after the overall peak of the main flow. Mitigating the flooding at the Cleveland metro station and adjacent streets directly translates to the improved safety of pedestrians and motorists and increase on the life span of the roadway and rail system. The existing drainage conveyance capacity for the Porter-Ordway is only 350 cfs. However, the H&H analysis study finding shows the peak discharge for the 15-year storm is 950 cfs. The project proposes to address the flooding issue without increasing the peak flow and velocity at Rock Creek outfall thus eliminating any disruption to the existing peak flow on the stream. To achieve the flood mitigation without increasing the peak flow at Rock Creek outfall, the project utilizes green infrastructure and underground detention system to capture significant stormwater volumes and slowly release the detained volumes at minimal flow rates, at a timing that occurs after the overall peak of the main flow.
	24.	No
DDOT (State (including DC))	**Project**	**Soapstone Culvert Reconstruction**
	8.	Roadway system (Functional Class 1-3, 5)
	9.	Soapstone stream is the last tributary of Broad Branch in northwest of the District of Columbia before Broad Branch joins Rock Cree. Soapstone stream, before joining Broad Branch, passes under Broad branch rd. in a single barrel stone masonry semicircular arch culvert. Intent of this project is to stabilize the stream upstream and downstream stream banks and replace the soap stone culvert in consistence with the EA prepared for the Broad branch rd. improvement.

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Submitting Agency	Question	Answers
	10.	Soapstone stream is the last tributary of Broad Branch in northwest of the District of Columbia before Broad Branch joins Rock Cree. Soapstone stream, before joining Broad Branch, passes under Broad branch rd. in a single barrel stone masonry semicircular arch culvert. Project limits extend about 250 ft upstream of Culvert and to about 100 ft downstream including the culvert.
	11.	Overtopping of the culvert structure has become more frequent with increased storm intensity as affected by the climate change the world is experiencing. Since the culvert structure was built a very long time ago, it is very much undersized to accommodate the current rate of flows causing road closures during storms and has started compromising the integrity of the head walls and streambed downstream. A new culvert with appropriate hydraulic sizing will have to replace the current one to make the structure and the roadway more resilient to flooding and subsequent damage.
	12.	Depending on the availability of budget, the project design work can be completed in a 12 month time frame to be followed by construction period of 6 -10 months without taking into consideration time for procurement of services.
	14.	There are no current funding commitments made.
	15.	None of the above
	17.	No
	18.	No
	20.	Yes, identified through other studies, data, or assessments
	21.	The culvert is included in DDOT's culvert inventory and has inventory reports as recent as 2020. It is also included in the Broad branch road Environmental Assessment that has looked at all environmental impacts and necessary coordination.
	22.	Overtopping of the culvert structure has become more frequent with increased storm intensity as affected by the climate change the world is experiencing. Since the culvert structure was built a very long time ago, it is very much undersized to accommodate the current rate of flows causing road closures during storms and has started compromising the integrity of the head walls and streambed downstream. A new culvert with appropriate hydraulic sizing will have to replace the current one to make the structure and the roadway more resilient to flooding and subsequent damage.
	23.	The project will take into consideration localized stream restoration measures including accommodating possible fish passage for continuity along the stream.

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Submitting Agency	Question	Answers
	24.	No
DDOT (State (including DC)) Supported by DOEE (State (including DC))	**Project**	**SW & Buzzard Point BGI Network**
	8.	Local street system (Functional Class 4, 7)
	9.	The right of way segments listed below complete the BGI Network planned in the Southwest & Buzzard Point Flood Resilience Strategy that is planned to protect Southwest and Buzzard Points from interior flooding. Each ROW segment is planned to convey away flood waters to detention parks. The parks detention projects are currently funded through a mix of local and FEMA BRIC funding. The District is seeking now funding for the BGI retrofits to the area's ROWs with BGI to complete the first community-wide interior flood resilience system.
	10.	- 2nd St SW from the Anacostia River to P St SW - 1st ST SW from the Anacostia to T St SW - Canal St. from P to N St SW - Delaware Avenue from Canal to G St - M St SW from Maine Avenue to South Capitol Street - I Street SW from 5th St to Delaware - G Street SW from 5th St to Delaware
	11.	The main climate hazard that this project will mitigate is flooding from extreme rain events. The ROW projects listed will finalize the local BGI Network which will create a network of communicating green infrastructure projects that can convey and detain excess stormwater in parks and on right of way so that it does not impact local residential areas, especially the 1,000 public housing units around the project, the Southwest Police Station and the Southwest Fire and EMS station.
	12.	From funding to implementation the project will take about 5 to 6 years including project design and engineering and construction
	14.	Currently the District invested $500k in the plan + $4 million dollars in match funding for the $18 million FEMA BRIC funding for the BGI upgrade for the detention/floodable parks projects
	15.	None of the above;
	17.	No
	18.	Yes
	19.	SW was identified as a priority planning area for flood resilience work in:

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Submitting Agency	Question	Answers
		- Southwest Neighborhood Plan (DC OP) - Climate Ready DC Plan (DOEE) - Resilient DC (DOEE) - DC Comprehensive Plan (DC OP) - Southwest & Buzzard Point Flood Resilience Strategy (DOEE)
	20.	Yes, identified through other studies, data, or assessments
	22.	When completed the project will handle the 80 year rain storm in 2100 keeping residents and carways free of rainwater flooding and ponding. The network will also alleviate minor storm surge events and help cool the community in the summer months.
	23.	The BGI Network will be the first such comprehensive, community-wide project in DC and probably one of the first in the country. The project redesigns rows and parks utilizing nature-based solutions for conveying and detaining excess rainwater while creating new trails, new park amenities and cooling the community
	24.	Yes
DOEE (Unit of local government) Supported by DDOT (Unit of local government)	**Project**	**Watts Branch Flood Resilience Strategy Implementation**
	8.	Roadway system (Functional Class 1-3, 5)
	9.	NHB Ave is a minor arterial corridor that runs through DC's Ward 7, alongside Watts Branch, a tributary of the Anacostia River. NHB Ave is also largely located in the FEMA 100-year floodplain, and frequently floods during storm events, impacting mobility for local residents. DOEE is currently working on a Watts Branch Flood Resilience Strategy (FRS), that will identify and create preliminary designs for flood mitigation and resilience along the Watts Branch watershed. DOEE anticipates that NHB Ave will serve as a key site for reducing flood risk in this project. Upon completion of the Watts Branch FRS, DOEE plans to partner with DDOT to submit a PROTECT grant application for nature-based and gray infrastructure solutions along NHB Ave to reduce flooding along this corridor.
	10.	The project will be located on NHB Ave, between the I-295 underpass, and Division Ave. The total specifics will be determined in the Watts Branch FRS, due to be completed by April 2025.
	11.	NHB Ave is currently susceptible to riverine and interior/urban flood risk, which is only expected to increase with climate change. The PROTECT grant will seek to implement blue, green, and gray infrastructure along the corridor, to reduce flooding and improve mobility for residents during storms.
	12.	This project is proposed to start in Spring 2026, and estimated for completion by Spring 2028.

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	14.	DC has received $581,250 of FEMA Flood Mitigation Assistance funding for the Watts Branch FRS, which will be focused on reducing flood risk along Watts Branch, and surrounding corridor area including NHB Ave. MWCOG has also received $1.43 Million of funding from FEMA's Regional Catastrophic Preparedness Grant, where over $1M is allocated toward BGI planning in areas including Watts Branch, which will likely include NHB Ave. Finally, DDOT submitted a $1 million PROTECT grant proposal for an engineering feasibility study specifically focused on flood resilience strategies at the intersection of the NHB Ave underpass at I-295. The District is still waiting to hear back on the status of this proposal.
	15.	None of the above;
	17.	No
	18.	Yes
	19.	This project is expected to be included in the Watts Branch FRS, which DOEE will be carrying out in 2024.
	20.	Yes, identified through the Vulnerability Assessment
	22.	This project will construct blue-green and gray infrastructure solutions such as bioswales, raingardens, underground storage cells, and new stormwater pipes to move water underground where surface measures are not appropriate. Under existing conditions, extreme rain events create flooded roadways, which can damage property and disrupt the transportation system. By creating a controlled system of conveying water, this project's solutions will mitigate flood risk.
	23.	This project will incorporate nature-based solutions to provide flood mitigation and resilience, while also providing co-benefits to the surrounding community.
	24.	Yes
	25.	The area around Watts Branch is a high priority area for equity concerns, and has been identified not only in MWCOG's EEA, but also in the District's Resilience Focus Area Strategy. There is a disproportionate amount of low-income and single family homeowners living in the floodplain surrounding Watts Branch, and as a result, the District has prioritized this area for implementing flood resilience strategies.
Prince William County Department of Transportation (Unit of local government)	**Project**	**Residency Road Flooding Mitigation**
	8.	Roadway system (Functional Class 1-3, 5)
	9.	The project will design and construct a bridge over the railroad tracks connecting Residency Road to the Broad Run VRE Station. Residency Road has a history of flooding and with the planned and funded expansion of the Broad Run VRE

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		Station, improving the resiliency of roadway access is critical. In addition to the VRE station, creating a grade separated connection over the tracks via Residency Road provides additional access to the Manassas Regional Airport. The airport is also planned for expansion and all three current access points to the airport have moderate inland flooding risk. The Broad Run Station Expansion is being designed to accommodate a future bridge connection.
	10.	The project is located on Residency Road (VA Route 782). The project extends from the current dead end of Residency Road across the train tracks to the Broad Run Station parking lot. The total distance is approximately 0.1 miles.
	11.	Residency Road the railroad tracks in the project area were assigned a medium risk of inland flooding in the TPB Vulnerability Assessment. The area has a documented history of flooding and future expansions at the Broad Run Station and Manassas Regional Airport necessitate a long-term solution to improving resiliency of the roadway and ensuring continued access. The project will grade separate the roadway over the railroad tracks to mitigate roadway flooding. Additionally, storm water improvements will be made to mitigate flooding on the rail route.
	12.	This project is not funded at this time and timeline will be dependent on funding schedule. The Broad Run Station Expansion project is anticipated to be complete in 2027 and the target date for completion of the bridge is 2030.
	14.	There is no committed funding for this project. This project is being submitted for grant consideration.
	15.	None of the above;
	17.	No
	18.	Yes
	19.	VRE Broad Run Station Expansion project planning study.
	20.	Yes, identified through other studies, data, or assessments
	21.	Project is identified as a medium priority in the Vulnerability Assessment and a high priority through the VRE Broad Run Station Expansion project planning process.
	22.	Project will mitigate roadway and rail route flooding to ensure reliability of Residency Road, the Broad Run Rail Station and the Regional Airport.
	23.	Project is a collaborative effort between Prince William County and VRE that supports expansion of transit at Broad Run Station and Regional Airport.
	24.	No
	25.	Project supports expansion of public transit.

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Submitting Agency	Question	Answers
Prince William County Department of Transportation (MPO) supported by VDOT (State (including DC))	Project	**PWC Evacuation Operationalization Plan**
	8.	Study or plan
	9.	The PWC Evacuation Operationalization Plan is a countywide evacuation plan. This plan would quantify several catastrophic emergencies and its impact to Prince William County and it's independent jurisdictions that are currently not addressed in several National Capital Region evacuation plans and the Quantico Marine Corps Base.
	10.	The Plan is a countywide evacuation plan to include independent jurisdictions located within the county.
	11.	The Plan would look at evacuation causing hazards that may call for localized, neighborhood-level, town-level, or large-scale evacuations (i.e. hurricanes, flash flooding, flooding, and other natural disaster events). This planning document will improve regional transportation resilience, enhance disaster response and recovery, support local communities, and promote environmental sustainability.
	12.	It is estimated to take approximately 16-20 months to develop the PWC Evacuation Operationalization Plan. This timeframe includes agreement execution, procurement process, and planning activities.
	14.	Prince William County has submitted this planning document as part of the FY22-23 PROTECT program requesting $600,000 to develop the plan; however, no other funding commitments for this planning document has been made.
	15.	None of the above;
	17.	Yes
	18.	Yes
	19.	When this planning document is completed, it would be referenced in several other regional/state/federal planning documents as it relates to evacuation plans by organizations such as VDOT, Virginia Department of Emergency Management, Virginia State Police, FEMA, Quantico Marine Corps Base, District of Columbia, and more.
	20.	Yes, identified through the Vulnerability Assessment
	21.	The 2022 Northern Virginia Hazard Mitigation Plan is a document that brings together hazard risk and disaster resilience efforts and other related activities that will help inform the PWC Evacuation Operationalization Plan. The 2022 NOVA Hazard Mitigation Plan also references MWCOG's Cooperative Forecasts. https://www.pwcva.gov/assets/2023-2/NOVA%20Hazard%20Mitigation%20Base%20Plan%20FINAL-%20Natural%20Hazards%20Only%20w%20Annexes.pdf

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	22.	By developing this plan, the document will minimize disruptions and impacts on transportation infrastructure during emergencies. The document will also enhance disaster response and recovery efforts by providing real-time data visualization tools to responding agencies to understand and respond promptly to the impacts of various events causing evacuations or major detours into the region.
	23.	This planning document will incorporate innovative solutions to utilize real-time data visualization tools, geospatial solutions, and data-driven operational evacuation plans to enhance the efficiency and effectiveness of evacuations.
	24.	Yes
	25.	This planning document supports the safety and well-being of all individuals within and around Prince William County. This planning document will address vulnerable populations and provide a more inclusive and effective response during crises.
Prince William County Department of Transportation (Unit of local government)	**Project**	**Incorporating Green Infrastructure into a Multimodal Transportation Corridor**
	8.	Roadway system (Functional Class 1-3, 5)
	9.	In this application we propose the use of green infrastructure on Route 1 (Richmond Highway / US-1), a busy thoroughfare in a vulnerable area identified in the Prince William County Vulnerability Assessment and EEAs, and the Community Energy and Sustainability Master Plan. We will perform an evaluation of alternatives according to multiple metrics and their relative importance for factors such as general feasibility on typical CIP transportation project, space lost for other right of way amenities, appropriateness for site context, life cycle cost, alignment with Prince William County plans, initiatives, and community acceptance. Subsequently, we will develop a project for preliminary engineering and design on the implementation of green infrastructure along Route 1 corridor. In 2013 and 2014, the Virginia Department of Rail and Public Transportation (DRPT) conducted a Multimodal Alternatives Analysis on Route 1, following an earlier 2011 study, directed by the Virginia General Assembly, which instructed DRPT to review and evaluate all previous studies and determine feasibility of transit improvements on Route 1 corridor. The DRPT Multimodal Alternatives Analysis study was conducted in coordination with Fairfax County, Prince William County, the VDOT, and the Office of Intermodal Planning and Investment, recommending a multimodal transportation corridor featuring a Bus Rapid Transit system. Route 1 is classified as an urban principal arterial characterized for heavy traffic* in both directions in a predominant Residential Neighborhood (RN 2-3-4-5) and Mixed Use (MU 3-4-5-6) adjacent land use with small portions of different land use types such as Industrial (I-3), Public Land (PL), Office Mixed Use (OMU-2), and Parks and Open Space in a context with poor landscaping, lack of vegetation/greenery, right of way discontinuity for shoulders/sidewalks in several

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		stretches along the route on both sides. Land cover, roadway design, and other useful project information will be used in this proposal for a 20%-30% preliminary engineering design. The green infrastructure concept developed will use potential design criteria formulated from examples from other jurisdictions in a list of prioritized green infrastructure types, available vulnerability and equity data, and other potential design criteria to be explored. The design, concept-level costs, concept-level design calculations, narrative of benefits and drawbacks relative to the CIP baseline will be summarized. The deliverables for this study will be the Evaluation Criteria Matrix, the Preliminary Report on the evaluated and prioritized alternatives, and the Multimodal Corridor Green Infrastructure preliminary design with respective Evaluation Memorandum. *AADT (2017) 38,000 from Featherstone Rd. to Marys Way. AADT (2040) 57,000 on the same segment. AADT (2017) 28,000 from Bradys Hill Rd. to Dumfries Rd. AADT (2042) 69,000 on the same segment.
	10.	Approximately 12 miles along Route 1 (Richmond Highway / US-1) within Prince William County from West Russel Road (Southbound near the limit with Stafford County) to Annapolis Way (Northbound near Occoquan River Bridge and the limit with Fairfax County). Bridge Asset Number 6228 Northbound / 6229 Southbound.
	11.	Route 1 (Richmond Highway / US-1) crisscrosses Prince William County from southwest to northeast in the southernmost part of the county, in a proximity to important water bodies and environmental protected areas such as the Potomac River, Occoquan River, several creeks and tributaries, the Occoquan Bay National Wildlife Refuge, the Locust Shade Park, and the Neabsco Regional Park. According to the Interactive Floodplain Map from Prince William County Flood Safety Information, Route 1 is located in a flood prone area with historic flooding, road closures and swift water data report. Although this data is for reference purposes only it shows the opportunity and necessity for green infrastructure implementation. Incorporating green infrastructure into a multimodal transportation corridor design is a way to improve water quality, detain stormwater flows, reduce the volume of stormwater runoff, and relieve burden on the county water treatment systems while improving landscape quality reducing the negative effects of motor vehicle use, improve driver behavior and overall conditions for non-motorized street users. The proposed project incorporates green infrastructure solutions to further increase the resilience of the transportation system minimizing disruptions and potential negative impacts of project implementation, including nature-based solutions which can provide a wide range of co-benefits and increase the service life of transportation infrastructure. Green infrastructure helps to improve the natural ecosystem reducing harmful pollutants where vehicles leave oil and other contaminants on the road surface, preventing large amounts of pollution from entering the watershed.
	12.	The anticipated year of completion of the planning and preliminary engineering is 2028. This schedule is dependent on

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		funding availability in 2025.
	14.	There are no funds currently allocated to the project. The County will be seeking grant funds to implement.
	15.	None of the above
	17.	No
	18.	Yes
	19.	Project identified through a FY 2024 Transportation-Land Use Connections planning study.
	20.	Yes, identified through the Vulnerability Assessment
	21.	This project addresses risks identified in a vulnerability assessment conducted as part of the Prince William County Community Energy and Sustainability Master Plan. This assessment used climate scenarios to predict 2050 and 2075 conditions and identify risks to County assets based on exposure, sensitivity and adaptive capacity.
	22.	This project will address risks associated with inland flooding using infrastructure and landscaping to manage stormwater.
	23.	The project will use both nature-based solutions, such as additional landscaping in the right of way and bioswales, as well as infrastructure designed to mimic natural water filtration.
	24.	Yes
Prince William County Department of Transportation (Unit of local government)	**Project**	**Fuller Road Flooding Mitigation**
	8.	Roadway system (Functional Class 1-3, 5)
	9.	Fuller Road provides access to the Quantico Marine Corps Base via the Fuller Gate, and offers the only direct access to the main operating area of the base. Fuller Road is vulnerable to inland flooding and flooding at the gate has significant implications on operational readiness. The project consists of two main components to address flooding: increasing capacity of the existing storm water facility located near the National Museum of the Marine Corps and watershed restoration of Little Creek. This will increase flood capacity and mitigate flooding of the roadway.
	10.	The project is located along Fuller Road (VA Route 619) from the I-95 exit ramp to Mason Drive. The total distance is 0.6 miles.
	11.	A Military Installation Resilience Review conducted by the Northern Virginia Regional Commission identified Fuller Road as vulnerable to inland flooding and identified the storm water expansion and Little Creek stream restoration as measures to improve the resiliency of the roadway.

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	12.	The project has an estimated timeline of three years to design, secure permits and construct. This project is not funded and will be submitted for grant funding consideration. It has an estimated completion year of 2028.
	14.	There is no committed funding for this project.
	15.	None of the above
	17.	No
	18.	Yes
	19.	Northern Virginia Regional Commission Military Installation Resilience Review Study.
	20.	Yes, identified through the Vulnerability Assessment
	22.	Project will increase flood and storm water capacity to reduce risk of roadway flooding. This will improve reliability of transportation on the roadway and operations of the Marine Corps Base.
	23.	Project was identified through a cooperative study that included Prince William County, the Marine Corps and the Northern Virginia Regional Commission and will be implemented through a partnership project.
	24.	Yes
	25.	Project serves two EEAs and a public transit route.
Prince William County Department of Transportation (Unit of local government)	**Project**	**Manage Stormwater Flooding Outside of the Floodplain**
	8.	Study or plan
	9.	This study will increase the County's understanding of flooding outside of the delineated FEMA floodplain through modeling and/or historic flood records and identify mitigation actions to reduce stormwater flooding. The study will be Countywide and the intended outcome is to develop mitigation actions to be implemented for stormwater flooding.
	10.	The study will cover all roadways in Prince William County that have been adopted in the State maintained roadway system that are not in delineated FEMA floodplains.
	11.	The study is intended to better understand and predict inland flooding. Based on the modeling and/or historical data review, the study will identify appropriate resilience measures for implementation.
	12.	The study has a proposed timeline of one year and estimated completion of 2026.
	14.	There is dedicated funding in the County budget for implementation of action strategies identified in the Prince William Community Energy and Sustainability Master Plan.

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Submitting Agency	Question	Answers
	15.	None of the above;
	17.	No
	18.	Yes
	19.	Prince William County Community Energy and Sustainability Master Plan.
	20.	Yes, identified through other studies, data, or assessments
	21.	The Prince William County Community Energy and Sustainability Master Plan conducted a vulnerability assessment that evaluated future climate hazards from extreme temperatures, sea level rise and precipitation and rated the vulnerability of County assets based on exposure, sensitivity and adaptive capacity.
	22.	The project will provide a better understanding of the risks of inland flooding to allow for the development and implementation of effective mitigation measures.
	24.	Yes
Prince William County Department of Transportation (Unit of local government)	**Project**	**Implement Shoreline Protection and** Nature-Based Solutions
	8.	Study or plan
	9.	The project will develop guidance for Prince William County to prioritize nature-based solutions for shoreline protection of costal areas in the County. It will cover all coastal areas of the County, including the shoreline with the Potomac and Occoquan Rivers in the eastern side of Prince William.
	10.	Project is a planning effort to develop guidance that will apply Countywide.
	11.	Project addresses shoreline erosion caused by rising sea levels. The resilience measures will be nature-based solutions identified through the planning process.
	12.	Proposed timeline for the study is one year and anticipated completion date is 2026.
	14.	There is dedicated funding in the County budget to advance strategies identified in the Community Energy and Sustainability Master Plan.
	15.	None of the above
	17.	No
	18.	Yes
	19.	Prince William Community Energy and Sustainability Master Plan.

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Submitting Agency	Question	Answers
	20.	Yes, identified through the Vulnerability Assessment
	21.	The TPB Transportation Resiliency Study identified several costal areas in Prince William County with a high sea level rise hazard. The proposed project was also identified as a high priority risk through the County's Community Energy and Sustainability Master Plan.
	22.	There are numerous major transportation corridors located along costal areas of the County that are at risk due to sea level rise. The project will mitigate shoreline erosion to improve the resiliency of the transportation network to flooding.
	23.	The project will develop guidance to prioritize the use of nature-based solutions.
	24.	Yes
Prince William County Department of Transportation (Unit of local government)	**Project**	**Restore Streams to Reduce Flooding**
	8.	Roadway system (Functional Class 1-3, 5)
	9.	Project will develop and implement stream restoration projects in support of reduced flooding outcomes for roadways in the County.
	10.	The restoration project will focus on roadways in Prince William identified as high risk in the existing vulnerability assessments conducted by TPB and the County.
	11.	The climate hazard impacting the asset is flooding and the resilience measure is stream restoration.
	12.	The number of total stream restoration projects will be based on available funding. Each project will have a two year timeframe and an estimated completion year of 2030.
	14.	There is dedicated funding for strategies identified in the Community Energy and Sustainability Master Plan.
	15.	None of the above
	17.	No
	18.	Yes
	19.	Prince William County Community Energy and Sustainability Master Plan.
	20.	Yes, identified through the Vulnerability Assessment
	21.	There are multiple roadways in the County identified as high risk in the TPB Transportation Resilience Study. Additionally, the Prince William County Community Energy and Sustainability Master Plan conducted a vulnerability assessment that evaluated future climate hazards from extreme temperatures, sea level rise and precipitation and

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Submitting Agency	Question	Answers
		rated the vulnerability of County assets based on exposure, sensitivity and adaptive capacity. This project was a high priority strategy identified in the plan.
	22.	The project will increase streams ability to manage storm water and mitigate flooding on the roadway to improve the reliability of the transportation system.
	24.	Yes
Prince William County Government Department of Transportation (Unit of local government) Supported by VDOT (State (including DC))	**Project**	**Flooded Roadway Mitigation Study**
	8.	Study or plan
	9.	The Flooded Roadway Mitigation Study will assess flooding vulnerabilities at three specific locations and what transportation alternatives can be accomplished to mitigate flooding. The specific locations are Valley View Drive crossing over Kettle Run Stream, Old Church Road crossing over Slate Run Stream, and Fleetwood Drive crossing over Cedar Run Stream.
	10.	Valley View Drive (VA Route 611 sequences 50/60), structure Number (8): 000000000014300 Old Church Road (VA Route 649), structure Number (8): 000000000024232 Fleetwood Drive (VA Route 611 sequence 20), structure Number (8): 000000000014301
	11.	These locations are prone to flooding and flash flooding causing vehicular damage. The Study will determine what resilience measures can be deployed to reduce the risk of life and vehicular damage.
	12.	The studies proposed timeline collectively is approximately 25-27 months to include agreement executions, procurement processes, and study activities.
	14.	There are no funding commitments on this project, though it was submitted to the latest funding request for the PROTECT grant.
	15.	None of the above;
	17.	Yes
	18.	Yes
	19.	Flooding and flash flooding of these roadways have been identified in the Northern Virginia Hazard Mitigation Plan.
	20.	Yes, identified through the Vulnerability Assessment
	22.	The Mitigation Study will determine which resiliency measures can be utilized to reduce flooding on the roadway and ensure safe operation.

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	23.	The study will identify resilient improvements to the impacted streams and surface transportation assets to reduce the magnitude and duration of impacts of current and future weather events and natural disasters.
	24.	No
	25.	All public engagement and collaboration is guided by Resolution 20-494 approved by the Prince William Board of County Supervisors on June 16, 2020. This resolution requires projects "include an equity lens in all planning and service delivery" to identify social and racial disparities and guide decisions to mitigate adverse impacts and encourage positive impacts. If awarded, the planning study will include analysis of impacts to EEAs, which are census tracts identified by the federally designated MPO that have high concentrations of low-income and/or minority populations, to ensure equitable outcomes and the inclusion of traditionally disadvantaged communities.
Virginia Passenger Rail Authority (Special purpose district or public authority with a transportation function)	**Project**	**Flooding Mitigation Study for Quantico and Pohick Creek Rail Bridges**
	8.	Study or plan
	9.	Project location: Quantico, Prince William County and Fairfax County; Intercity (Amtrak) and Commuter (VRE) rail routes on the RF&P corridor Project activities: Identify Existing Conditions Identify Expected Adverse Conditions Recommend Specific Adverse Condition Mitigation Strategies Translate Mitigation Strategies to Specific Capital Improvements for future TRIP and PROTECT rounds
	10.	RF&P Rail Corridor, owned by CSX/Virginia Passenger Rail Authority. Quantico Creek Rail Bridge and Pohick Creek Rail Bridge 38.526743, -77.288966 and 38.712765, -77.217392
	11.	This study will assess two rail bridges within the 100-year flood plain and propose potential mitigation or resilience measures to ensure the rail infrastructure will with stand future flooding or storm inundation.
	12.	This study will take approximately 18 months to complete. If starting in 2024, estimated completion could be as soon as fall 2025 or winter/spring 2026.
	14.	No budget commitments have been identified at this time.
	15.	None of the above
	17.	No

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	18.	No
	20.	Yes, identified through the Vulnerability Assessment
	22.	The project will assess the need for capital improvements or mitigation to limit or prevent damage to existing rail bridges. Should flooding be significant or damage occur to these bridges, passenger and fight rail traffic within the entire region could be halted to make emergency repairs.
	24.	Yes
Virginia Passenger Rail Authority (Special purpose district or public authority with a transportation function)	**Project**	**RF&P Track Infrastructure Heat Impacts and Mitigation Study**
	8.	Study or plan
	9.	The Richmond, Fredericksburg and Potomac railroad line from Quantico, Prince William County, VA to Control Point VA in Washington, DC; Intercity (Amtrak) and Commuter (VRE) rail routes on the corridor. Project activities: Identify existing conditions Identify adverse conditions using past data on heat/slow orders Recommend specific mitigation strategies Translate mitigation strategies to specific capital or operational improvements for future TRIP and PROTECT rounds
	10.	The Richmond, Fredericksburg and Potomac railroad line from Quantico, Prince William County, VA to Control Point VA in Washington, DC; Intercity (Amtrak) and Commuter (VRE) rail routes on the corridor.
	11.	When the region has high temperatures, host railroads (CSX and Norfolk Southern) issue slow orders as a safety precaution to limit/prevent derailments. As temperatures continue to rise and temperatures remain elevated for longer periods of time, railroads will issue more heat orders, slowing rail traffic in the region and lowering on time performance. This study will look at the ways to ensure safety while limiting heat orders. recommendations could be in the form of capitol or operational improvements.
	12.	This study will take approximately 18 months to complete. If starting in 2024, estimated completion could be as soon as fall 2025 or winter/spring 2026.
	14.	No budget commitments have been identified at this time.
	15.	None of the above
	17.	No

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	18.	No
	20.	Yes, identified through the Vulnerability Assessment
	21.	Portions of the corridor are identified by the Vulnerability Assessment. However, heat orders are not limited to specific areas, they are corridor wide and come from the host/operating railroad. Virginia Passenger Rail Authority has historic data on slow orders and on time performance data for Amtrak trains. Virginia Passenger Rail Authority can also obtain on time performance data from VRE as well.
	22.	The project will assess the need for capital or operational improvements to limit slow orders during heat events. By reducing the number of heat orders, train on time performance will improve, leading to customer satisfaction improvements.
	24.	Yes
VRE (Special purpose district or public authority with a transportation function)	**Project**	**VRE Stations Heat Vulnerability and Mitigation Strategies Analysis**
	8.	Study or plan
	9.	Five VRE station facilities in their entirety will be studied, including: L'Enfant, Manassas, Lorton, Rippon, and Quantico for their level of vulnerability to future adverse heat events. This study will detail potential effects to both passengers and the facilities themselves of adverse future heat events, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year. These studies will not include an analysis of track infrastructure at the station locations.
	10.	This study would focus on station assets located on VRE's Manassas and Fredericksburg Lines, as well as the joint line between Alexandria and Union Station.
	11.	Heat. The project would be a study that would recommend appropriate resilience measures for each asset location that could be translated into capital projects for future TRIP project submission rounds.
	12.	By end of calendar year 2024
	14.	None
	15.	None of the above
	17.	No
	18.	No
	20.	Yes, identified through the Vulnerability Assessment

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	22.	This project will identify the appropriate mitigation strategies to address the adverse effects of heat on certain VRE passenger facilities identified as higher risk in the TPB Vulnerability Assessment. Starting the project pipeline will allow VRE to submit a more developed project for full design and construction in future rounds of TRIP project solicitations.
	24.	Yes
VRE (Special purpose district or public authority with a transportation function)	**Project**	**VRE Manassas Line Track Heat Vulnerability and Mitigation Strategies Analysis**
	8.	Study or plan
	9.	This effort will include the Norfolk Southern railroad corridor between the "AF Interlocking" in Alexandria, VA and the Broad Run VRE station in Manassas, VA. This study will detail potential effects on the railroad track infrastructure from adverse future heat events, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year. This study will also review the projected effects to VRE service as a result of adverse heat effects on the rail infrastructure.
	10.	This study would focus on the entirety of the track infrastructure on VRE's Manassas Line between the Broad Run station and "AF Interlocking".
	11.	Heat. The project would be a study that would recommend appropriate resilience measures for track and related assets that could be translated into capital projects for future TRIP project submission rounds.
	12.	By end of calendar year 2024
	14.	None
	15.	None of the above
	17.	No
	18.	No
	20.	Yes, identified through the Vulnerability Assessment
	22.	This project will identify the appropriate mitigation strategies to address the adverse effects of heat on track and ancillary facilities identified as higher risk in the TPB Vulnerability Assessment. The study scope will not include passenger station or yard facilities. Starting the project pipeline will allow VRE to submit a more developed project for full design and construction in future rounds of TRIP project solicitations.
	24.	Yes

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
VRE (Special purpose district or public authority with a transportation function)	Project	**VRE Maintenance and Storage Facilities Heat Vulnerability and Mitigation Strategies Analysis**
	8.	Study or plan
	9.	This effort will include VRE's Broad Run and Crossroads Maintenance and Storage Facilities, supporting the Manassas and Fredericksburg Lines, respectively. This study will detail potential effects on the yard infrastructure from adverse future heat events, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year. This study will also review the projected effects to VRE service and yard personnel as a result of adverse heat effects on the rail infrastructure at yards.
	10.	This study would focus on VRE-controlled property at the Broad Run and Crossroads Maintenance and Storage Facilities.
	11.	Heat. The project would be a study that would recommend appropriate resilience measures for the entire Broad Run and Crossroads Maintenance and Storage Facilities that could be translated into capital projects for future TRIP project submission rounds.
	12.	By end of calendar year 2024
	14.	None
	15.	None of the above
	17.	No
	18.	No
	20.	Yes, identified through the Vulnerability Assessment
	22.	This project will identify the appropriate mitigation strategies to address the adverse effects of heat on track and ancillary yard facilities (including those that support train crews and yard support staff). The study scope will not include passenger station facilities adjacent to these yard facilities. Starting the project pipeline will allow VRE to submit a more developed project for full design and construction in future rounds of TRIP project solicitations.
	24.	No
VRE (Special purpose district or public	Project	**VRE Assets Flooding Vulnerability and Mitigation Strategies Analysis**
	8.	Study or plan

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
authority with a transportation function)	9.	This effort will include VRE's Broad Run Maintenance and Storage Facility as well as the L'Enfant and Quantico stations. The study will analyze the proposed effects to this infrastructure from adverse future inland flooding events, and will propose, at a planning level, conceptual projects that could mitigate or eliminate the adverse condition(s) through the horizon planning year.
	10.	This study would focus on the two stations and the entirety of the Broad Run Maintenance and Storage Facility, excluding the passenger station platform, but including the parking facilities at this location that serve a joint use as yard crew employee and passenger parking.
	11.	Inland Flooding. The project would be a study that would recommend appropriate resilience measures for the entire Broad Run Maintenance and Storage Facility as well as the Quantico and L'Enfant stations that could be translated into capital projects for future TRIP project submission rounds.
	12.	By end of calendar year 2024
	14.	None
	15.	None of the above
	17.	No
	18.	No
	20.	Yes, identified through the Vulnerability Assessment
	22.	This project will identify the appropriate mitigation strategies to address the adverse effects of inland flooding on track and ancillary yard facilities (including those that support train crews and yard support staff) at Broad Run, as well as passenger station facilities at identified locations. Starting the project pipeline will allow VRE to submit a more developed project for full design and construction in future rounds of TRIP project solicitations.
	24.	Yes
WMATA (Transit Agency)	**Project**	**Systemwide Flood Resiliency Infrastructure Upgrades Implementation**
	8.	Facility or service for public transportation
	9.	WMATA developed and built the MetroRail system over the last 50 years, beginning with the Red Line, which opened in 1976. Since that time, changes in local development, aging of the system, updates in design guidelines and criteria, and the effects of climate change have led to vulnerabilities in the system due to flooding. Parts of the MetroRail system are now in the 100-year floodplain. Extreme weather events may impact passenger service and system

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
		operations and require corrective measures. Investments include new grading at station entrances, installation of temporary flood barriers, raising vent shaft openings to above street level, and improving drainage capacity around stations. This work can be broken out into component parts, focusing on one asset at a time.
	10.	Cleveland Park, Federal Triangle, Smithsonian, Archives/Navy Memorial, Rhode Island Ave/Brentwood, Capitol South, and Waterfront Stations (District of Columbia); Greenbelt Rail Yard (Greenbelt, MD)
	11.	Flooding--investments would minimize passenger and asset impacts from flooding. These include new grading at station entrances, installation of temporary flood barriers, raising vent shaft openings to above street level, and improving drainage capacity around stations.
	12.	This project will be completed in a five-year time period beginning in FY2026. Assumed completion date would by FY2032.
	14.	This project is currently unfunded but is considered part of WMATA's six-year Capital Plan
	15.	None of the above
	17.	No
	18.	Yes
	19.	FY2025 Capital Plan
	20.	Yes, identified through the Vulnerability Assessment
	21.	Many of these sites are in the 100 year flood zone and we have supporting documentation on the risk associated with these sites. An internal memo risk assessment was completed in 2016 and solutions were identified in 2020.
	22.	As exposure to higher frequency, more intense storms has the potential to impact the listed assets more frequently. All listed stations are known to be either in the 100 year flood zone or regularly are impacted by interior flooding due to the increase of impermeable pavement and undersized stormwater systems.
	23.	Creates low impact solutions that do not impact mobility of riders inducing ADA-reliant passengers.
	24.	Yes
	25.	Two of the facilities are in J40 defined areas. Additionally, equity communities have been shown to be more public transit-dependent.
WMATA (Transit	**Project**	**Drainage Pump Stations Rehabilitation Program**

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
Agency)	8.	Facility or service for public transportation
	9.	There are 59 Drainage Pumping Station located at low points in MetroRail tunnels. There is a need to replace and improve drainage pumping stations to facilitate the removal of excess water from MetroRail tunnels and stations, and support flood resiliency improvements. There is also a need to replace and improve pumping equipment and tunnel piping systems that have exceeded their lifecycle throughout the MetroRail system. Climate change projections call for increase intensity and frequency of rainfall events making these pumps even more crucial to flood resilience and recovery. This program prioritizes the highest risk locations based on flooding and equipment need. Multiple years beginning in FY2026 and continuing forward. This program can be funded in parts--the whole project does not need to be completed simultaneously.
	10.	L'Enfant, Wheaton, Federal Triangle, Metro Center, and Glenmont Stations (District of Columbia); Noyes Road (Silver Springs, MD), Medical Center (Bethesda, MD)
	11.	Flooding--sea level rise/storm surge, riverine, and interior
	12.	Multiple years beginning in FY2026 and continuing forward. This program can be funded in parts--the whole project does not need to be completed simultaneously.
	14.	The project is currently unfunded but is part of the 6-year capital improvement plan.
	15.	None of the above
	17.	No
	18.	Yes
	19.	FY 2025 6-year Capital Improvement Plan
	20.	Yes, identified through other studies, data, or assessments
	21.	WMATA has conducted multiple flood risk assessments and these locations have been identified as the highest risk.
	22.	When flooding or intense rainfall occurs, WMATA's tunnels can fill with water. These pumps remove the water. A flooded section of track will shut down portions of the system resulting in delays for customers and loss of revenue for WMATA.
	24.	No
	25.	Low-income residents in the DMV are often transit-dependent; having a resilient, efficient public transit system is necessary.
WMATA (Transit	**Project**	**Comprehensive Stormwater System Program (Planning)**

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
Agency)	8.	Facility or service for public transportation
	9.	Metro needs a comprehensive program to design, construct, and rehabilitate stormwater infrastructure to reduce the risk of flooding. Flooding can impact customer satisfaction by reducing access to facilities, it can impact assets, and disrupt travel times. Metro wants this systematic look before investing in millions of dollars in green and gray infrastructure.
	10.	Throughout the Metro/WMATA system.
	11.	Flooding--riverine, sea level rise/storm surge, and interior flooding
	12.	Beginning in FY2026 and estimated to take 1-2 years.
	14.	This program is unfunded but part of the FY2025 6 Year Capital Plan
	15.	None of the above
	17.	No
	18.	No
	20.	Yes, identified through other studies, data, or assessments
	21.	Current stormwater planning is piecemeal and based on facility. The creation of this program would allow WMATA to conduct a comprehensive study to better understand needs and prioritize investments. The need is known, the coordination and implementation plan needs to be developed.
	22.	Increased stormwater facilities will reduce runoff to other areas that would otherwise lead to flooding.
	23.	The desire would be to invest as much as possible in green infrastructure. Bioswales, green roofs, rain gardens, and retention ponds, along with other green and gray infrastructure will be evaluated.
	24.	Yes
	25.	Several of Metro's facilities are in Justice40 communities that experience flooding. Increased investment in stormwater facilities will reduce impacts.
WMATA (Transit Agency)	**Project**	**Stormwater System Rehabilitation**
	8.	Facility or service for public transportation
	9.	Metro has an interest in reducing the impacts of stormwater on our customers, assets, and community as well as meeting stormwater regulations.. Metro knows that as projected rainfall events increase in intensity and in frequency

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
		local jurisdictions will be looking for increased nature-based solutions to address stormwater runoff. Metro will install or retrofit stormwater management systems including bioretention ponds, wet ponds, and/or tree box filters.
	10.	Carmen Turner Center, Branch Ave Rail Yard, Glenmont Rail Yard, Greenbelt Rail Yard, Landover Bus Division, Montgomery Bus Division, New Carrollton Rail Yard, Shady Grove Rail Yard, and Southern Ave Bus Division (all in Maryland).
	11.	Flooding--riverine, sea level rise/storm surge, and interior flooding
	12.	Work to begin in FY2026 and expected to take 1-2 years. This project can be completed on facility at a time.
	14.	This program is unfunded but part of the FY2025 6 Year Capital Plan
	15.	None of the above
	17.	No
	18.	Yes
	19.	Metro has done assessments under the requirements of the Chesapeake Bay Restoration Act.
	20.	Yes, identified through other studies, data, or assessments
	21.	Metro has conducted studies on facilities vulnerable to flooding for many years. Many of these locations were identified in those plans.
	22.	These sites are in or adjacent to facilities that are necessary to operate the WMATA system. If flooding occurs it can be a burden on the system resulting in time delays and lost revenue.
	23.	Metro will install or retrofit stormwater management systems including bioretention ponds, wet ponds, and/or tree box filters.
	24.	Yes
	25.	Many of the locations are in J40 Communities that are often impacted by flooding. More investments in stormwater retention will reduce those risks.
WMATA (Transit Agency)	**Project**	**Rehabilitation of Station Vault Pre-Cast Supports**
	8.	Facility or service for public transportation
	9.	As rainwater percolates through the ground, the water leaks into MetroRail stations. This water flows into the vaulted ceilings at several stations located along the Red Line. Climate projections indicate that there will be more frequent and

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
		intense rainstorms in the region, resulting in more leaking and accelerating the damage to the ceilings. The connecting supports for the vaulted ceilings at several stations have begun to deteriorate, requiring a detailed inspection and condition report to determine the extent and location of where repairs will be needed, and rehabilitation of the identified issues.
	10.	Dupont Circle, Woodley Park, Cleveland Park, Van Ness, Tenleytown, Friendship Heights, DC. Bethesda and Medical Center Stations, MD.
	11.	Projected increased intensity and frequency of rain events. As these events increase, the amount of rainwater percolating into the system will increase.
	12.	FY2026 with a multiple year implementation. This project can be broken down to facility by facility.
	14.	This program is unfunded but part of the FY2025 6 Year Capital Plan
	15.	None of the above
	17.	No
	18.	Yes
	19.	Internal studies have documented the need for this work. The leak mitigation work has been ongoing for years.
	20.	No
	22.	The Red Line is on of the most used routes on the Metro system. This portion connects Montgomery County to the rest of the system. Each of these stations are critical for the operation of the line and if they were required to close there would be a loss in ridership, riders would be delayed, and WMATA would lose revenue.
	24.	No
	25.	Low-income residents in the DMV are often transit-dependent; having a resilient, efficient public transit system is necessary.
WMATA (Transit Agency)	**Project**	**Tunnel Chilled Water Piping Assessment**
	8.	Study or plan
	9.	A full systemwide assessment of the state of chilled water piping in tunnels will be necessary to evaluate the need for improvement of this piping. Chilled water is used to cool stations and all designs are outdated due to increasing population, increased density, and more high heat days. There are nearly 20 miles of pipe in the Metro system and evaluating the system and integrating climate projections will be necessary.

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Submitting Agency	Question	Answers
	10.	Systemwide
	11.	High heat. Likely need larger chillers and better piping.
	12.	Work to begin in FY2026 and expected to take 1-2 years
	14.	This program is unfunded but part of the FY2025 6 Year Capital Plan
	15.	None of the above
	17.	No
	18.	Yes
	19.	The 6 Year Capital Plan
	20.	No
	22.	High heat is going to impact public transit because riders will be more uncomfortable waiting for trains and may choose less environmentally friendly modes of transportation. Keeping stations cool will help keep ridership.
	23.	Will reduce energy consumption.
	24.	Yes
	25.	Low-income residents in the DMV are often transit-dependent; having a resilient, efficient public transit system is necessary.
WMATA (Transit Agency)	**Project**	**MetroBus Shelter Replacement**
	8.	Facility or service for public transportation
	9.	As temperatures rise and the likelihood of intense storm events occur, having functional, well designed bus shelters will make the rider experience more comfortable. Metro will replace bus shelters in service beyond their useful life and improve the rider experience by replacing paper signage, route/sign poles, bus stop decals, and wayfinding signage. In some cases, customer electronic information Displays will be installed. These investments improve customer comfort and improve customer communication and information through proper signage, maps and schedules for customers to see clearly bus stops and bus route timetables.
	10.	Systemwide
	11.	High heat--improved and new shelters will provide shaded areas for bus riders to wait.
	12.	Work to begin in FY2026 and expected to take multiple years. This project can be completed on facility at a time.

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
	14.	This program is unfunded but part of the FY2025 6 Year Capital Plan
	15.	None of the above
	17.	No
	18.	Yes
	19.	Internal WMATA plans indicate the need for improved or new bus shelters.
	20.	Yes, identified through the Vulnerability Assessment
	22.	Bus riders will have shaded areas to wait for buses. As high heat (and more frequent rain events) occur, the need for shade will be even greater. This project will help improve the comfort of bus riders.
	24.	Yes
	25.	Low-income residents in the DMV are often transit-dependent; having a resilient, efficient public transit system is necessary.
WMATA (Transit Agency)	**Project**	**Traction Power/Rectifier Replacement**
	8.	Facility or service for intercity passenger rail
	9.	MetroRail trains run on high voltage electricity known as traction power. There are multiple traction substations across the service area. Heat buildup is a concern inside these substations and gaining electrical efficiency will help reduce heat, especially as the regions is projected to get much hotter in the future due to climate change. By using previously successfully tested methods of rectifier replacement MetroRail has improved stability of power which will be particularly important as heat levels rise. This is a win-win-win solution; in addition to increasing resilience, it stabilizes the rail system, and saves the agency money by reducing electricity consumption.
	10.	33 traction power substations though DC, VA, and MD
	11.	This project addresses the concern that high heat will impact traction power substations and result in slow or interrupted MetroRail services
	12.	This is a multiyear project that may be completed in substation by substation.
	14.	This program is unfunded but part of the FY2025 6 Year Capital Plan
	15.	None of the above
	17.	No

Appendix D. Priority Resilience Investment Submissions

Submitting Agency	Question	Answers
	18.	Yes
	19.	Internal documents describe the need for the rectifier replacement.
	20.	No
	22.	MetroRail depends on traction power substations to propel trains. Each substation has a redundancy but if one overheats, train speed and frequency has to be decreased. This will result in delays for riders and a loss of revenue.
	24.	Yes
	25.	Low-income residents in the DMV are often transit-dependent; having a resilient, efficient public transit system is necessary.
WMATA (Transit Agency)	**Project**	**Shaft Damper and Attenuator Replacement Program**
	8.	Facility or service for public transportation
	9.	Climate projections for the region show much higher temperatures in the future. The climate inside stations and tunnels of the MetroRail system are maintained to keep customers comfortable and equipment running properly. Hotter temperatures will cause strain on those systems. One part of that system is a series of fans that run through shafts to keep air circulating—which is important in the case of fire as well. These shafts have dampers and attenuators that need to be running properly. MetroRail plans to replace older equipment with newer and more efficient ones to help maintain cool conditions in stations and tunnels.
	10.	221 shafts throughout the MetroRail system in DC, MD, and VA
	11.	High heat weather will require better circulation of MetroRail tunnels and stations for comfort and operability. Improving dampers will help address these issues
	12.	This is a multiyear project and can be completed shaft by shaft
	14.	This program is unfunded but part of the FY2025 6 Year Capital Plan
	15.	None of the above
	17.	No
	18.	Yes
	19.	This has been identified as a need by the agency. WMATA has internal documentation.
	20.	No

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Submitting Agency	Question	Answers
	22.	Improved shaft dampers and attenuators will serve multiple purposes including keeping riders more comfortable and reduce the temperature in the tunnels. High heat can hold more water and when this cools at night it results in condensation which can impact assets within the tunnel.
	24.	Yes
	25.	Low-income residents in the DMV are often transit-dependent; having a resilient, efficient public transit system is necessary.
WMATA (Transit Agency)	**Project**	**Non-Revenue Facility HVAC Replacement**
	8.	Facility or service for public transportation
	9.	Climate projections indicate that the Metro region will be experiencing many more high heat days impacting the MetroRail and MetroBus systems. An agency-wide energy audit in 2017 identified issues with aging and inefficient heating and cooling units rooftop (HVAC units and the accompanying building automation systems) at multiple Metro non-revenue facilities. These facilities are crucial for the operation of the system, so it is vitally important to protect the workers and the equipment from high heat. The audit recommended replacing the aging assets and implementing a Building Energy Management Control System that would allow for greater operational and maintenance efficiency and improved resiliency to the changing climate. The solution is win-win: lower energy costs and improved climate resilience.
	10.	locations systemwide in MD, DC, and VA.
	11.	Facilities were built with historical weather in design. With increase heat and the increase in electronic controls (which produce heat), the rooms are often get too hot and this is only projected to increase in the future. This project will address this concern by improving HVAC system.
	12.	This is a multiyear project that can be addressed facility by facility.
	14.	This program is unfunded but part of the FY2025 6 Year Capital Plan
	15.	None of the above
	17.	No
	18.	Yes
	19.	Internal documents describe the need for these improvements including an agency-wide energy audit in 2017.
	20.	No
	22.	These facilities are crucial for the operation of the system, so it is vitally important to protect the workers and the

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Submitting Agency	Question	Answers
		equipment from high heat
	24.	Yes
	25.	Low-income residents in the DMV are often transit-dependent; having a resilient, efficient public transit system is necessary.

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ITEM 9 – Notice
May 15, 2024

Transportation Resilience Improvement Plan (TRIP) Update

Background: Staff will provide an update on the Transportation Resilience Improvement Plan (TRIP). The board will be asked to approve the TRIP at its June meeting.

ATTACHMENTS

- Item 9 – Transportation Resilience Planning Memo
- Item 9 – Draft Transportation Resilience Improvement Plan
- Item 9 – Transportation Resilience Improvement Plan Presentation

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Katherine Rainone, Transportation Resilience Planner

SUBJECT: Regional Transportation Resilience Improvement Plan: Notice for Approval

DATE: May 9, 2024

CONTEXTUAL INFORMATION

In 2015, Congress enacted provisions in the Fixing America's Surface Transportation (FAST) Act requiring transportation agencies to consider resilience in their transportation planning process – specifically to "improve transportation system resiliency and reliability and reduce (or mitigate) the stormwater impacts of surface transportation." At the end of 2021, FHWA and FTA jointly issued updated Planning Emphasis Areas (PEAs), areas of planning that MPOs should emphasize when identifying and developing tasks for the Unified Planning Work Program. And most recently, the Bipartisan Infrastructure Law (BIL), enacted as the Infrastructure Investment and Jobs Act (IIJA), established the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT), which established formula and discretionary grant programs to plan for and strengthen surface transportation to be more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through both non-competitive and competitive grants.

This emphasis, paired with increasing importance of planning for improved resilience of regional transportation systems, has led to the creation of TPB's Transportation Resilience Planning Program. The first major products to come out of the program are the National Capital Region Transportation System Climate Vulnerability Assessment and the National Capital Region Transportation Resilience Improvement Plan (TRIP).

REGIONAL TRANSPORTATION RESILIENCE IMPROVEMENT PLAN (TRIP)

One major element of the PROTECT program is the Transportation Resilience Improvement Plan (TRIP), a comprehensive plan for state or regional transportation resilience with at least the major components of: a systematic approach to transportation system resilience, a risk-based vulnerability assessment, an investment plan, and a list of transportation resilience projects. Developing a TRIP can lower the non-federal construction match for projects funding by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%.

Together with member jurisdictions and agencies, TPB has developed a regional TRIP as part of the second phase of its transportation resiliency study, and a draft is now available for board review. Stakeholder engagement was a major component of the plan – work was guided by a regional working group who primarily provided input and feedback on key milestones during the development of the TRIP through a series of meetings, in addition to convening a Resiliency Forum, which included a broad swath of regional participants, aimed at building knowledge of climate risks among the jurisdictions and collaborating to develop resilience solutions. The TRIP provides an overview of climate and resilience planning in the National Capital Region, outlines TPB's approach to understanding transportation vulnerabilities across the region, includes a two-phased vulnerability

assessment of risks posed by natural hazards on generalized transportation assets and regional-specific assets, and a list of priority resilience projects submitted by member agencies that addresses the vulnerabilities previously identified. The plan concludes with the Future Enhancements section, which includes a list of future work TPB staff plan to take on to continue informing transportation resilience planning and investments in the region. One additional component of the study is an interactive map of major regional resilience hazards which includes climate hazard layers, transportation asset layers, and Equity Emphasis Areas, included in the Vulnerability Assessment and provided to member agencies and jurisdictions as a resource.

DRAFT TRIP FOR BOARD APPROVAL

Included in the packet of materials for the May 15, 2024 TPB Board Meeting is a draft version of the TRIP document for board members to review and provide comments on. The plan will be coming to the board on June 20, 2024 for approval. When reviewing, please pay particular attention to:

- How the plan addresses our regional context
- Vulnerability assessment results and areas for continued analysis
- TPB's role in regional coordination on transportation resilience planning
- Future project submission process
- Future enhancements to prioritize

The Vulnerability Assessment is a major component of this plan and the source for much of the analysis, but is itself a separate, longer document and can be found at this link. Top-line results of the Vulnerability Assessment are noted in the TRIP, but methodology and full results can be found in this separate document. The results of the Vulnerability Assessment have also been mapped and integrated into this interactive mapping tool to help agencies evaluate transportation assets at risk in their region and identify priority resilience projects.

The plan has been reviewed by the working group and edits and comments have been incorporated into this draft. Staff at FHWA have also completed a preliminary review of the draft, providing minor comments and edits that have been incorporated into this draft. FHWA noted the plan was excellent and will serve as an example for other MPOs interested in preparing Resilience Improvement Plans of their own.

Please email any comments or questions on the draft plan to Katherine Rainone, krainone@mwcog.org.

REGIONAL ROADWAY SAFETY PROGRAM

FY 2025 Project Recommendations

Janie Nham
TPB Planning Manager, Safety and Systems Performance Analysis

Transportation Planning Board
May 15, 2024

Agenda Item #7

National Capital Region
Transportation Planning Board

Regional Roadway Safety Program

- Established and funded by the TPB via Resolution R3-2021 in 2020 to support roadway safety efforts regionwide
- 28 projects have been awarded totaling $1.78 million since 2020
- Projects include site-specific planning or preliminary design, education campaigns and toolkits, complete streets, local road safety plans, guidelines and standards, and more

FY 2025 Solicitation

- TPB Staff solicited applications January 5 through March 8
- 18 applications were received totaling $1,540,000 in funding requests
  - Nine applications from Maryland jurisdictions
  - Nine applications from Virginia jurisdictions
  - Ten applications sought to address safety concerns in arterials

Selection

- Selection Panel
  - TPB staff + safety officials from DDOT, MDOT, and VDOT
  - Individual Evaluations

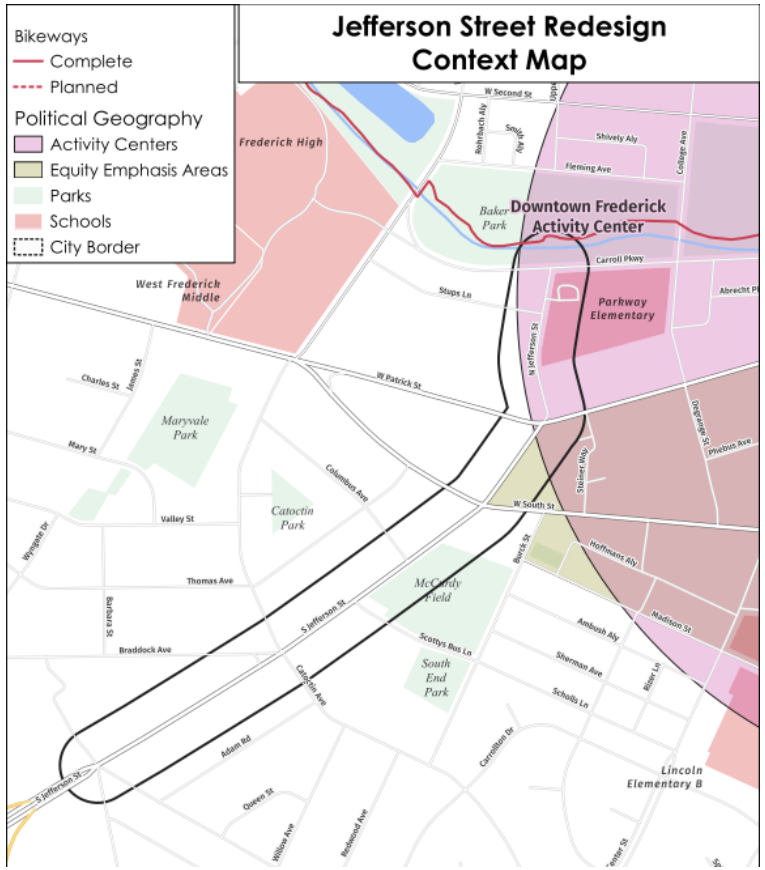
- Discussion: consensus recommendations

Funding Recommendations

Jurisdiction	Project Name	Funding Request	Funding Recommendation
MARYLAND PROJECTS			
Frederick, City of	Jefferson Street Engineering	$100,000	$100,000
Montgomery Co	Randolph Road Safety Improvement Project	$100,000	$100,000
Prince George's Co	Study of Proactive Approaches to Transportation Safety: Exploring near-miss data and innovative technologies	$80,000	$40,000
Maryland Total			**$240,000**
VIRGINIA PROJECTS			
Alexandria, City of	Seminary Road Safety Improvements	$80,000	$80,000
Arlington Co	S George Mason Drive and S Four Mile Run Drive Intersection Alternatives Analysis	$80,000	$80,000
Falls Church, City of	Wilson Boulevard Safety Improvements	$80,000	$80,000
Virginia Total			**$240,000**

Jefferson Street Engineering Project

City of Frederick- $100,000



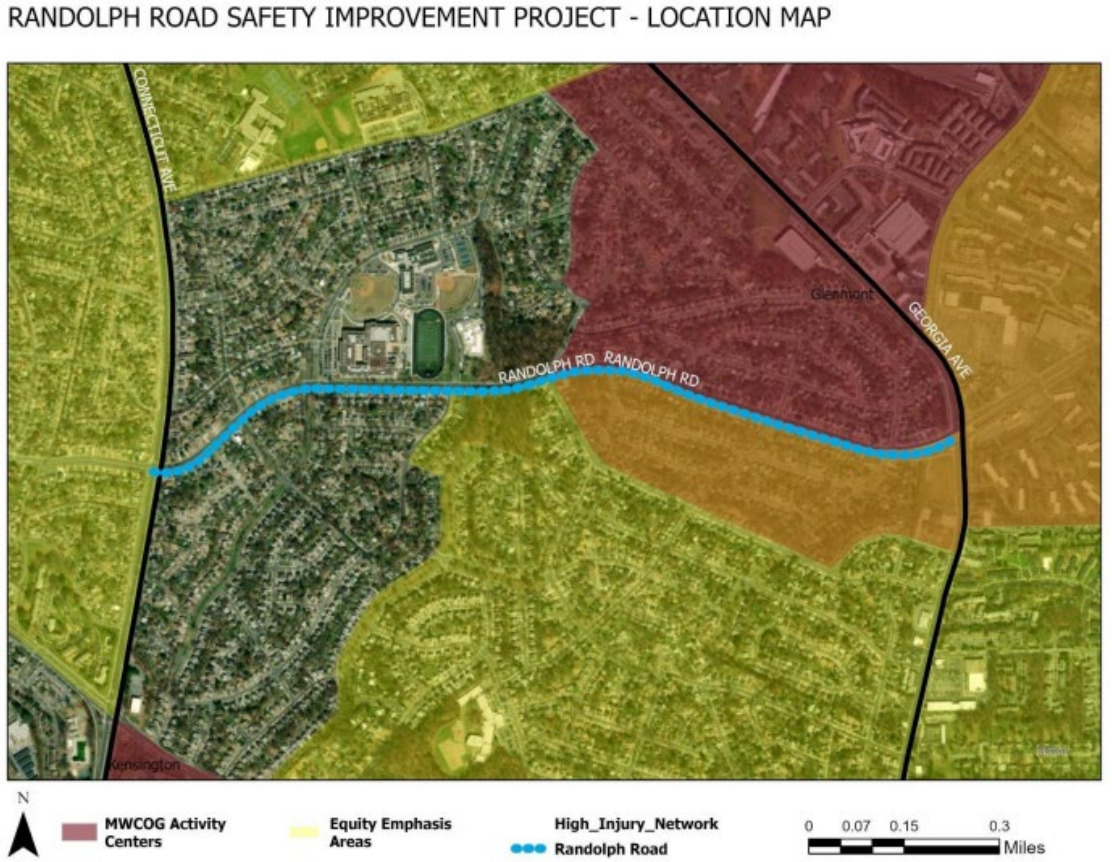
(City of Frederick)

(Google Street View)

Randolph Road Safety Improvement Project

Montgomery County- $100,000

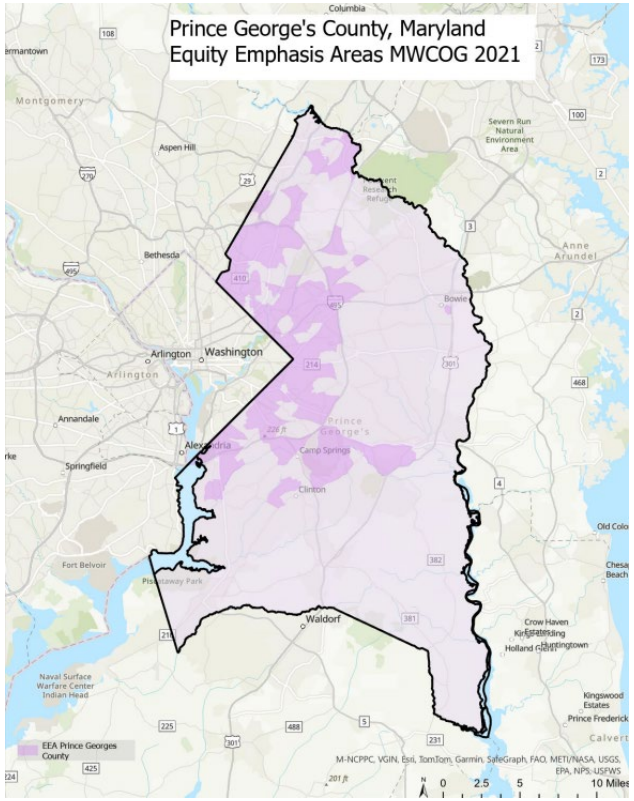
(Google Street View)



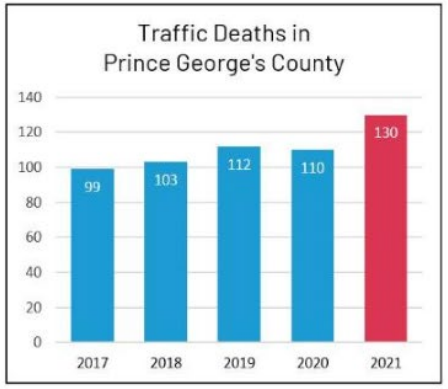
(Montgomery County)

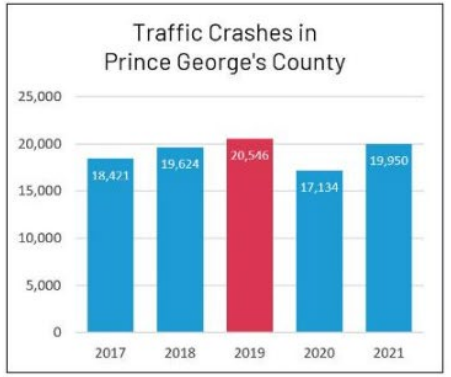
Study of Proactive Approaches to Transportation Safety: Exploring near-miss data and innovative technologies

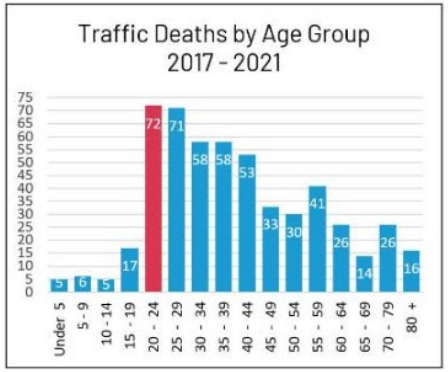
Prince George's County- $40,000

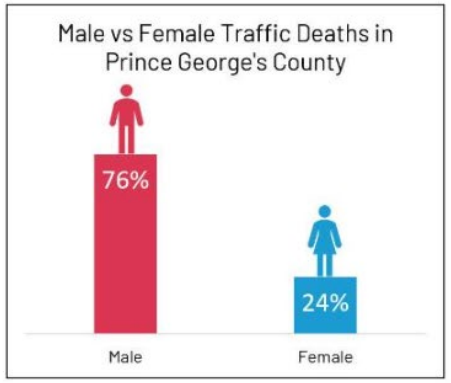


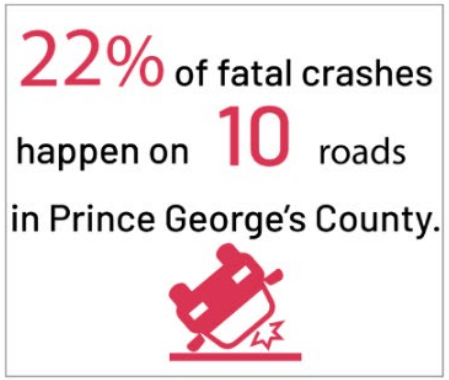
(Prince George's County)











(Vision Zero Prince George's/Prince George's County)

Seminary Road Safety Improvements

City of Alexandria- $80,000

(City of Alexandria)

(Google Street View)

S George Mason Drive and S Four Mile Run Drive Intersection Alternatives Analysis

Arlington County- $80,000

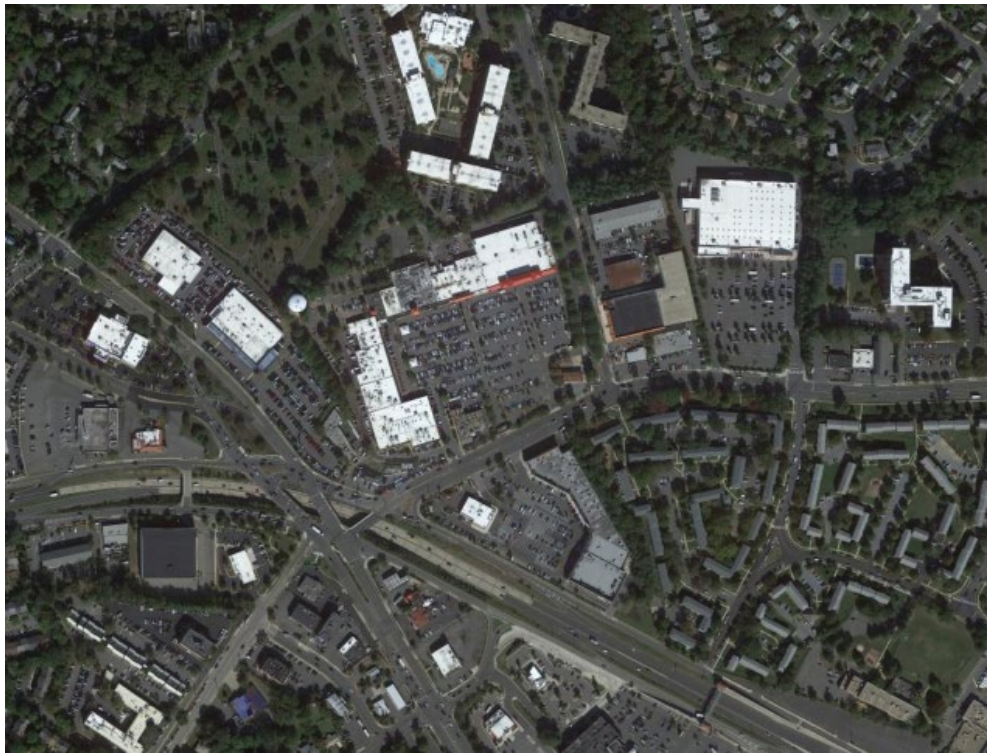
(Julia LeBlanc/FOX61)

(Google Earth)

Wilson Boulevard Safety Improvements

City of Falls Church- $80,000

(Google Street View)



(Google Earth)

Next Steps

- Present to TPB for Approval: May 15
- Consultant selection process: June - July
- Task Order Award and project kick-off: August - September

Janie Nham

TPB Planning Manager, Safety and Systems Performance Analysis
(202) 962-3226
jnham@mwcog.org

mwcog.org/tpb

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington, DC 20002

National Capital Region
Transportation Planning Board

VISUALIZE 2050

National Capital Region Transportation Plan

ACTION ON AIR QUALITY CONFORMITY SCOPE OF WORK INCLUDING THE PROJECT INPUTS TABLE

Visualize 2050 & FY 2026-2029 TIP

Cristina Finch, AICP
TPB Transportation Planner

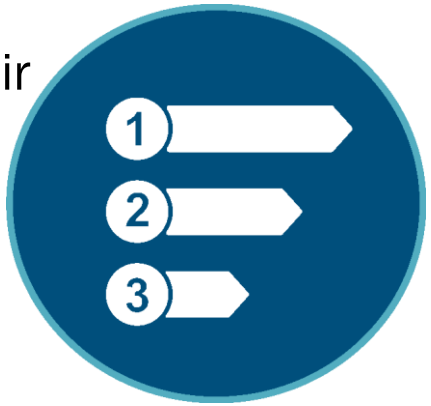
Transportation Planning Board
May 15, 2024

National Capital Region
Transportation Planning Board

Agenda Item 8

A Better Plan for the Future

- Substantial engagement from all TPB member agencies and the public
- Proposed
  - revised mix of projects to better support TPB priority strategies to achieve TPB goals
  - changes to proposed expansion of Express lanes network, changes to roadway projects (repurposing lanes, no widening), more active transportation projects
  - continuation of many active or still worthwhile investments
- Continued commitment to maintaining the system in a state of good repair
- Continued commitment to managing future growth to support Regional Activity Centers and High-Capacity Transit station areas



VISUALIZE 2050
National Capital Region Transportation Plan

Today's Action

- Approving proposed mix of highway and transit projects to be included in a
  - Regional air quality conformity analysis (federally required)
  - Regional transportation system performance analysis (TPB required)
- Approving the tolls and other assumptions for conducting the analysis (scope of work)
  - Forecasts of future population, employment, households
  - Travel demand and emission analysis models
  - Years of analysis, non-transportation inputs to the models
  - Roadway and transit operating parameters

VISUALIZE 2050
National Capital Region Transportation Plan

Supplementary Information

- Two letters from VDOT on the Southside Express Lanes
- One letter from MDOT
  - Requesting removal of an I-495 express lanes study from the Air Quality Conformity Network Input Table
  - Providing information about the American Legion Bridge Plus I-270 Program

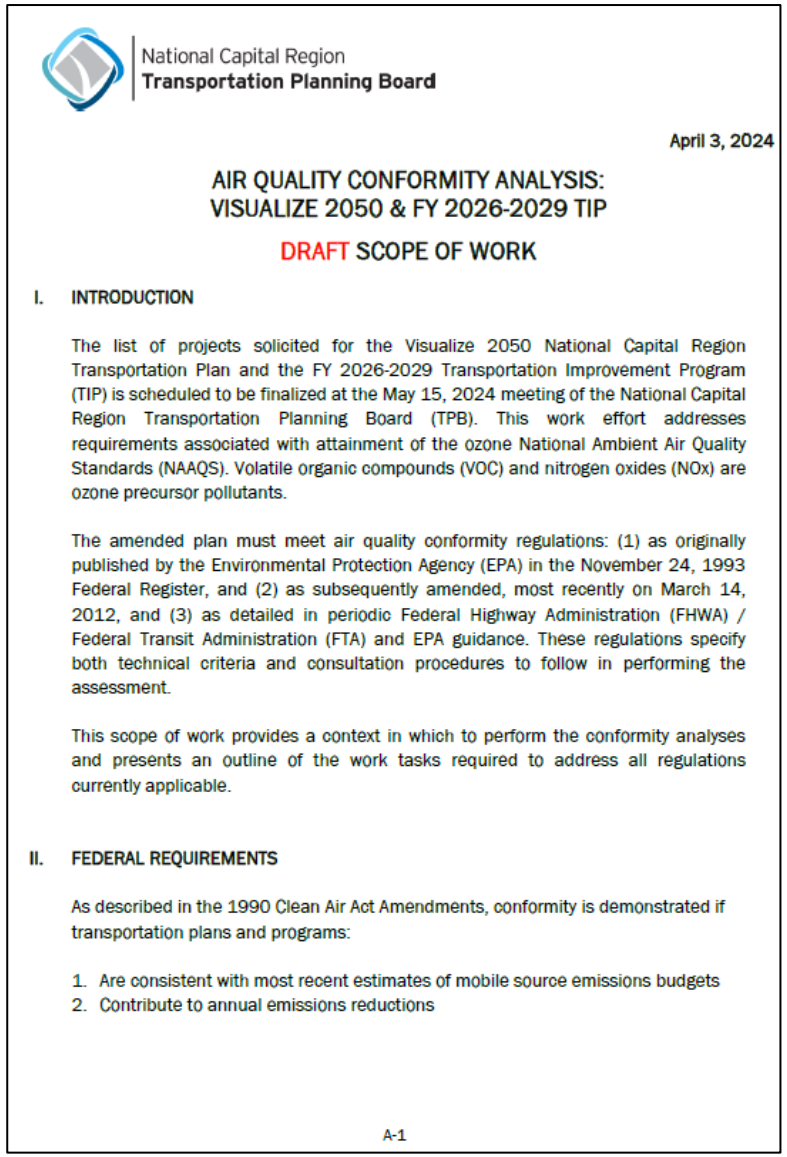
Supplementary Information

- Changes since March 2024 draft — Pink–response to comments/technical corrections
- Changes relative to Visualize 2045 — Blue – strikethrough, not continuing

  Yellow – updates, new projects/segments

	PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Fr	To	Lanes From	Lanes To	Completion Date
412	~~CE3331~~ T6618	653	VP2P	111666	Construct	VA 7 Interchange	At VA 690		2	2	0	4	~~2025~~ 2027
413	CE3733		VP2JB		Widen	VA 7	VA 9	West Market St.	2	5	5	6	2030
414	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
415	CE1870	299	VP2J	16006	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	~~1~~ 5	4	6	~~2040~~ 2030
416	CE2105 T6539	221	VP2M		Widen	VA 7	Reston Avenue	Jarrett Valley Dr.	2	2	4	6	2024 completed
417	~~CE2105~~	~~628~~	~~VP2Lb~~		~~Widen~~	~~VA 7 Leesburg Pike~~	~~VA 123 Chain Bridge Road~~	~~I 495 Capital Beltway~~	~~2~~	~~2~~	~~6~~	~~8~~	~~2030 2035~~
418	~~CE3161~~	~~87~~	~~VP2N~~		~~Widen~~	~~VA 7 Leesburg Pike~~	~~I 495~~	~~I 66~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2030~~
419	~~CE2175~~	~~347~~	~~VP2B~~	~~TBD~~	~~Widen~~	~~VA 7~~	~~Seven Corners~~	~~Bailey's Crossroads~~	~~2~~	~~2~~	~~4~~	~~6~~	~~2030 2040~~
420	CE3792	36461			Construct	VA 7 Seven Corners Ring Road	West side of interchange on Route 50	East side of interchange on Route 50			0	4	2045
421	~~CE3162~~		~~VP4EA~~		~~Widen~~	~~US 15 James Madison Highway Overpass~~	~~US29 Lee Highway~~	~~Haymarket Dr~~	~~3~~	~~3~~	~~2~~	~~4~~	~~2040~~

VISUALIZE 2050
National Capital Region Transportation Plan



National Capital Region
Transportation Planning Board

April 3, 2024

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

DRAFT 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

A-1

Updates to Air Quality Conformity Scope of Work

- No additional changes since the version provided at the April TPB meeting

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
~~Transit Constraint~~	~~No Metrorail "capacity constraint" (removed with March 2018 passage of annual funding for WMATA agreement)~~
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

VISUALIZE 2050
National Capital Region Transportation Plan

Next Steps

•	May	TPB action on Resolution R12-2024 on the Air Quality Conformity Scope of Work and Project Inputs; TPB staff begin performance and air quality analysis of Visualize 2050 and the FY 2026-2029 TIP
•	June-March 2025	Conduct Air Quality Conformity and System Performance Analysis
•	Summer 2024	TPB staff work with TPB member agencies on other projects, programs not significant for air quality conformity analysis
•	Fall 2024	Finalize the complete financial plan for Visualize 2050 (including Operations, Maintenance/State of Good Repair)
•	April 2025	TPB review analysis results and draft plan; Public review and comment
•	June 2025	TPB approves air quality conformity analysis, adopts Visualize 2050 and FY26-29 TIP

VISUALIZE 2050
National Capital Region Transportation Plan

Cristina Finch, AICP

Transportation Planning Manager
(202) 962-3335
cfinch@mwcog.org

visualize2050.org

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

VISUALIZE 2050
National Capital Region Transportation Plan

NATIONAL CAPITAL REGION TRANSPORTATION RESILIENCE IMPROVEMENT PLAN

Notice for Plan Approval

Katherine Rainone, AICP
Transportation Planner

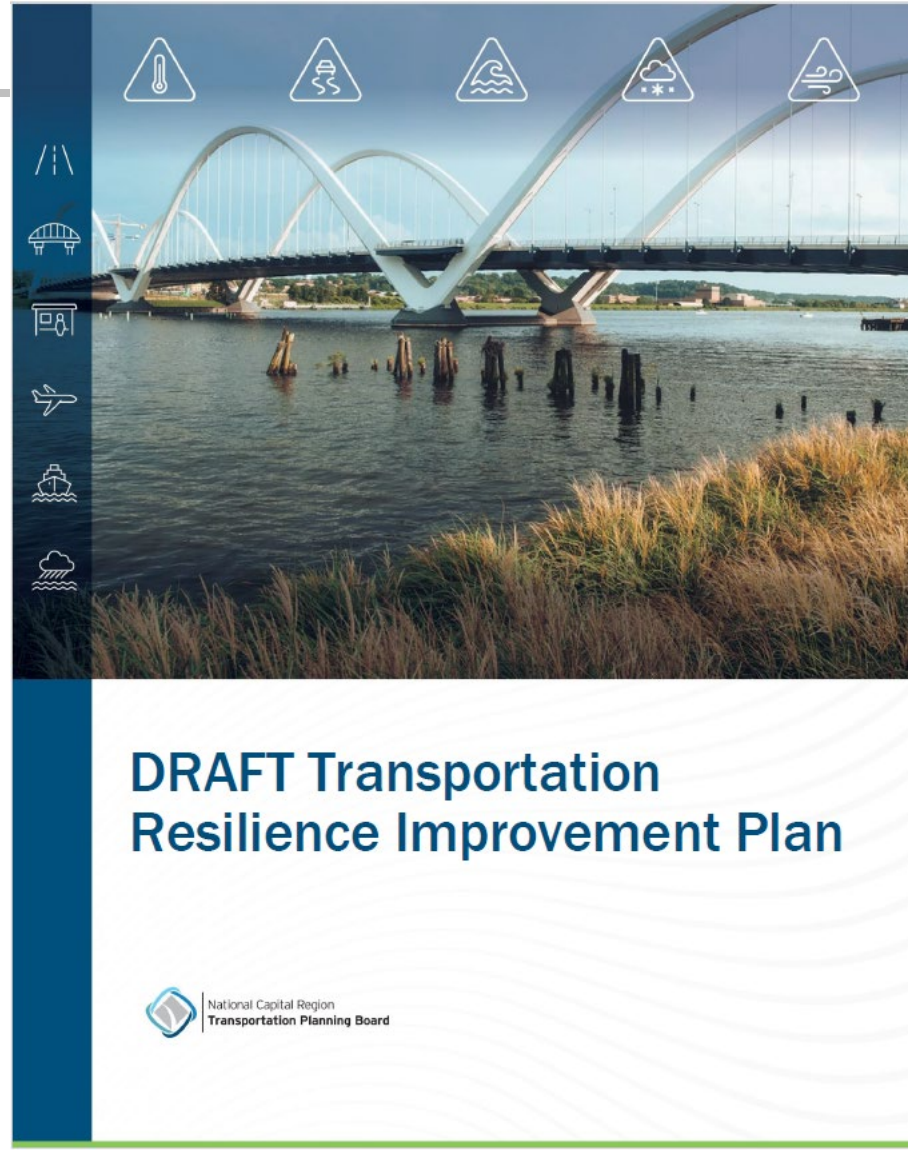
TPB Board Meeting
May 15, 2024

Agenda Item 9

National Capital Region
Transportation Planning Board

TRIP Objectives

- Build on the strong foundation of resilience work by TPB
- Contribute to member organizations' understanding of and planning for climate change risk and resilience
- Identify regional priorities for resilience investment
- Better position member agencies and jurisdictions for federal funding and match reduction under the PROTECT program



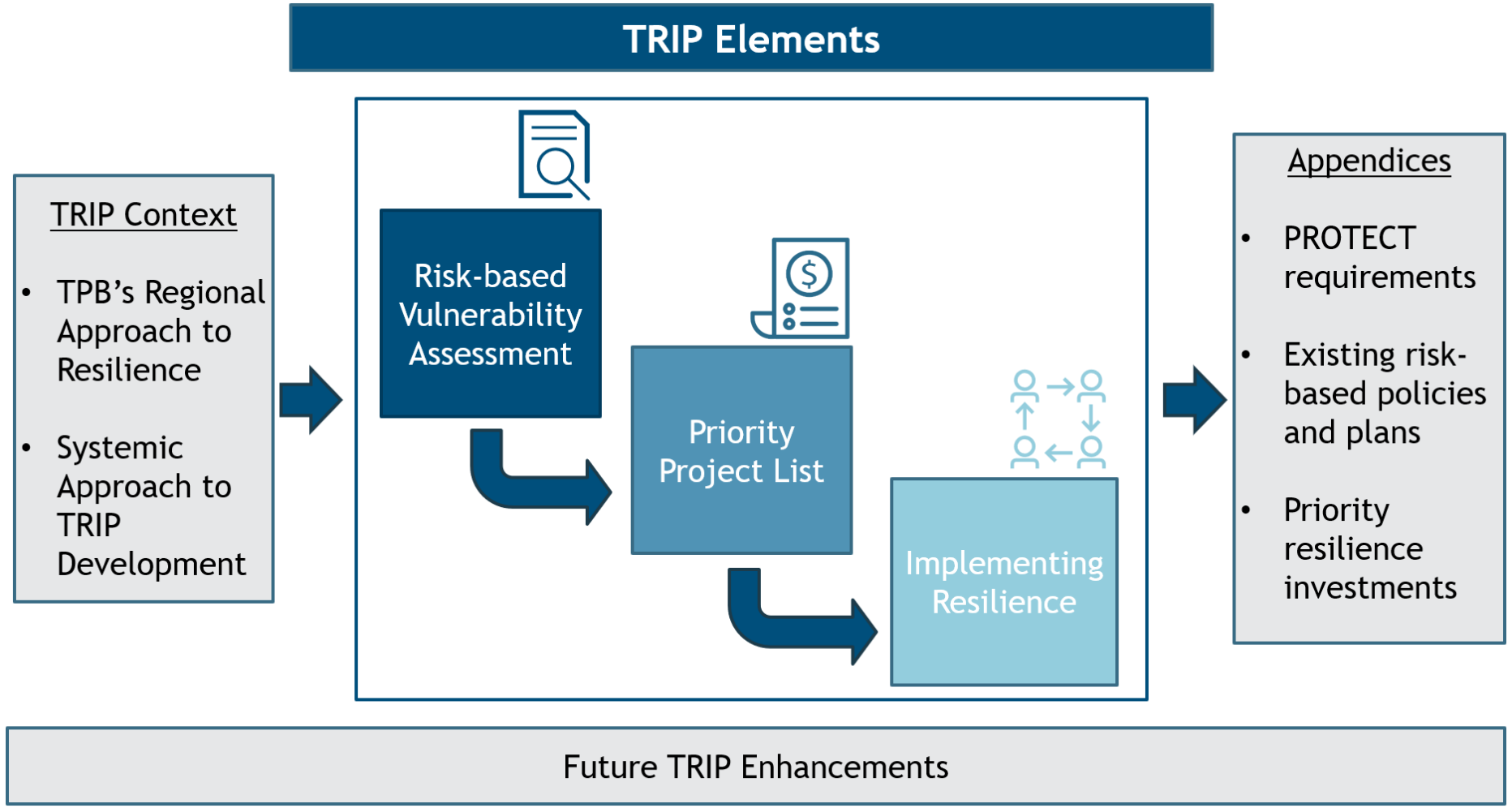
TRIP Financial Benefits

FHWA's Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program provides grants to projects that make surface transportation more resilient to natural hazards. Grants cover planning activities; resilience improvements; community resilience and evacuation routes; and at-risk coastal infrastructure.

TRIP Benefit:

- Projects in the TRIP are eligible for a **7% reduction in non-federal cost share.**
- If the TRIP is incorporated into the TPB National Capital Region Transportation Plan, the projects are **eligible for an additional 3% cost share reduction.**
- Projects included in the TRIP do not have to complete a benefit-cost assessment as part of their grant application.

TRIP Components



Stakeholder Engagement and Collaboration

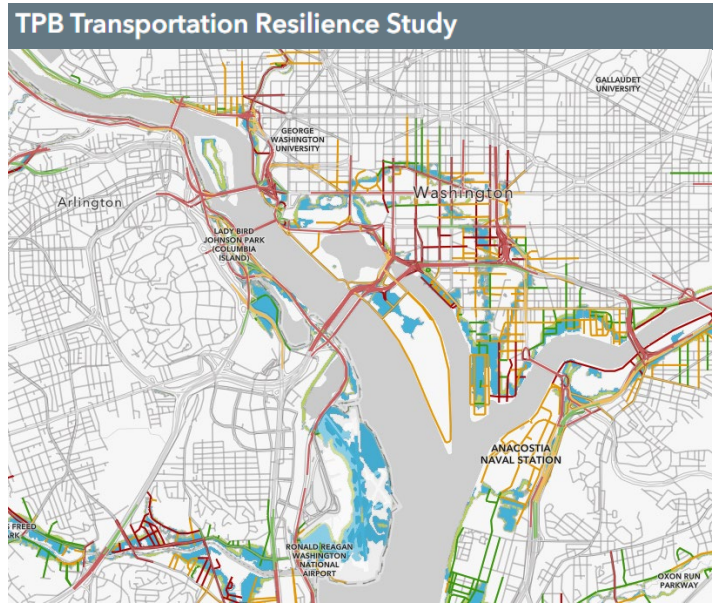
Vulnerability Assessment Results

- The greatest number of assets are highly vulnerable to temporary flooding (coastal and riverine), followed by extreme heat and permanent flooding (sea level rise).

- **We actively included equity considerations. Equity emphasis areas (EEAs)** contributed **15-30%** of the overall vulnerability score. For several asset categories, all highly vulnerable assets were in an EEA.

- Several assets are highly vulnerable to multiple hazards:
  - 50 miles of road
  - 20 miles of rail line
  - 6 bus stops

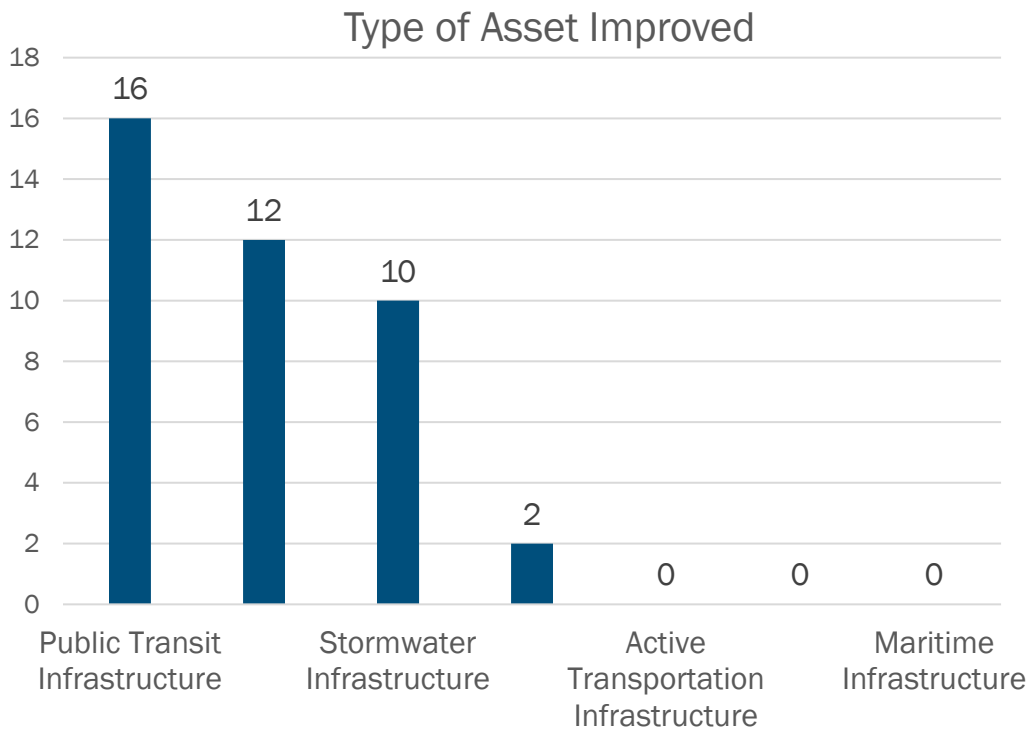
- Rates of vulnerability to each climate hazard vary by geographic area
  - The online mapping tool helps determine vulnerabilities of specific areas.

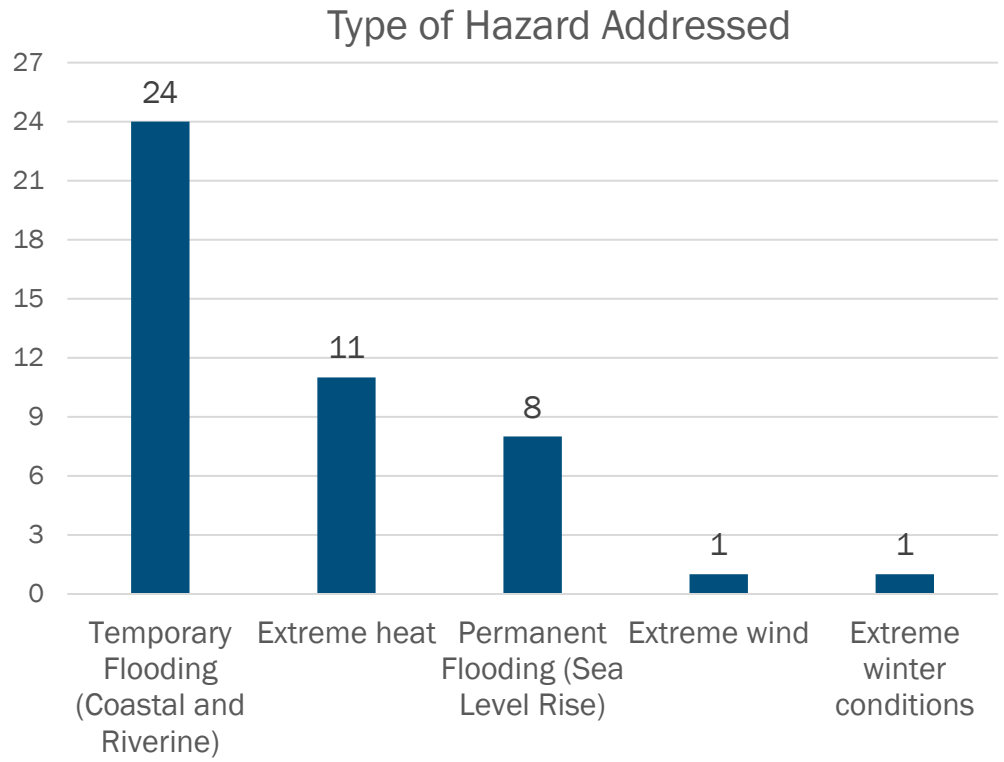


Mapping tool example with visualization of roads, temporary flooding hazards (coastal and riverine), and road vulnerability to temporary flooding.
Source: Mapping tool.

Priority Resilience Improvement Projects

- 34 projects from 8 jurisdictions submitted
  - 14 resilience plans/studies
  - 20 resilience improvement projects





TPB Board Review

While reviewing, please pay particular attention to:

- How the plan addresses our regional context
- Vulnerability assessment results and areas for continued analysis
- Role of TPB in regional coordination
- Future project submission process
- Future enhancements to prioritize

Bike paths along the GW Parkway in Arlington, VA.
Source: COG

Thank You!

National Capital Region
Transportation Planning Board