ITEM 9–Information
December 20, 2017

Visualize 2045: Briefing on Project Submissions for the Constrained Element and on the Draft Scope of Work for the Air Quality Conformity Analysis for Visualize 2045 and the FY 2019-2024 Transportation Improvement Program

Staff Recommendation: Briefing on the major projects submitted by transportation agencies to date and on the draft scope of work for the air quality conformity analysis.

Issues: None

Background: The Visualize 2045 Constrained Element will identify all regionally significant transportation investments the region can demonstrate we can afford between now and 2045. Federal law requires that this collection of projects and programs be analyzed to ensure that future vehicle-related emissions remain below approved regional limits. The board will be briefed on the major projects submitted by transportation agencies to date and on the draft scope of work for the air quality conformity analysis.

On December 14, the project submissions and the draft scope of work were released for a 30-day public comment period that will end January 13, 2018. At the January

17, 2018 meeting, the board is scheduled to approve the project submissions and the scope of work for the air quality conformity analysis of Visualize 2045 and the FY 2019-2024 TIP.

National Capital Region
Transportation Planning Board

MEMORANDUM

TO: Transportation Planning Board

FROM: Lyn Erickson, TPB Plan Development and Coordination Program Director

SUBJECT: Projects Proposed for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045, and Air Quality Conformity Analysis Scope of Work

DATE: December 14, 2017

The TPB approved the Technical Inputs Solicitation for the Constrained Element of Visualize 2045 on October 18, 2017. Implementing agencies were asked to submit information on new projects and update information on existing projects by November 15. The next step in developing the Constrained Element is to release the submissions for public comment and for the TPB to approve projects for inclusion in the air quality conformity analysis and the conformity scope of work after that comment period ends. This memo summarizes project submissions and provides all of the information which has been released for a 30-day public comment period on December 14, 2017.

SUMMARY OF PROJECT SUBMISSIONS

TPB staff reviewed over 2,000 records including 60 new project records and more than 300 updated conformity records. The materials in this memo highlight fourteen new or updated significant projects with "at a glance" profiles, complete project description forms, and matrices detailing how the projects support regional transportation goals and federal planning factors. This memo also lists some significant projects that have been reduced in scope or are proposed for removal from the Constrained Element. Each proposed change is itemized in detail in the Visualize 2045 Air Quality Conformity Network Inputs tables included with this item.

In the **District of Columbia**, DDOT is proposing to expand its bicycle lane network with six additional segments. DDOT has also requested that three segments of the planned streetcar network be removed from the Constrained Element: the Anacostia Initial Line, Anacostia Extension and the M St. SE/SW line.

In **Maryland**, MDOT is proposing to add two elements of its Traffic Relief Plan which would add managed toll lanes to I-495 and I-270. MDOT has also proposed reconstruction and widening projects on US 301, MD 201, and MD 97. MDOT has also requested that the widening of MD 29 be reduced in scope and that a widening of MD 27 be removed from the Constrained Element. Montgomery County is proposing to add four segments to its Bus Rapid Transit (BRT) network on Randolph Road, a North Bethesda Transitway, MD 355, and Veirs Mill Road.

In **Virginia**, VDOT is proposing to add a southbound auxiliary lane on I-95 and to widen US 15. VDOT is also proposing changes to the I-495 HOT Lanes project which has been in the long-range plan since 2005. The proposed changes would advance the completion date to 2025 and increase the number of HOT lanes in each direction between the George Washington Parkway and the American Legion Bridge from one to two to accompany MDOT's project over the bridge. VDOT has proposed to remove the planned Virginia Railway Express extension to Gainesville and Haymarket.

Additionally, VDOT has submitted 28 new roadway, transit or bicycle pedestrian projects that are on facilities or are of a type that would not be incorporated into the travel demand model for the air quality analysis.

The **Washington Metropolitan Area Transit Authority** has submitted a set of improvements that would add significant capacity to the Metrorail system by running 100% 8-car trains during the peak travel periods. This would require additional improvements to be made to stations in the core and some supporting infrastructure upgrades.

REGIONAL POLICY FRAMEWORK FOR DEVELOPMENT OF THE 2016 CLRP AMENDMENT

The Technical Inputs Solicitation document encouraged agencies to consider regional goals, priorities and needs as they developed and selected projects to submit for inclusion in the Constrained Element of Visualize 2045. The project description form asked agencies to explain how their new projects support the goals laid out in the Regional Transportation Priorities Plan (RTPP).

The agencies' responses to those questions have been compiled in Table 1 on page 9 of the attachment, along with the agencies' responses to how projects support the federal Planning Factors on Table 2. Additionally, staff developed individual project profile sheets that provide readers with "at a glance" information, as well as a narrative describing how the proposed major project supports the RTPP and other regional goals. A Project Profile has been created for each of the fourteen major projects proposed for inclusion or updating in the air quality analysis.

AIR QUALITY CONFOMRITY ANALYSIS SCOPE OF WORK

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.

PUBLIC COMMENT PERIOD

The project submissions for inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 were released for public comment on December 14, 2017. The attached materials present a summary of the major new projects and changes to existing major projects included in the technical submissions. Comments may be submitted:

- Online at www.mwcog.org/TPBcomment
- Via email at TPBcomment@mwcog.org
- By calling (202) 962-3262, TDD: (202) 962-3213
- Or in writing to The Transportation Planning Board
  777 North Capitol Street, NE, Suite 300
  Washington, DC 20002-4239

The public comment period ends on January 14 and the TPB will be asked to approve the project submissions for inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045 at the January 17 meeting. In September 2018, the TPB will seek comments on the results of the Air Quality Conformity Analysis and performance of Visualize 2045 prior to taking action to approve the analysis and adopt the Constrained Element of Visualize 2045.

MATERIALS FOR PUBLIC COMMENT

Attached to this memo are the following draft materials that have been prepared by TPB staff to be released for public comment on December 14:

- Summary of RTPP Goals and Visualize 2045 project description form questions
- Table 1: Visualize 2045 Constrained Element Projects and the RTPP Goals
- Table 2: Visualize 2045 Constrained Element Projects and federal Planning Factors
- Profiles for the following projects:
    - DC Dedicated Bicycle Lanes on Multiple Street Segments Throughout City
    - I-270 Toll Lanes from I-495 to I-70/US 40
    - I-495 Toll Lanes from American Legion Bridge to Woodrow Wilson Bridge
    - US 301 Widening from Harry Nice Bridge to US 50/I-595
    - MD 201 Widening from I-495 to US 1 north of Muirkirk Road
    - MD 97 Reconstruction from 16th Street to Forest Glen Road
    - Randolph Road BRT from US 29 to MD 355
    - North Bethesda Transitway BRT from Montgomery Mall Transit Center to White Flint Metrorail Station
    - MD 355 BRT from Bethesda to Clarksburg
    - Veirs Mill Road BRT from MD 355 to MD 97
    - I-495 HOT Lanes Northern Extension from Old Dominion Drive to American Legion Bridge
    - I-95 Southbound Widening from VA 123 to VA 294
    - US 15 Widening from Battlefield Parkway to VA 661
    - Metro Capacity Improvements
- Complete CLRP Project Description Forms for each project listed above
- Draft Visualize 2045 Air Quality Conformity Network Inputs Table
- Scope of Work for Air Quality Conformity

An interactive map of the proposed major new projects can be found online at www.visualize2045.org.

NEXT STEPS

The 30-day public comment period will be open from Thursday, December 14, 2017 until Saturday, January 13, 2018. Following the public comment period, the TPB will be briefed on the comments received and then be asked to approve the project inputs for the Air Quality Analysis at their meeting on January 17. The Air Quality Conformity Analysis will take place over the spring and summer and draft results will be published in September at the commencement of a second public comment period. After that comment period, the TPB will be asked to approve the Conformity Analysis and Constrained Element of Visualize 2045 on October 17.

Assessing CLRP Project Submissions against the Regional Transportation Priorities Plan and FAST Act

The CLRP Project Description form includes a set of questions under the Regional Policy Framework section. These questions are intended to examine how projects support the goals set forth in the Regional Transportation Priorities Plan (RTPP). The six RTPP goals are described here and are matched up with the corresponding questions from the CLRP Project Description form. The responses provided by the submitting agencies for all new projects proposed for amendment to the CLRP this year have been summarized in the attached table, along with their responses as to how the projects support the federal planning factors prescribed under MAP-21.

Goal 1

Provide a Comprehensive Range of Transportation Options

Question **22**

- Please identify all travel mode options that this project provides, enhances, supports, or promotes.
- Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

Goal 2

Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers

Question **23**

- Does this project begin or end in an Activity Center?
- Does this project connect two or more Activity Centers?
- Does this project promote non-auto travel within one or more Activity Centers?

Goal 3

Ensure Adequate System Maintenance, Preservation, and Safety

Question **24**

- Does this project contribute to enhanced system maintenance, preservation, or safety?

Goal 4

Maximize Operational Effectiveness and Safety of the Transportation System

Question **25**

- Does this project reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?
- Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

Goal 5

Enhance Environmental Quality, and Protect Natural and Cultural Resources

Question **26**

- Is this project expected to contribute to reductions in emissions of criteria pollutants?
- Is this project expected to contribute to reductions in emissions of greenhouse gases?

Goal 6

Support Inter-Regional and International Travel and Commerce

Question **27**

- Please identify all freight carrier modes that this project enhances, supports, or promotes.
- Please identify all passenger carrier modes that this project enhances, supports, or promotes.

TABLE 1
VISUALIZE 2045 TECHNICAL INPUTS AND THE REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the goals identified in the RTPP.

MAJOR PROJECTS*	Estimated Cost	Projected Completion	Goal 1												Goal 2			Goal 3			Goal 4		Goal 5		Goal 6						
			SOV	HOV	MetroRail	Commuter Rail	Streetcar/Lt. Rail	BRT	Exp. Bus	Metrobus	Local Bus	Bicycling	Walking	Other	Disadvantaged Groups	Begin/End in AC	Connect ACs	Non-Auto w/in AC	Maintenance	Reduce Time w/o Capacity	Enhance Safety	Criteria Pollutants	Greenhouse Gases	Long Haul Truck	Local Delivery	Freight Rail	Freight Air	Air Passenger	Amtrak	Intercity Bus
1. Dedicated Bike Lanes	$28 million	2018, 2023									✓	✓				✓	✓	✓	✓		✓	✓	✓							
2. I-270 Toll Lanes	$350 million	2030	✓	✓					✓	✓	✓					✓	✓		✓		✓	✓	✓	✓	✓					✓
3. I-95/I-495 Toll Lanes	$4.3 billion	2025	✓	✓					✓	✓	✓				✓	✓	✓		✓		✓	✓	✓	✓	✓					✓
4. US 301	$4.6 billion	2045	✓	✓					✓		✓					✓	✓				✓	✓	✓	✓	✓					✓
5. MD 201	$1 billion	2045	✓		✓				✓	✓	✓	✓	✓			✓	✓								✓					
6.MD 97	$52 million	2025	✓	✓	✓					✓	✓	✓	✓			✓	✓				✓	✓	✓		✓					
7. Randolph Road BRT	$102 million	2040			✓			✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
8.North Bethesda BRT	$115 million	2035			✓			✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
9. MD 355 BRT	$1.08 billion	2045			✓			✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
10. Veirs Mill Road BRT	$80 million	2030			✓	✓		✓		✓	✓	✓	✓		✓	✓	✓	✓	✓	✓	✓	✓	✓							
11. I-495 HOT Lanes (North)	$500 million	2025	✓	✓	✓			✓	✓	✓	✓	✓	✓		✓	✓	✓							✓	✓					
12. I-95 Southbound	$33 million	2025	✓					✓	✓	✓					✓					✓				✓	✓					✓
13. US 15	$33 million	2025	✓								✓									✓	✓	✓	✓	✓	✓					

* Major projects are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.

TABLE 2
VISUALIZE 2045 PROJECT SUBMISSIONS AND THE FEDERAL PLANNING FACTORS

This matrix provides a visual summary of the responses provided by the relevant implementing agencies as to how their proposed projects support the planning factors set forth in the FAST Act

MAJOR PROJECTS*	Estimated Cost	Projected Completion	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation
1. Dedicated Bike Lanes	$28 million	2018, 2023	✓	✓	✓	✓	✓	✓	✓	✓	
2. I-270 Toll Lanes	$3.4 billion	2030	✓	✓	✓	✓	✓	✓	✓	✓	
3. I-495 Toll Lanes	$4.2 billion	2025	✓	✓	✓	✓	✓	✓	✓	✓	
4. US 301	$4.6 billion	2045	✓		✓	✓	✓		✓	✓	
5. MD 201	$1 billion	2045	✓		✓	✓	✓	✓	✓		
6. MD 97	$52 million	2025	✓	✓	✓	✓	✓	✓	✓		
7. Randolph Road BRT	$102 million	2040	✓	✓		✓	✓	✓	✓		
8.North Bethesda BRT	$115 million	2035	✓	✓		✓	✓	✓	✓		
9. MD 355 BRT	$1.08 billion	2045	✓	✓		✓	✓	✓	✓		
10. Veirs Mill Road BRT	$80 million	2030	✓	✓		✓	✓	✓	✓		
11. I-495 HOT Lanes (North)	$500 million	2025	✓		✓	✓	✓	✓	✓	✓	
12. I-95	$27.5 million	2025	✓	✓	✓	✓	✓	✓	✓	✓	✓
13. US 15	$33 million	2025	✓	✓	✓	✓	✓	✓	✓	✓	✓

Federal Planning Factors

- Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- Increase the **safety** of the transportation system for all motorized and non-motorized users.
- Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.
- Increase accessibility and mobility of **people**.
- Increase accessibility and mobility of **freight**.
- Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
- Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.
- Promote efficient system **management and operation**.
- Emphasize the **preservation** of the existing transportation system.

*** Major projects are defined as changes to interstates, major arterials, and expressways or freeways with at-grade intersections, as well as dedicated transit facilities.**

DC BICYCLE LANES

PROPOSED MAJOR ADDITION
VISUALIZE 2045

Various Locations Districtwide

Basic Project Information

Project Length.....**6 Miles**

Anticipated Completion.....**2018, 2023**

Estimated Cost of Construction.....**$28 million**

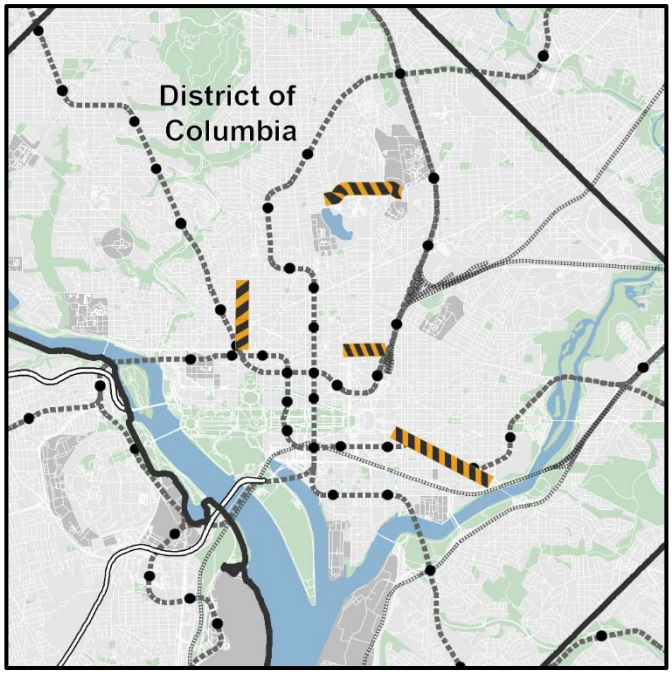
Submitting Agency.....**District DOT**

Anticipated Funding Sources.....

☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

CEID.....**multiple**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

DDOT is proposing adding six new segments to its existing bicycle path network. The following projects will remove one or more traffic lanes to allow for separated bicycle lanes.

- Pennsylvania Ave. SE from 2nd St./Independence Ave. to Barney Circle (1.3 miles)
- 17th St. NW from New Hampshire Ave. to K St. (<1 mile)
- K St. from 7th St. NW to 1st St. NE (<1 mile)
- K St. from 1st St. NE to Florida Ave. NE (<1 mile)
- Irving St. from Warder St. NW to Michigan Ave. NE (1 mile)
- New York Ave. NE from Florida Ave. to Bladensburg Rd. (2.3 miles)

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Move DC

See official Visualize 2045 Project Description Forms for more information about these projects.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

DC BIKE LANES

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

Making bicycling safer and easier represents an expansion of transportation options (Goal 1). This will be advanced by implementing six bike-lane projects in the District. These projects are particularly supportive of the Priorities Plan's call for improved non-motorized circulation within Activity Centers (Goal 2) to make bicycle travel more efficient and safer (Goals 3 and 4). The project further supports emissions reductions (Goal 5).

Goal 1: Provide a Range of Transportation Options
Provides, enhances, supports, or promotes the following travel mode options:
☐ Single Driver (SOV) ☐ Carpool/HOV ☐ Metrorail ☒ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☐ Express/Commuter Bus ☐ Metrobus ☐ Local Bus
☒ Bicycling ☒ Walking ☐ Other
☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers
☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☒ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety
☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety
☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment
Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel & Commerce
Enhances, supports, or promotes the following freight carrier modes:
☐ Long-haul Truck ☐ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | tpbcomment@mwcog.org | (202) 962-3262
777 North Capitol St. NE, Suite 300, Washington, DC 20002

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☐ Support Economic Vitality
☒ Increase Safety for All Users
☐ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☐ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☐ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☒ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☐ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 12, 2017.

I-270 TOLL LANES

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From I-495, Capital Beltway to I-70/US 40

Basic Project Information

Project Length.....**34 Miles**

Anticipated Completion.....**2020-2025***

Estimated Cost of Construction.....**$4 billion**

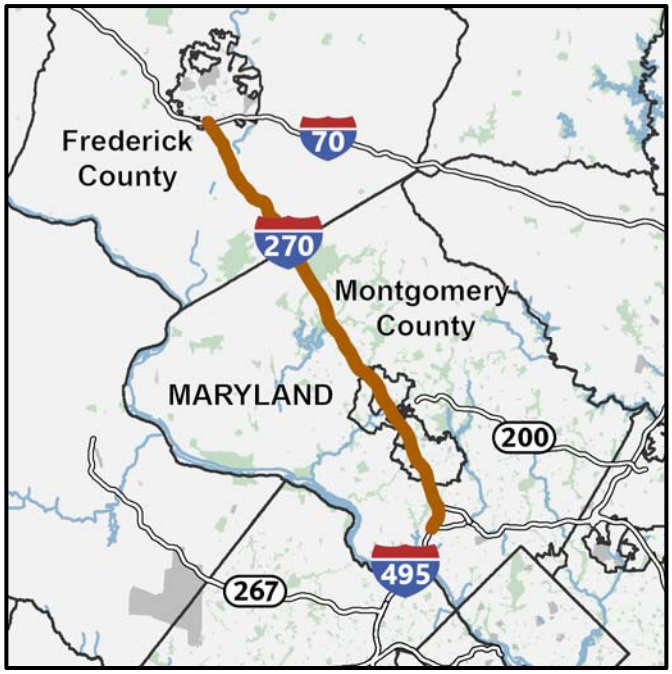
Submitting Agency.....**Maryland DOT**

Anticipated Funding Sources.....

☐ Federal ☐ State ☐ Local ☒ Private ☐ Bonds ☐ Other

CEID.....**1186**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

The I-270 component of MDOT's "Traffic Relief Plan" project will add two new managed toll lanes in each direction along I-270 between the Capital Beltway (I-495) and I-70/US 40.

*Actual completion year will depend on awarded contract. For air quality conformity modeling purposes, the completion date is presumed to be 2025.

Existing Support for this Project

This project has undergone review at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Montgomery County 2017 Transportation Priority Letter

☒ MDOT/SHA Traffic Relief Plan

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

I-270 TOLL LANES

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan called upon the region to use tolling and pricing mechanisms to manage road congestion and raise revenue. This project adds a key corridor to the region's express lane network and will expand transportation choices (Goal 1) by adding toll lanes that will be dynamically managed to ensure free-flowing travel for drivers and express bus services. The 34-mile project connects numerous Activity Centers, which are the region's primary engines for economic growth and opportunity (Goal 2).

Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

☒ Single Driver (SOV) ☒ Carpool/HOV ☐ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☒ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☐ Bicycling ☐ Walking ☐ Other

☒ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers

☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☐ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety

☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety

☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel & Commerce

Enhances, supports, or promotes the following freight carrier modes:
☒ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☒ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☒ Increase Safety for All Users
☒ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☒Transportation demand management measures (including growth management and congestion pricing)
☒ Traffic operational improvements
☒ Public transportation improvements
☒Intelligent Transportation Systems (ITS) technologies
☒ Other congestion management strategies
☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☐ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

See the Congestion Management Documentation form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

I-495 TOLL LANES

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From the American Legion Bridge to the Woodrow Wilson Bridge

Basic Project Information

Project Length.....**22 Miles**

Anticipated Completion.....**2020-2025***

Estimated Cost of Construction.....**$4.3 billion**

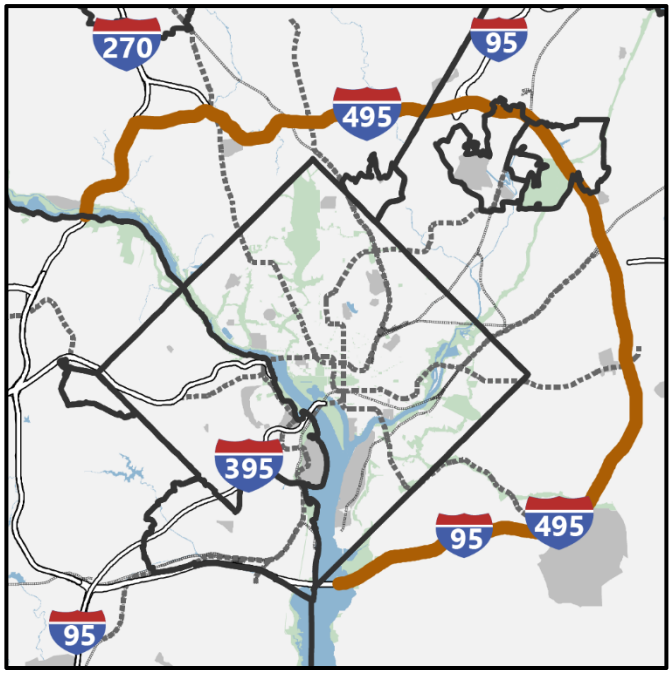
Submitting Agency.....**Maryland DOT**

Anticipated Funding Sources.....

☐ Federal ☒ State ☐ Local ☒ Private ☐ Bonds ☐ Other

CEID.....**1182, 3281**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

The I-495 component of MDOT's "Traffic Relief Plan" project will add two new managed toll lanes in each direction along the Capital Beltway between the Virginia end of the American Legion Bridge to the Maryland end of the Woodrow Wilson Bridge.

*Actual completion year will depend on awarded contract. For air quality conformity modeling purposes, the completion date is presumed to be 2025.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Montgomery County 2017 Transportation Priority Letter

☒ 2009 Prince George's County Master Plan of Transportation (MPO

☒ 1990 Heights Sector Plan

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

I-495 TOLL LANES

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

New toll lanes on the entire 42-mile length of Maryland's Capital Beltway will dramatically expand transportation choices (Goal 1) in the region by adding dynamically managed lanes to ensure free-flowing travel for drivers and for express bus services. Along with the I-270 Toll Lanes, this project significantly expands the region's network of recent and forthcoming priced-lane projects. The project will connect numerous Activity Centers (Goal 2), the region's focal points for economic growth.

Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

☒ Single Driver (SOV) ☒ Carpool/HOV ☐ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☒ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☐ Bicycling ☐ Walking ☐ Other

☒ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers

☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☐ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety

☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety

☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:
☒ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☒ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☒ Increase Safety for All Users
☒ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☒Transportation demand management measures (including growth management and congestion pricing)
☒ Traffic operational improvements
☒ Public transportation improvements
☒Intelligent Transportation Systems (ITS) technologies
☒ Other congestion management strategies
☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☐ Not yet Available – Agencies have until March, 2018 to complete the required Congestion Management Documentation.

See the Congestion Management Documentation form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

US 301 WIDENING

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From the Governor Harry Nice Bridge to US 50/I-595

Basic Project Information

Project Length.....**48 Miles**

Anticipated Completion.....**2045**

Estimated Cost of Construction.....**$4.6 billion**

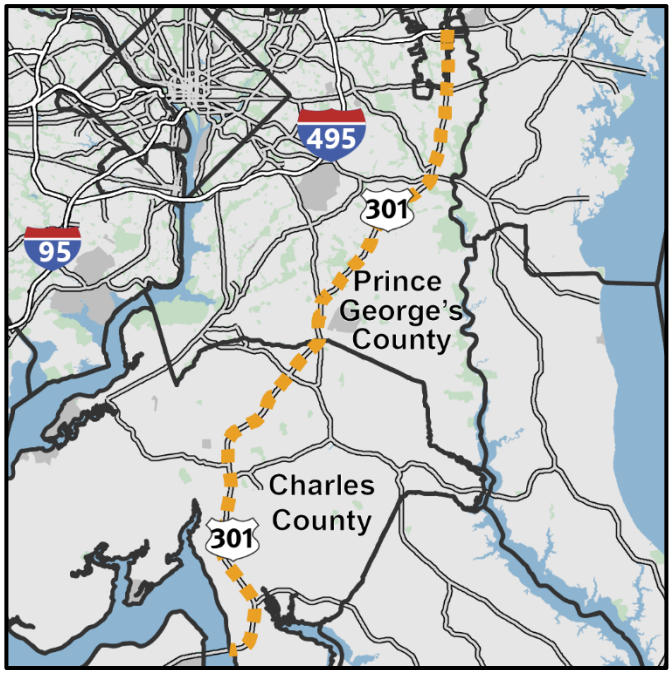
Submitting Agency.....**Maryland DOT**

Anticipated Funding Sources.....

☒ Federal ☒ State ☐ Local ☒ Private ☐ Bonds ☐ Other

CE ID.....**1004**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

Widen Crain Highway, US 301 from 4 to 6 lanes between the Governor Harry Nice Bridge at the Potomac River to the John Hanson Highway, US 50/I-595.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Pending

See official CLRP Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

US 301 WIDENING

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

This 48-mile road widening project will expand transportation options for drivers, carpoolers and transit riders (Goal 1). The project will connect three Activity Centers (Bowie, Waldorf, and La Plata) (Goal 2) and will enhance freight movement (Goal 6).

Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

☒ Single Driver (SOV) ☒ Carpool/HOV ☐ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☒ Express/Commuter Bus ☐ Metrobus ☒ Local Bus
☐ Bicycling ☐ Walking ☐ Other
☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers

☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☐ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety

☐ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety

☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

☒ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

☐ Air ☐ Amtrak Intercity Passenger Rail ☒ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☐ Increase Safety for All Users
☒ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☐ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☐ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☒ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

See the Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 5, 2017.

MD 201 WIDENING

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From I-495, Capital Beltway to US 1 North of Muirkirk Road

Basic Project Information

Project Length.....**4.5 Miles**

Anticipated Completion.....**2045**

Estimated Cost of Construction.....**$1 billion**

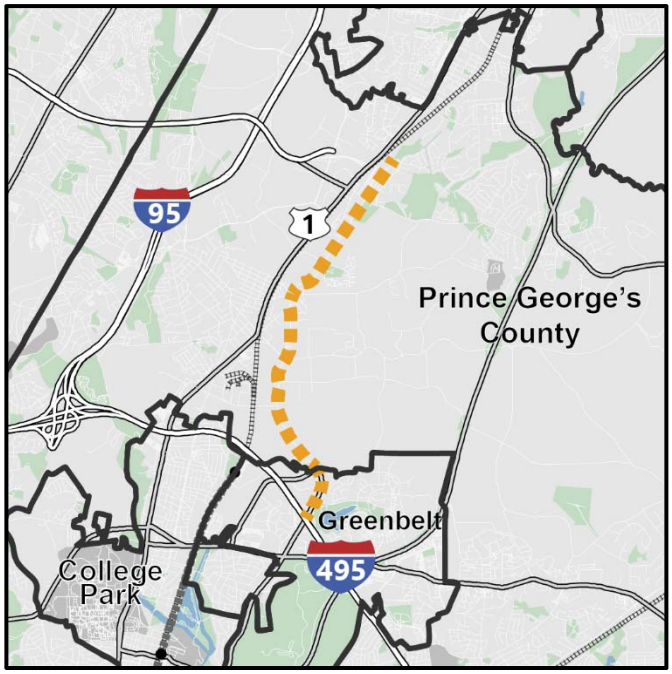
Submitting Agency.....**Maryland DOT**

Anticipated Funding Sources.....

☐ Federal ☒ State ☐ Local ☒ Private ☐ Bonds ☐ Other

CEID.....**1204**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will widen MD 201 to four lanes between north of I-495, Capital Beltway to Ammendale Way. It will also extend the Maryland Route 201 designation from its current end-point at Powder Mill Road to continue along Edmonston Road and Old Baltimore Pike. Additionally, it will construct a four-lane extension from Muirkirk Road to US 1. Bicycle and pedestrian access will be considered as part of this project.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ 2017 Prince George's County Priority Letter

☒ 2009 Prince George's County Master Plan of Transportation

☒ 1993 Subregion I Sector Plan

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

MD 201 WIDENING

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

This four-mile road widening of Edmonston Road/Old Baltimore Pike will expand travel options (Goal 1) by enhancing the facility for drivers and buses, while expanding options for walking and biking. It will connect the Greenbelt Activity Center to the Konterra Activity Center (Goal 2) and will promote local freight movement (Goal 6).

Goal 1: Provide a Range of Transportation Options
Provides, enhances, supports, or promotes the following travel mode options:
☒ Single Driver (SOV) ☐ Carpool/HOV ☒ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☒ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☒ Bicycling ☒ Walking ☐ Other
☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers
☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☐ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety
☐ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety
☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment
Expected to contribute to reductions in emissions of:
☐ Criteria Pollutants (NOx, VOCs, PM2.5) ☐ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce
Enhances, supports, or promotes the following freight carrier modes:
☐ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☐ Increase Safety for All Users
☒ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☐ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☒ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☒ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

See the Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 14, 2017.

MD 97 RECONSTRUCTION

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From 16th Street to Forest Glen Road

Basic Project Information

Project Length.....**<1 Mile**

Anticipated Completion.....**2025**

Estimated Cost of Construction.....**$52 million**

Submitting Agency.....**Maryland DOT**

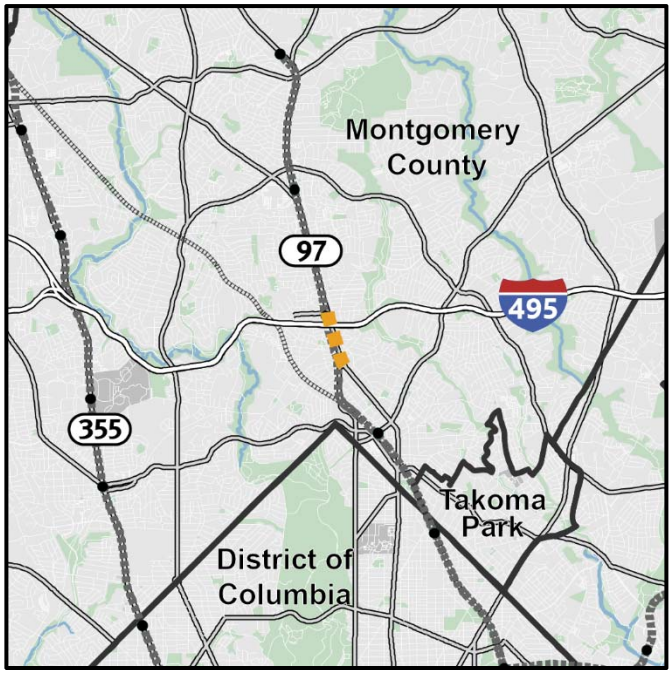
Anticipated Funding Sources.....

☐ Federal ☒ State ☒ Local ☒ Private ☐ Bonds ☐ Other

CLRP ID.....**2618**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN

NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.



Project Description

This project will reconstruct and widen MD 97, Georgia Avenue from six or seven lanes to seven or eight lanes on either side of I-495, Capital Beltway between 16th Street and Forest Glen Road. Sidewalks and accommodations for bicycles will be included where appropriate.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Montgomery County 2017 Transportation Priority Letter

See official CLRP Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

MD 97 WIDENING

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

Motivated by safety considerations (Goal 3), this project will widen approximately one mile of this heavily trafficked portion of Georgia Avenue crossing under the Beltway. It will provide pedestrian accommodations where feasible to promote access for all transportation modes (Goal 1), promote better circulation in the Silver Spring Activity Center (Goal 2), and facilitate local goods movement (Goal 6).

Goal 1: Provide a Range of Transportation Options
Provides, enhances, supports, or promotes the following travel mode options:
☒ Single Driver (SOV) ☒ Carpool/HOV ☒ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☐ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☒ Bicycling ☒ Walking ☐ Other
☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers
☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☐ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety
☐ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety
☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment
Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce
Enhances, supports, or promotes the following freight carrier modes:
☐ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☒ Increase Safety for All Users
☒ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☐ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☐ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☒ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

See the Congestion Management Documentation Form for more information.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

RANDOLPH ROAD BRT

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From US 29 to MD 355

Basic Project Information

Project Length.....**10 Miles**

Anticipated Completion.....**2040**

Estimated Cost of Construction.....**$102 million**

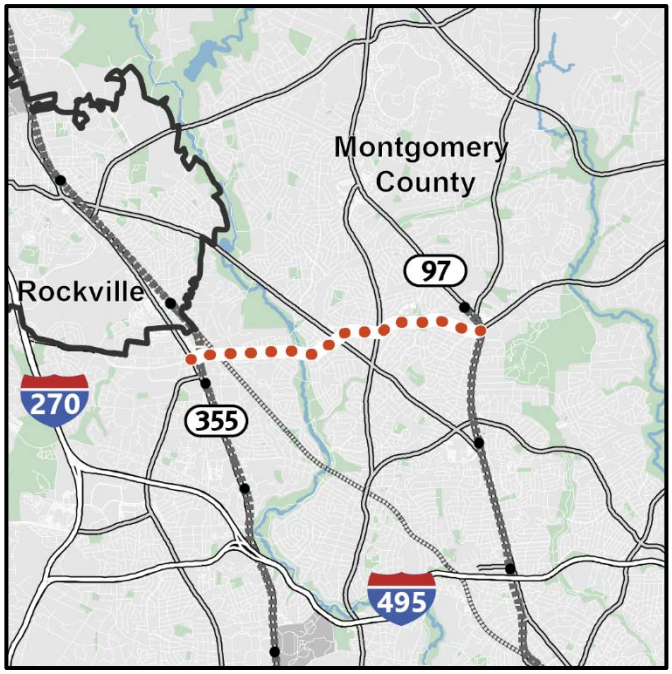
Submitting Agency.....**Montgomery County**

Anticipated Funding Sources.....

☒ Federal ☐ State ☒ Local ☒ Private ☐ Bonds ☐ Other

CEID.....**3662**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will implement a Bus Rapid Transit (BRT) route on Randolph Road between the White Flint Metro Station to US 29, Columbia Pike. The buses will run in mixed-traffic.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Countywide Transit Corridors Functional Master Plan

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

Randolph Road BRT

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).

Goal 1: Provide a Range of Transportation Options
Provides, enhances, supports, or promotes the following travel mode options:
☐ Single Driver (SOV) ☐ Carpool/HOV ☒ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☒ BRT ☐ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☒ Bicycling ☒ Walking ☐ Other
☒ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers
☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☒ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety
☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety
☒ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment
Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce
Enhances, supports, or promotes the following freight carrier modes:
☐ Long-haul Truck ☐ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

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Addressing Federal Planning Factors

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☒ Support Economic Vitality
☒ Increase Safety for All Users
☐ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☒ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☒ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☐ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

NORTH BETHESDA BRT

PROPOSED MAJOR ADDITION
VISUALIZE 2045

Montgomery Mall Transit Center to White Flint Metrorail Station

Basic Project Information

Project Length.....**3.5 Miles**

Anticipated Completion.....**2035**

Estimated Cost of Construction.....**$115 million**

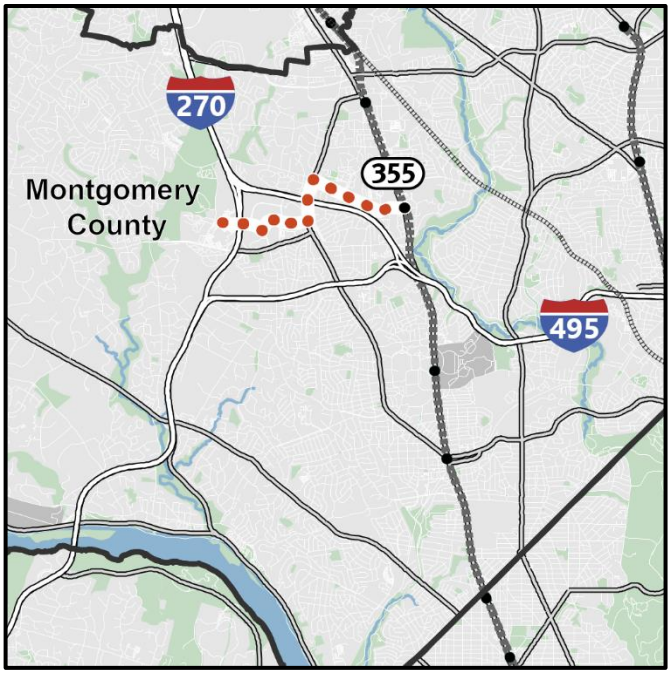
Submitting Agency.....**Montgomery County**

Anticipated Funding Sources.....

☒ Federal ☐ State ☒ Local ☒ Private ☐ Bonds ☐ Other

CEID.....**3663**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will implement a Bus Rapid Transit (BRT) route on Rock Spring Drive and Old Georgetown Road connecting the White Flint Metro Station with the Montgomery Mall Transit Center and the Rock Spring office park area. The buses will run on a dedicated transitway.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Countywide Transit Corridors Functional Master Plan

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

North Bethesda BRT

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).

Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

☐ Single Driver (SOV) ☐ Carpool/HOV ☒ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☒ BRT ☐ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☒ Bicycling ☒ Walking ☐ Other
☒ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers

☒ Begins or ends in an Activity Center
☐ Connects two or more Activity Centers
☒ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety

☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety

☒ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:
☐ Long-haul Truck ☐ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☒ Increase Safety for All Users
☐ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☒Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☒ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☐ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

MD 355 BRT

From Bethesda to Clarksburg

PROPOSED MAJOR ADDITION
VISUALIZE 2045

Basic Project Information

Project Length.....**22 Miles**

Anticipated Completion.....**2045**

Estimated Cost of Construction.....**$1.08 billion**

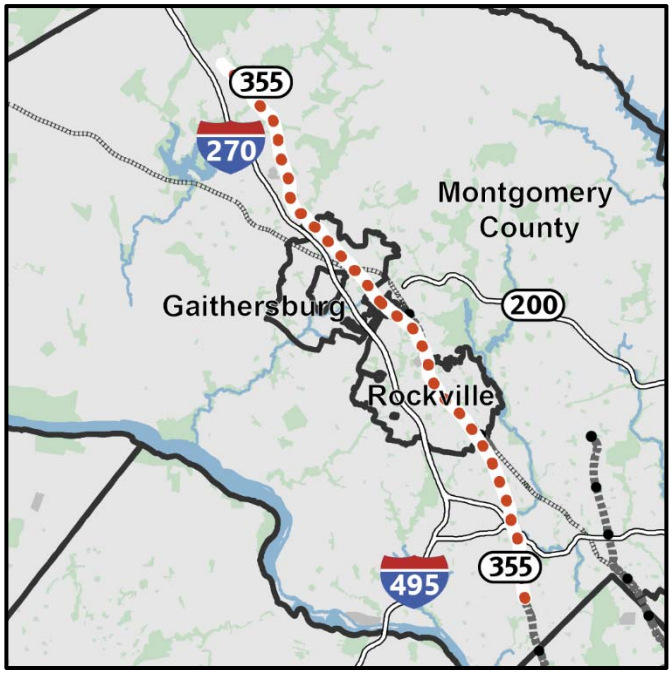
Submitting Agency.....**Montgomery County**

Anticipated Funding Sources.....

☒ Federal ☐ State ☒ Local ☒ Private ☐ Bonds ☐ Other

CEID.....**3424**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will implement a Bus Rapid Transit (BRT) route on MD 355 between Bethesda and Clarksburg. The buses will run in a combination of dedicated transitway and mixed traffic.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ MD 355 BRT Corridor Planning Study

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

MD 355 BRT

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).

Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

☐ Single Driver (SOV) ☐ Carpool/HOV ☒ Metrorail ☒ Commuter Rail
☐ Streetcar/Light Rail ☒ BRT ☐ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☒ Bicycling ☒ Walking ☐ Other
☒ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers

☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☒ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety

☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety

☒ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:
☐ Long-haul Truck ☐ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☒ Intercity Bus

Comment on this project or on Visualize 2045

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☒ Increase Safety for All Users
☐ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☒ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☒ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☐ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

VEIRS MILL ROAD BRT

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From MD 355, Rockville Pike to MD 97, Georgia Avenue

Basic Project Information

Project Length.....**6 Miles**

Anticipated Completion.....**2030**

Estimated Cost of Construction.....**$80 million**

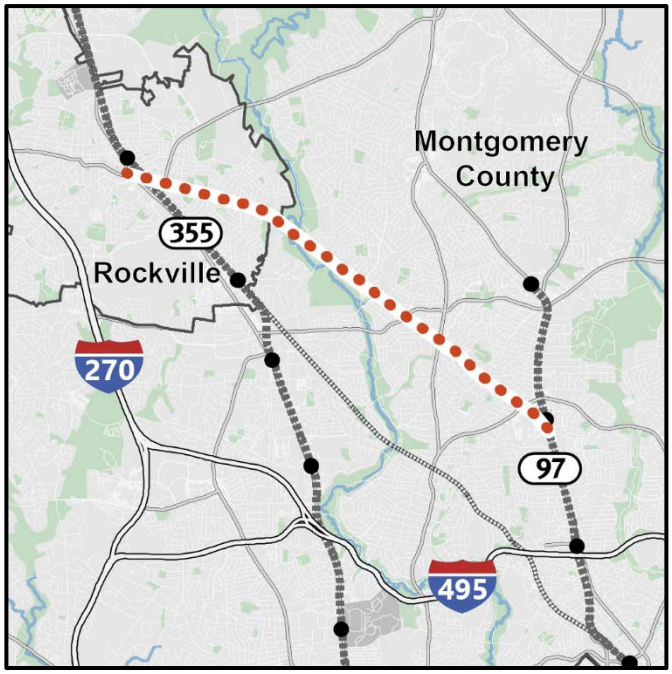
Submitting Agency.....**Montgomery County**

Anticipated Funding Sources.....

☒ Federal ☐ State ☒ Local ☒ Private ☐ Bonds ☐ Other

CEID.....**3103**

HIGHWAY **TRANSIT** BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will implement a Bus Rapid Transit (BRT) line on Veirs Mill Road between the Rockville and Wheaton Metrorail stations. The project includes constructing queue jumps and installing transit signal priority at key intersections. The project also adds new transit service using articulated BRT vehicles, BRT stations with level boarding and off-board fare collection, and pedestrian and bike improvements.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Corridor Study Report, October 2017

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

VEIRS MILL ROAD BRT

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan specifically called for cost-effective transit alternatives, like bus rapid transit (BRT), that approach the speed, frequency and reliability of heavy rail but at a fraction of the cost. This project is a component of a wider BRT network planned for Montgomery County that will expand travel options (Goal 1), connect Activity Centers (Goal 2), maximize the use of existing infrastructure without adding new capacity (Goal 4), and reduce emissions (Goal 5).

Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

☐ Single Driver (SOV) ☐ Carpool/HOV ☒ Metrorail ☒ Commuter Rail
☐ Streetcar/Light Rail ☒ BRT ☐ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☐ Bicycling ☒ Walking ☐ Other

☒ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers

☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☒ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety

☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety

☒ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:
☐ Long-haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

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Addressing Federal Planning Factors

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☒ Support Economic Vitality
☒ Increase Safety for All Users
☐ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☐ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☒ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☒ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☐ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

I-495 HOT LANES

PROPOSED MAJOR CHANGE
VISUALIZE 2045

From Old Dominion Drive to the American Legion Bridge

Basic Project Information

Project Length.....**2 Miles**

Anticipated Completion.....**2025**

Estimated Cost of Construction.....**$500 million**

Submitting Agency.....**Virginia DOT**

Anticipated Funding Sources.....

☒ Federal ☒ State ☐ Local ☒ Private ☐ Bonds ☐ Other

CEID.....**2069**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN

NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

The I-495 HOT Lanes project has been included in the long-range transportation plan since 2005, and improvements between Old Dominion Drive and the Springfield Interchange were completed in 2012. The existing project includes extension of two HOT lanes in each direction from Old Dominion Drive to George Washington Parkway by 2025, and extension of one HOT Lane in each direction from George Washington Parkway to the American Legion Bridge by 2030. This proposed change would extend two HOT lanes in each direction from the George Washington Parkway to the American Legion Bridge by 2025. As a result of the collaboration between VDOT and MDOT, Maryland's toll lanes project, which includes improving the capacity of the American Legion Bridge, will connect to an equivalent managed lane system at the Virginia state line.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Pending

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

I-495 HOT LANES

PROPOSED MAJOR CHANGE
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

This two-mile link connecting Virginia's existing Capital Beltway HOT lanes and the forthcoming managed lanes on Maryland's Capital Beltway will help to create a seamless regional network of express toll lanes, which was a key objective of the TPB's Priorities Plan. The project will expand travel options in the region (Goal 1) for vehicles and for express bus services.

Goal 1: Provide a Range of Transportation Options
Provides, enhances, supports, or promotes the following travel mode options:
☒ Single Driver (SOV) ☒ Carpool/HOV ☒ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☒ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☒ Bicycling ☒ Walking ☐ Other
☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers
☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☐ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety
☐ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety
☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment
Expected to contribute to reductions in emissions of:
☐ Criteria Pollutants (NOx, VOCs, PM2.5) ☐ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce
Enhances, supports, or promotes the following freight carrier modes:
☒ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

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Addressing Federal Planning Factors

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☒ Support Economic Vitality
☐ Increase Safety for All Users
☒ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☐ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☒ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

I-95 SB AUXILIARY LANE

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From VA 123 to VA 294

Basic Project Information

Project Length.....**1.5 Miles**

Anticipated Completion.....**2028**

Estimated Cost of Construction.....**$27.5 million**

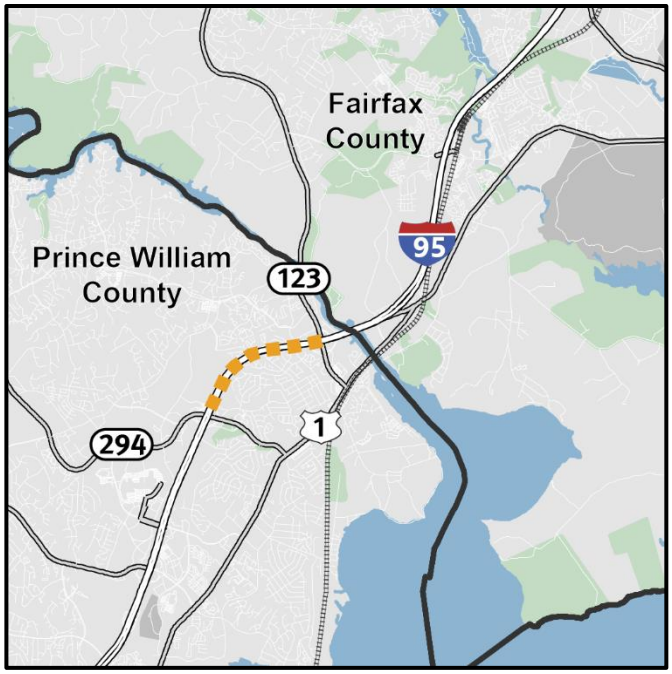
Submitting Agency.....**Virginia DOT**

Anticipated Funding Sources.....

☒ Federal ☒ State ☐ Local ☐ Private ☐ Bonds ☐ Other

CEID.....**3664**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will add one auxiliary lane to southbound I-95 between the Route 123 on-ramp and the Route 294 exit ramp.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Pending

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

I-95 SB AUXILIARY LANE

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

Enhancing safety (Goal 3) is the primary motivation for the addition of a southbound auxiliary lane on I-95 in Prince William County. The project will expand travel options (Goal 1) for drivers and bus riders, support freight movement (Goal 6), and enhance a connection to Woodbridge, which is an Activity Center (Goal 2).

Goal 1: Provide a Range of Transportation Options

Provides, enhances, supports, or promotes the following travel mode options:

☒ Single Driver (SOV) ☐ Carpool/HOV ☐ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☒ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☐ Bicycling ☐ Walking ☐ Other
☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers

☒ Begins or ends in an Activity Center
☐ Connects two or more Activity Centers
☐ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety

☐ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety

☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment

Expected to contribute to reductions in emissions of:

☐ Criteria Pollutants (NOx, VOCs, PM2.5) ☐ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce

Enhances, supports, or promotes the following freight carrier modes:

☒ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Enhances, supports, or promotes the following passenger carrier modes:

☐ Air ☐ Amtrak Intercity Passenger Rail ☒ Intercity Bus

Comment on this project or on Visualize 2045

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Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☒ Increase Safety for All Users
☐ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☐ Protect and Enhance the Environment
☐ Enhance Integration and Connectivity
☐ Promote Efficient System Management and Operation
☐ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☐ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☒ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

US 15 WIDENING

PROPOSED MAJOR ADDITION
VISUALIZE 2045

From Battlefield Parkway to VA 661 Montresor Road

Basic Project Information

Project Length.....**3.6 Miles**

Anticipated Completion.....**2025**

Estimated Cost of Construction.....**$33 million**

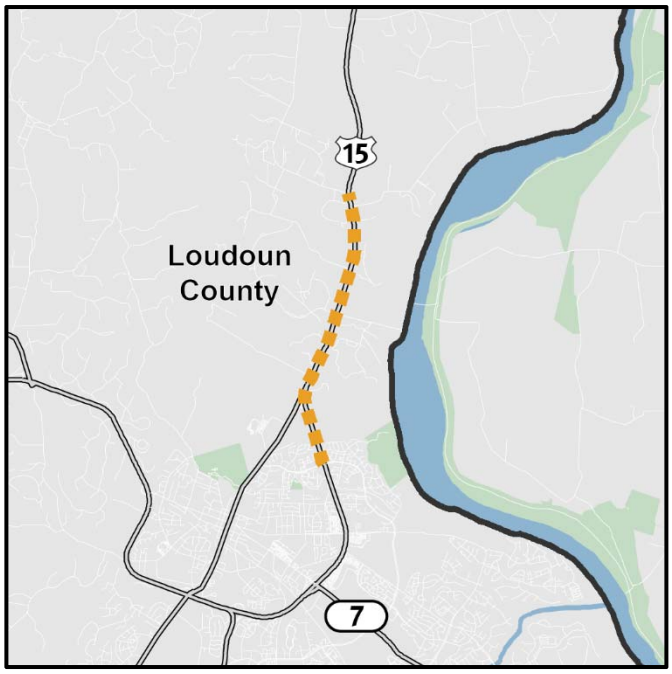
Submitting Agency.....**Virginia DOT**

Anticipated Funding Sources.....

☒ Federal ☒ State ☒ Local ☐ Private ☐ Bonds ☐ Other

CEID.....**3608**

HIGHWAY TRANSIT BICYCLE OR PEDESTRIAN



NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.

Project Description

This project will widen US Route 15, James Madison Highway from two to four lanes between the northern interchange with Battlefield Parkway and VA 661, Montresor Road.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Pending

See official CLRP Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

US 15 WIDENING

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

The James Madison Highway widening north of Leesburg will accommodate a variety of users (Goal 1) including drivers, bus riders, and bicyclists. The project will enhance safety (Goal 3) and support freight movement (Goal 6).

Goal 1: Provide a Range of Transportation Options
Provides, enhances, supports, or promotes the following travel mode options:
☒ Single Driver (SOV) ☐ Carpool/HOV ☐ Metrorail ☒ Commuter Rail
☐ Streetcar/Light Rail ☐ BRT ☐ Express/Commuter Bus ☐ Metrobus ☐ Local Bus
☒ Bicycling ☐ Walking ☐ Other
☐ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers
☐ Begins or ends in an Activity Center
☐ Connects two or more Activity Centers
☐ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety
☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety
☐ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☐ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment
Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce
Enhances, supports, or promotes the following freight carrier modes:
☒ Long-haul Truck ☒ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | tpbcomment@mwcog.org | (202) 962-3262
777 North Capitol St. NE, Suite 300, Washington, DC 20002

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☐ Increase Safety for All Users
☒ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☒ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☐ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☐ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☒ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 13, 2017.

METRORAIL CAPACITY

PROPOSED MAJOR ADDITION
VISUALIZE 2045

8-Car Trains and Core Station Improvements

Basic Project Information

Project Length.....**Entire System**

Anticipated Completion.....**2045**

Estimated Cost of Construction.....**$5.4 billion**

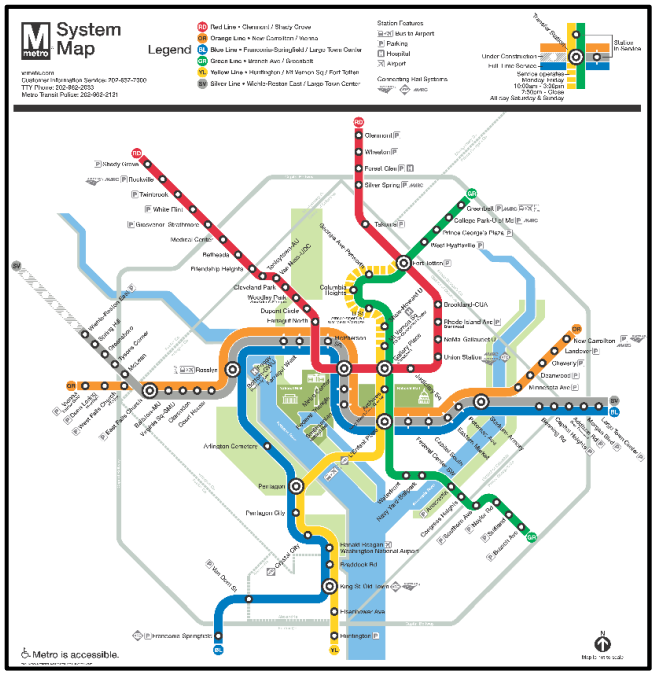
Submitting Agency.....WMATA

Anticipated Funding Sources.....

☒ Federal ☒ State ☒ Local ☐ Private ☐ Bonds ☐ Other

HIGHWAY **TRANSIT** BICYCLE OR PEDESTRIAN

NOW AVAILABLE FOR COMMENT
December 14, 2017-January 13, 2018
See reverse for details, or visit www.mwcog.org/TPBcomment.



Project Description

This project will implement all 8-car trains running on the system during peak periods. Capacity improvements will be made to stations in the core to accommodate the trains. Supporting power infrastructure will be added to support the expansion.

Existing Support for this Project

This project has been reviewed at the local, state, and/or sub-regional levels and is included in the following approved plans:

☒ Momentum

See official Visualize 2045 Project Description Form for more information about this project.

Goal 1: *Provide a Range of Transportation Options*

Goal 2: *Promote Dynamic Activity Centers*

Goal 3: *Ensure System Maintenance, Preservation, and Safety*

Goal 4: *Maximize Operational Effectiveness and Safety*

Goal 5: *Protect and Enhance the Natural Environment*

Goal 6: *Support Interregional and International Travel and Commerce*

See reverse side for more information about how this project advances regional goals and addresses certain federal planning requirements.

METRORAIL CAPACITY

PROPOSED MAJOR ADDITION
VISUALIZE 2045

How this project supports or advances goals in the Regional Transportation Priorities Plan

The Priorities Plan urged the region to expand capacity on the existing transit system, and eight-car trains and core capacity improvements for Metrorail were among the few projects that the plan specifically identified. This project will help fulfill Metro's pivotal role in providing transportation options in our region (Goal 1). It will help ensure Activity Centers are connected, the system is safe and maintained (Goal 3), existing infrastructure is effectively used (Goal 4), and our environment is protected (Goal 5).

Goal 1: Provide a Range of Transportation Options
Provides, enhances, supports, or promotes the following travel mode options:
☐ Single Driver (SOV) ☐ Carpool/HOV ☒ Metrorail ☐ Commuter Rail
☐ Streetcar/Light Rail ☒ BRT ☐ Express/Commuter Bus ☒ Metrobus ☒ Local Bus
☐ Bicycling ☐ Walking ☐ Other
☒ Improves accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)

Goal 2: Promote Dynamic Activity Centers
☒ Begins or ends in an Activity Center
☒ Connects two or more Activity Centers
☒ Promotes non-auto travel within one or more Activity Centers

Goal 3: Ensure System Maintenance, Preservation, and Safety
☒ Contributes to enhanced system maintenance, preservation, or safety

Goal 4: Maximize Operational Effectiveness and Safety
☒ Reduces travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)
☒ Enhances safety for motorists, transit users, pedestrians, and/or bicyclists

Goal 5: Protect and Enhance the Natural Environment
Expected to contribute to reductions in emissions of:
☒ Criteria Pollutants (NOx, VOCs, PM2.5) ☒ Greenhouse Gases

Goal 6: Support Interregional and International Travel and Commerce
Enhances, supports, or promotes the following freight carrier modes:
☐ Long-haul Truck ☐ Local Delivery ☐ Rail ☐ Air
Enhances, supports, or promotes the following passenger carrier modes:
☐ Air ☐ Amtrak Intercity Passenger Rail ☐ Intercity Bus

Comment on this project or on Visualize 2045

December 14, 2017-January 13, 2018 Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

September 13-October 13, 2018 Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

Visualize2045.org | tpbcomment@mwcog.org | (202) 962-3262
777 North Capitol St. NE, Suite 300, Washington, DC 20002

Addressing Federal Planning Factors

This project addresses the following federal planning factors designed to guide development of Visualize 2045:

☒ Support Economic Vitality
☒ Increase Safety for All Users
☒ Support Homeland and Personal Security
☒ Increase Accessibility and Mobility of People and/or Freight
☒ Protect and Enhance the Environment
☒ Enhance Integration and Connectivity
☒ Promote Efficient System Management and Operation
☒ Emphasize System Preservation

Consideration of Alternatives to Adding SOV Capacity

The agency or agencies submitting this project considered the following congestion-mitigation measures before proposing to significantly increase capacity for single-occupant vehicles (SOVs):

☐ Transportation demand management measures (including growth management and congestion pricing)
☐ Traffic operational improvements
☐ Public transportation improvements
☒ Intelligent Transportation Systems (ITS) technologies
☐ Other congestion management strategies
☒ Not applicable – This project does not increase SOV capacity or is exempt from consideration of alternatives.
☐ Not yet Available – Agencies have until March 2, 2018 to complete the required Congestion Management Documentation.

Information about how projects advance regional goals and address federal planning requirements is self-reported by the agencies submitting projects for inclusion in Visualize 2045.

The information on this form was last updated on December 8, 2017.

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3651

1. **Submitting Agency: DDOT**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **17th Street NW Protected Bike Lane**

	Prefix	Route	Name	Modifier
7. Facility:			17th St. NW	
			New Hampshire Ave. NW	
8. From (☐ at):			K St. NW	
9. To:				

10. **Description:** **Install two-way protected bike lane on 17th Street NW. This would replace the existing southbound-only conventional bike lane currently in place between New Hampshire Avenue NW and Massachusetts Avenue NW, and continue south to K Street NW. This project is intended to increase bicycle accessibility on a busy corridor for bicycling, and to provide an alternative facility to the congested 15th Street NW protected bike lane.**
11. **Projected Completion Year: 2018**
12. **Project Manager: Darren Buck**
13. **Project Manager E-Mail: darren.buck@dc.gov**
14. **Project Information URL:**
15. **Total Miles: 0.84 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $150** cost estimate as of 11/9/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver	☐ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☐ Express/Commuter bus	☐ Metrobus	☐ Local Bus
☒ Bicycling	☒ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No

b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator: **Mark Rawlings**

37. Created On: **11/17/2017**

38. Last Updated by:

39. Last Updated On:

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3653

1. **Submitting Agency: DDOT**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **Irving Street NE/NW Protected Bike Lane**

	Prefix	Route	Name	Modifier
7. Facility:			Irving St. NE/NW	
			Warder St. NW	
8. From (☐ at):			Michigan Ave. NE	
9. To:				

10. **Description:** **Install protected bike lanes on Irving Street NE/NW. This bikeway would connect through McMillan-Old Soldier's Home to Brookland. This project is intended to increase bicycle accessibility across a large crosstown area without any safe facilities for bicycling.**
11. **Projected Completion Year: 2018**
12. **Project Manager: Darren Buck**
13. **Project Manager E-Mail: darren.buck@dc.gov**
14. **Project Information URL:**
15. **Total Miles: 1 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $250** cost estimate as of 11/9/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver ☐ Carpool/HOV
☐ Metrorail ☐ Commuter Rail ☐ Streetcar/Light Rail
☐ BRT ☐ Express/Commuter bus ☐ Metrobus ☐ Local Bus
☒ Bicycling ☒ Walking ☐ Other

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No

b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator: **Mark Rawlings**

37. Created On: **11/17/2017**

38. Last Updated by:

39. Last Updated On:

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3652

1. **Submitting Agency: DDOT**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **K Street NW Bikeway**

	Prefix	Route	Name	Modifier
7. **Facility:**			K St. NW	
8. **From (☐ at):**			1st St. NE	
9. **To:**			7th St. NW	

10. **Description:** **Install bike lanes (protected in places) along K Street NW/NE. This bikeway would connect Downtown, NoMa, and the Mt Vernon Triangle. This project is intended to increase bicycle accessibility on a busy corridor for bicycling.**
11. **Projected Completion Year: 2018**
12. **Project Manager: Darren Buck**
13. **Project Manager E-Mail: darren.buck@dc.gov**
14. **Project Information URL:**
15. **Total Miles: <1 mile**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $150** cost estimate as of 11/9/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver ☐ Carpool/HOV
☐ Metrorail ☐ Commuter Rail ☐ Streetcar/Light Rail
☐ BRT ☐ Express/Commuter bus ☐ Metrobus ☐ Local Bus
☒ Bicycling ☒ Walking ☐ Other

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No

b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator: **Mark Rawlings**

37. Created On: **11/17/2017**

38. Last Updated by:

39. Last Updated On:

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3646

1. **Submitting Agency: DDOT**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **K Street NE Road Diet with Bike Lanes**

	Prefix	Route	Name	Modifier
7. **Facility:**			K St. NE	
			1st St. NE	
8. **From (☐ at):**			Florida Ave. NE	
9. **To:**				

10. **Description:** **Road diet to remove peak hour parking restrictions and provide full time parking along project limits. Peak hour restrictions are directional, 3 to 2 lane. Bicycle lanes will be provided between 1st St NE and 6th St NE. Reduction of one eastbound portal under rail (between 1st and 2nd Sts) to a provide two-way cycle track is currently under consideration with some opposition.**
11. **Projected Completion Year: 2018**
12. **Project Manager: Darren Buck**
13. **Project Manager E-Mail: darren.buck@dc.gov**
14. **Project Information URL:**
15. **Total Miles: <1 mile**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $30** cost estimate as of 11/9/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver	☐ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☐ Express/Commuter bus	☐ Metrobus	☐ Local Bus
☒ Bicycling	☒ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No

b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator: **Mark Rawlings**

37. Created On: **11/17/2017**

38. Last Updated by:

39. Last Updated On:

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3655

1. **Submitting Agency: DDOT**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **New York Avenue Streetscape & Trail Project**

	Prefix	Route	Name	Modifier
7. Facility:			New York Ave. NE	
			Florida Ave. NE	
8. From (☐ at):			Bladensburg Ave. NE	
9. To:				

10. **Description:** **The New York Avenue Streetscape and Trail Project is a 30% design plan to install streetscape improvements including lighting, new sidewalk connections, landscaping, traffic signals and signage and a raised cycletrack along New York Avenue NE from Florida Avenue NE to Bladensburg Road NE.**
11. **Projected Completion Year: 2023**
12. **Project Manager: Katherine Youngbluth**
13. **Project Manager E-Mail: katherine.youngbluth@dc.gov**
14. **Project Information URL: www.newyorkavenuestudy.com**
15. **Total Miles: 2.3 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $27,200** cost estimate as of 11/9/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver	☐ Carpool/HOV		
☒ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☐ Express/Commuter bus	☐ Metrobus	☐ Local Bus
☒ Bicycling	☒ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☐ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☒ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☒ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No

b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator: **Mark Rawlings**

37. Created On: **11/17/2017**

38. Last Updated by:

39. Last Updated On:

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3655

1. **Submitting Agency: DDOT**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☒ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **Pennsylvania Avenue SE**

	Prefix	Route	Name	Modifier
7. **Facility:**			Pennsylvania Avenue SE	
8. **From (☐ at):**			2nd Street, Independence Avenue	
9. **To:**			Barney Circle	

10. **Description:** **This project will connect the Anacostia River Trail with bicycle lanes through Capitol Hill to the downtown core. In addition, it will provide cyclist access to bike lanes on Pennsylvania Ave west of the Capitol, and to the Metropolitan Branch Trail. It will reduce off-peak lane capacity from 6 to 4 lanes between 2nd and 14th Streets. During peak hours the existing 6 lanes will be utilized. Between 14th Street and Barney Circle, rush hour lane capacity will be reduced from 8 lanes to 6 lanes; the 6 lane off-peak capacity would be unchanged.**
11. **Projected Completion Year: 2018**
12. **Project Manager: Mike Goodno**
13. **Project Manager E-Mail: mike.goodno@dc.gov**
14. **Project Information URL:**
15. **Total Miles: 1.3 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $250** cost estimate as of 11/9/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver	☐ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☐ Express/Commuter bus	☐ Metrobus	☐ Local Bus
☒ Bicycling	☐ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals

(i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☒ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☐ Yes; ☒ No

b. If so, is the congestion recurring or non-recurring? ☐ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator: **Mark Rawlings**

37. Created On: **11/17/2017**

38. Last Updated by:

39. Last Updated On:

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

1. **Submitting Agency: MDOT/State Highway Administration**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **I-270 Corridor**
7. **Facility:**
8. **From (☐ at):**
9. **To:**

Prefix	Route	Name	Modifier
I	270		
I	495	Capital Beltway	
I	70	/US 40	

10. **Description:** **I-270 component of Traffic Relief Plan, to include two managed lanes in each direction, between I-495 and I-70/US 40. Does not include I-270 Innovative Congestion Management improvements (CLRP 3564).**
11. **Projected Completion Year: 2020-2025**
12. **Project Manager:**
13. **Project Manager E-Mail:**
14. **Project Information URL:** **http://www.mdtrafficreliefp3.com/**
15. **Total Miles:** **34 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $3,400,000** cost estimate as of 08/01/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☐ Local ☒ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☒ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☒ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☐ Bicycling	☐ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☒ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☒ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☒ Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☒ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☒ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: **5/8/2006**

38. Last Updated by: **Matt Baker**

39. Last Updated On: **11/21/2016**

40. Comments:

Congestion Management Documentation Form

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Project: MDOT I-495 and I-270 Traffic Relief Plan

1. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

a) X Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

b) X A Transportation Management Association is in the vicinity

c) X Channelized or grade-separated intersection(s) or roundabouts

d) X Reversible, turning, acceleration/deceleration, or bypass lanes

e) X High occupancy vehicle facilities or systems

f) X Transit stop (rail or bus) within a 1/2 mile radius of the project location

g) X Park-and-ride lot within a one-mile radius of the project location

h) X Real-time surveillance/traffic device controlled by a traffic operations center

i) X Motorist assistance/hazard clearance patrols

j) X Interconnected/coordinated traffic signal system *(along intersecting arterials)*

k) _ Other in-place congestion management strategy or strategies (briefly describe below:)

2. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

Several transportation demand management measures are currently in place in the I-495 and I-270 corridors. Each local jurisdiction maintains growth management strategies in accordance with Maryland law. In addition to the congestion management strategies currently in place in these corridors (see Question 1 above), public transportation improvements are also underway including the Purple Line light rail construction.

b. Traffic operational improvements

MDOT SHA has evaluated numerous operational improvements in these corridors to address localized traffic and safety issues. These include extension of merge areas, auxiliary lanes, lighting and signing improvements.

c. Public transportation improvements

Several public transportation improvements have been implemented and are currently underway in these corridors, including upgrades to MARC commuter rail service, local and commuter bus service improvements, and the ongoing implementation of the Purple Line light rail.

d. Intelligent Transportation Systems technologies

MDOT SHA's Coordinated Highways Action Response Team (CHART) is a multi-jurisdictional, multidisciplinary ITS program that supports freeways throughout Maryland. The comprehensive and advanced traffic management system includes a state of the art command and control center and satellite operations centers that function 24 hours-a-day, seven days a week. ITS technologies in place throughout these corridors include real-time traffic surveillance, traffic incident management, work zone management, traveler information services, road weather information, and emergency response.

e. Other congestion management strategies

MDOT continues to support a comprehensive range of transportation strategies in these corridors

which have the highest levels of traffic demand in the State.

f. Combinations of the above strategies

3. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

I-495 and I-270 experience some of the worst congestion in the State. The demand is so great that the facilities are congested not just during traditional rush hours, but for up to 10 hours daily and periodically during weekends. Both state and local governments have developed and continue to support a broad range of congestion management strategies in the project area; however, additional roadway capacity is needed to provide congestion relief. Managed lanes, as proposed in this project, will provide travelers with a reliable option for a faster trip, using pricing to manage the congestion in the added lanes.

4. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

MDOT expects to deliver these projects through public-private-partnerships (P3). Project goals of the P3 agreements will be to provide solutions to reduce delay and improve predictability for vehicular trips, provide improvements faster to the users, and encourage innovation to minimize impacts. Specific elements of the project design, including congestion management strategies are not known at this time; however, this document will be updates once the contracts are awarded.

5. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

MDOT plans to initiate environmental review and seek Board of Public Works concurrence on the P3 procurement process in 2018. Selection of private partner(s) and environmental approvals are anticipated in 2020, with construction beginning soon thereafter. MDOT expects that P3 delivery approach will allow the projects to be implemented with no net State contribution over the totality of P3 agreements. Once operational, the developer will be responsible for maintaining operations, safety and maintenance conditions that will be established in the contract documents. MDOT will monitor compliance with these commitments.

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 1182

1. **Submitting Agency: MDOT/State Highway Administration**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **I-95/I-495 Corridor (South and East)**

	Prefix	Route	Name	Modifier
7. **Facility:**	I	495		
			Baltimore-Washington Parkway	
8. **From** (☐ at):			VA State Line/Potomac River (Woodrow Wilson Bridge)	
9. **To:**				

10. **Description:** **I-95/I-495 component of Traffic Relief Plan, to include two managed lanes in each direction, between Baltimore Washington Parkway and Virginia State line/Potomac River (Woodrow Wilson Bridge).**
11. **Projected Completion Year: 2020-2025**
12. **Project Manager:**
13. **Project Manager E-Mail:**
14. **Project Information URL:** **http://www.mdtrafficreliefp3.com/**
15. **Total Miles:** **22 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $2,200,000** cost estimate as of 08/01/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☐ Local ☒ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☒ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☒ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☐ Bicycling	☐ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☒ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☒ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☒ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: **5/8/2006**

38. Last Updated by: **Matt Baker**

39. Last Updated On: **11/21/2016**

40. Comments:

Congestion Management Documentation Form

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Project: MDOT I-495 and I-270 Traffic Relief Plan

1. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

a) X Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

b) X A Transportation Management Association is in the vicinity

c) X Channelized or grade-separated intersection(s) or roundabouts

d) X Reversible, turning, acceleration/deceleration, or bypass lanes

e) X High occupancy vehicle facilities or systems

f) X Transit stop (rail or bus) within a 1/2 mile radius of the project location

g) X Park-and-ride lot within a one-mile radius of the project location

h) X Real-time surveillance/traffic device controlled by a traffic operations center

i) X Motorist assistance/hazard clearance patrols

j) X Interconnected/coordinated traffic signal system *(along intersecting arterials)*

k) _ Other in-place congestion management strategy or strategies (briefly describe below:)

2. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

Several transportation demand management measures are currently in place in the I-495 and I-270 corridors. Each local jurisdiction maintains growth management strategies in accordance with Maryland law. In addition to the congestion management strategies currently in place in these corridors (see Question 1 above), public transportation improvements are also underway including the Purple Line light rail construction.

b. Traffic operational improvements

MDOT SHA has evaluated numerous operational improvements in these corridors to address localized traffic and safety issues. These include extension of merge areas, auxiliary lanes, lighting and signing improvements.

c. Public transportation improvements

Several public transportation improvements have been implemented and are currently underway in these corridors, including upgrades to MARC commuter rail service, local and commuter bus service improvements, and the ongoing implementation of the Purple Line light rail.

d. Intelligent Transportation Systems technologies

MDOT SHA's Coordinated Highways Action Response Team (CHART) is a multi-jurisdictional, multidisciplinary ITS program that supports freeways throughout Maryland. The comprehensive and advanced traffic management system includes a state of the art command and control center and satellite operations centers that function 24 hours-a-day, seven days a week. ITS technologies in place throughout these corridors include real-time traffic surveillance, traffic incident management, work zone management, traveler information services, road weather information, and emergency response.

e. Other congestion management strategies

MDOT continues to support a comprehensive range of transportation strategies in these corridors

which have the highest levels of traffic demand in the State.

f. Combinations of the above strategies

3. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

I-495 and I-270 experience some of the worst congestion in the State. The demand is so great that the facilities are congested not just during traditional rush hours, but for up to 10 hours daily and periodically during weekends. Both state and local governments have developed and continue to support a broad range of congestion management strategies in the project area; however, additional roadway capacity is needed to provide congestion relief. Managed lanes, as proposed in this project, will provide travelers with a reliable option for a faster trip, using pricing to manage the congestion in the added lanes.

4. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

MDOT expects to deliver these projects through public-private-partnerships (P3). Project goals of the P3 agreements will be to provide solutions to reduce delay and improve predictability for vehicular trips, provide improvements faster to the users, and encourage innovation to minimize impacts. Specific elements of the project design, including congestion management strategies are not known at this time; however, this document will be updates once the contracts are awarded.

5. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

MDOT plans to initiate environmental review and seek Board of Public Works concurrence on the P3 procurement process in 2018. Selection of private partner(s) and environmental approvals are anticipated in 2020, with construction beginning soon thereafter. MDOT expects that P3 delivery approach will allow the projects to be implemented with no net State contribution over the totality of P3 agreements. Once operational, the developer will be responsible for maintaining operations, safety and maintenance conditions that will be established in the contract documents. MDOT will monitor compliance with these commitments.

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3281

1. **Submitting Agency: MDOT/State Highway Administration**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **I-95/I-495 Corridor (North and West)**

	Prefix	Route	Name	Modifier
7. **Facility:**	I	495		
			VA State Line/Potomac River (American Legion Bridge)	
8. **From (☐ at):**			Baltimore-Washington Parkway	
9. **To:**				

10. **Description:** **I-95/I-495 component of Traffic Relief Plan, to include two managed lanes in each direction, between the Virginia State line/Potomac River (American Legion Bridge) and Baltimore Washington Parkway.**
11. **Projected Completion Year: 2025**
12. **Project Manager:**
13. **Project Manager E-Mail:**
14. **Project Information URL:** **http://www.mdtrafficreliefp3.com/**
15. **Total Miles:** **20 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $2,092,000** cost estimate as of 08/01/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☐ State ☐ Local ☒ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☒ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☒ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☐ Bicycling	☐ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☒ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☒ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☒ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: **5/8/2006**

38. Last Updated by: **Matt Baker**

39. Last Updated On: **11/21/2016**

40. Comments:

Congestion Management Documentation Form

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Project: MDOT I-495 and I-270 Traffic Relief Plan

1. Indicate whether the proposed project's location is subject to or benefits significantly from any of the following in-place congestion management strategies:

a) X Metropolitan Washington Commuter Connections program (ridesharing, telecommuting, guaranteed ride home, employer programs)

b) X A Transportation Management Association is in the vicinity

c) X Channelized or grade-separated intersection(s) or roundabouts

d) X Reversible, turning, acceleration/deceleration, or bypass lanes

e) X High occupancy vehicle facilities or systems

f) X Transit stop (rail or bus) within a 1/2 mile radius of the project location

g) X Park-and-ride lot within a one-mile radius of the project location

h) X Real-time surveillance/traffic device controlled by a traffic operations center

i) X Motorist assistance/hazard clearance patrols

j) X Interconnected/coordinated traffic signal system *(along intersecting arterials)*

k) _ Other in-place congestion management strategy or strategies (briefly describe below:)

2. List and briefly describe how the following categories of (additional) strategies were considered as full or partial alternatives to single-occupant vehicle capacity expansion in the study or proposal for the project.

a. Transportation demand management measures, including growth management and congestion pricing

Several transportation demand management measures are currently in place in the I-495 and I-270 corridors. Each local jurisdiction maintains growth management strategies in accordance with Maryland law. In addition to the congestion management strategies currently in place in these corridors (see Question 1 above), public transportation improvements are also underway including the Purple Line light rail construction.

b. Traffic operational improvements

MDOT SHA has evaluated numerous operational improvements in these corridors to address localized traffic and safety issues. These include extension of merge areas, auxiliary lanes, lighting and signing improvements.

c. Public transportation improvements

Several public transportation improvements have been implemented and are currently underway in these corridors, including upgrades to MARC commuter rail service, local and commuter bus service improvements, and the ongoing implementation of the Purple Line light rail.

d. Intelligent Transportation Systems technologies

MDOT SHA's Coordinated Highways Action Response Team (CHART) is a multi-jurisdictional, multidisciplinary ITS program that supports freeways throughout Maryland. The comprehensive and advanced traffic management system includes a state of the art command and control center and satellite operations centers that function 24 hours-a-day, seven days a week. ITS technologies in place throughout these corridors include real-time traffic surveillance, traffic incident management, work zone management, traveler information services, road weather information, and emergency response.

e. Other congestion management strategies

MDOT continues to support a comprehensive range of transportation strategies in these corridors

which have the highest levels of traffic demand in the State.

f. Combinations of the above strategies

3. Could congestion management alternatives fully eliminate or partially offset the need for the proposed increase in single-occupant vehicle capacity? Explain why or why not.

I-495 and I-270 experience some of the worst congestion in the State. The demand is so great that the facilities are congested not just during traditional rush hours, but for up to 10 hours daily and periodically during weekends. Both state and local governments have developed and continue to support a broad range of congestion management strategies in the project area; however, additional roadway capacity is needed to provide congestion relief. Managed lanes, as proposed in this project, will provide travelers with a reliable option for a faster trip, using pricing to manage the congestion in the added lanes.

4. Describe all congestion management strategies that are going to be incorporated into the proposed highway project.

MDOT expects to deliver these projects through public-private-partnerships (P3). Project goals of the P3 agreements will be to provide solutions to reduce delay and improve predictability for vehicular trips, provide improvements faster to the users, and encourage innovation to minimize impacts. Specific elements of the project design, including congestion management strategies are not known at this time; however, this document will be updates once the contracts are awarded.

5. Describe the proposed funding and implementation schedule for the congestion management strategies to be incorporated into the proposed highway project. Also describe how the effectiveness of strategies implemented will be monitored and assessed after implementation.

MDOT plans to initiate environmental review and seek Board of Public Works concurrence on the P3 procurement process in 2018. Selection of private partner(s) and environmental approvals are anticipated in 2020, with construction beginning soon thereafter. MDOT expects that P3 delivery approach will allow the projects to be implemented with no net State contribution over the totality of P3 agreements. Once operational, the developer will be responsible for maintaining operations, safety and maintenance conditions that will be established in the contract documents. MDOT will monitor compliance with these commitments.

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 1004

1. **Submitting Agency: MDOT/State Highway Administration**
2. **Secondary Agency: MDOT/Maryland Transit Administration**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☒ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **US 301 South Corridor Transportation Study**

	Prefix	Route	Name	Modifier
7. **Facility:**	US	301		
			Virginia State line/Potomac River (Harry Nice Bridge)	
8. **From (☐ at):**	I	595	/US 50	
9. **To:**				

10. **Description:** **Multi-modal corridor study to consider highway/transit improvements from the Potomac River to Mount Oak Road (US 50/US 301 interchange). Includes preparing appropriate environmental approvals for the recommended alternates. Project planning study and right-of-way preservation along US 301, from south of La Plata to Mount Oak Road.**
11. **Projected Completion Year: 2045**
12. **Project Manager:**
13. **Project Manager E-Mail:**
14. **Project Information URL:**
15. **Total Miles:** **48 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $4.644,000** cost estimate as of 08/01/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☒ Federal ☒ State ☐ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☒ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☒ Express/Commuter bus	☐ Metrobus	☒ Local Bus
☐ Bicycling	☐ Walking	☐ Other	

☒ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☒ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☐ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☐ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☒ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: **5/8/2006**

38. Last Updated by: **Matt Baker**

39. Last Updated On: **11/21/2016**

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 1204

1. **Submitting Agency: MDOT/State Highway Administration**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☒ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **MD 201 Widening**
7. **Facility:**
8. **From (☐ at):**
9. **To:**

Prefix	Route	Name	Modifier
MD	201	Edmonston Road, Old Baltimore Pike	
I	95	/I-495	
US	1	North of Murkirk Road	

10. **Description:** **This project consists of the widening of MD 201 from north of I-95/I-495 at Cherrywood Lane to Ammendale Way from 2 or 3 lanes to 4 lanes. This project will also extend the designation of Maryland Route 201 from its current terminus at Powder Mill Road to continue along Edmonston Road and Old Baltimore Pike to US 1 north of Muirkirk Road, including the widening of Cedarhurst Drive from 2 to 4 lanes.**
11. **Projected Completion Year: 2045**
12. **Project Manager:**
13. **Project Manager E-Mail:**
14. **Project Information URL:**
15. **Total Miles:** **4.5 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $1,034,000** cost estimate as of 08/01/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☒ State ☐ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☐ Carpool/HOV		
☒ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☒ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☒ Bicycling	☒ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☐ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☐ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☐ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☒ Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☒ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☒ Surface Water; ☐ Hazardous and Contaminated Materials; ☒ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: **5/8/2006**

38. Last Updated by: **Andrew Austin**

39. Last Updated On: **11/30/2016**

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 2618

1. **Submitting Agency: MDOT/State Highway Administration**
2. **Secondary Agency: Montgomery County**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☒ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **MD 97 Corridor**
7. **Facility:**
8. **From (☐ at):**
9. **To:**

Prefix	Route	Name	Modifier
MD	97	Georgia Avenue	
MD	390	16th Street	
MD	192	Forest Glen Road	

10. **Description:** **The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97. Widen from 6/7 to 7/8 lanes. Sidewalks and wide curb lanes to accommodate bicycles will be included where appropriate.**
11. **Projected Completion Year: 2025**
12. **Project Manager:**
13. **Project Manager E-Mail:**
14. **Project Information URL:**
15. **Total Miles:** **1 mile**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $52,000** cost estimate as of 08/01/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☐ Federal ☒ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☒ Carpool/HOV		
☒ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☐ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☒ Bicycling	☒ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☐ Yes; ☒ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: **1/7/2008**

38. Last Updated by: **Matt Baker**

39. Last Updated On: **11/21/2016**

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

1. Submitting Agency: **Montgomery County Department of Transportation**
2. Secondary Agency:
3. Agency Project ID: **CIP 501318**
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☒ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. Category: ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. Project Name: **Randolph Road Corridor Bus Rapid Transit (BRT) Project**

	Prefix		Route Name	Modifier
7. Facility:			**Randolph Road**	
8. From (☐ at):	**US**	**29**		
9. To:	**MD**	**355**		

10. Description: **This project provides for the detailed studies and construction related to a Bus Rapid Transit (BRT) line on Randolph Road from the White Flint Metro Station on MD 355 to at Tech Road at US 29. Randolph Road is a commuter corridor with traffic and congestion in the westbound direction in the morning and the eastbound direction in the evening. Major activity centers include White Flint, Glenmont, and the emerging mixed-use center at White Oak. Randolph Road provides important linkages to other BRT corridors and is important for the integrity of the BRT network. A mixed traffic transitway is recommended for this corridor. The County Council approved the Countywide Transit Corridors Functional Master Plan, an amendment to the Master Plan of Highways and Transportation, on November 26, 2013. The amendment authorizes the Department of Transportation to study enhanced transit options and Bus Rapid Transit for 10 transit corridors, including: Georgia Avenue North, Georgia Avenue South, MD 355 North, MD 355 South, New Hampshire Avenue, North Bethesda Transitway, Randolph Road, University Boulevard, US 29, Veirs Mill Road and Corridor Cities Transitway.**
11. Projected Completion Year: **2040**
12. Project Manager: **Joana Conklin**
13. Project Manager E-Mail: **Joana.Conklin@montgomerycountymd,gov**
14. Project Information URL: **http://montgomeryplanning.org/transportation/highways/brt.shtm**
15. Total Miles: **10 miles**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: Montgomery County
19. 2018 Baseline Cost (in Thousands): **102,000** cost estimate as of **10/25/2017**
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☒ Federal ☐ State ☒Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to

provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver ☐ Carpool/HOV

☒ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☒ BRT	☐ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☒ Bicycling	☒ Walking	☐ Other	

☒ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☒ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Advances goals of Master Plans in White Flint and White Oak.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the safety of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase accessibility and mobility of people.

e. ☐ Increase accessibility and mobility of freight.

f. ☒Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

h. ☒ Promote efficient system management and operation.

i. ☐ Emphasize the preservation of the existing transportation system.

j. ☒ Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and tourism.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☒ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

1. Submitting Agency: **Montgomery County Department of Transp**ortation
2. Secondary Agency:
3. Agency Project ID: **CIP 501318**
4. Project Type: ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☒ Transit ☐ CMAQ
   ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program
   ☐ Human Service Transportation Coordination ☐ TERMs
5. Category: ☒ System Expansion ☐ System Maintenance ☐Operational Program ☐ Study ☐ Other
6. Project Name: **North Bethesda Transitway Bus Rapid Transit (BRT) Project**

	Prefix		Route Name	Modifier
7. Facility:			**Rock Spring Drive / Old Georgetown Road**	
8. From (☐ at):			**Montgomery Mall Transit Center**	
9. To:			**White Flint Metrorail Station or Grosvenor Metrorail Station**	

10. Description: **This project provides for detailed studies and construction related to the North Bethesda Transitway Bus Rapid Transit (BRT) line. The North Bethesda Transitway connects the Rock Spring office park area and the Montgomery Mall Transit Center to the Metrorail Red Line. Much of the right-of-way along Rock Spring Drive, Fernwood Road, and Tuckerman Lane is currently available through easements and dedications provided through the development review process. There are two alternative routes in the easternmost portion of the corridor. One alternative is in dedicated lanes following Tuckerman Lane to the Grosvenor Metro Station. The other alternative would proceed north on Old Georgetown Road in a dedicated lane to the western leg of Executive Boulevard, and then east on Old Georgetown Road in mixed traffic to Rockville Pike and the White Flint Metro Station.**
11. Projected Completion Year: **2035**
12. Project Manager: **Joana Conklin**
13. Project Manager E-Mail: **Joana.Conklin@montgomerycountymd,gov**
14. Project Information URL: **http://montgomeryplanning.org/transportation/highways/brt.shtm**
15. Total Miles: **3.5 miles**
16. Schematic (file upload):
17. State/Local Project Standing (file upload):
18. Jurisdictions: Montgomery County
19. 2018 Baseline Cost (in Thousands): **115,150** cost estimate as of **10/25/2017**
20. Amended Cost (in Thousands): cost estimate as of MM/DD/YYYY
21. Funding Sources: ☒ Federal ☐ State ☒Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver	☐ Carpool/HOV	☒ Local Bus
☒ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail
☒ BRT	☐ Express/Commuter bus	☒ Metrobus
☒Bicycling	☒ Walking	☐ Other

☒ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☐ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☒ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Advances goals of Master Plans in White Flint and Rock Spring.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the safety of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase accessibility and mobility of people.

e. ☐ Increase accessibility and mobility of freight.

f. ☒Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

h. ☒ Promote efficient system management and operation.

i. ☒ Emphasize the preservation of the existing transportation system.

j. ☒ Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and tourism.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was “yes”, are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☒ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction ☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:
34. Project is being withdrawn from the CLRP: ☐ Yes
35. Withdrawn Date: MM/DD/YYYY
36. Record Creator:
37. Created On:
38. Last Updated by:
39. Last Updated On:
40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3424

1. **Submitting Agency: Montgomery County Department of Transportation**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☒ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name: MD 355 Bus Rapid Transit**
7. **Facility:**
8. **From (☐ at):**
9. **To:**

Prefix	Route	Name	Modifier
MD	355		
MD	410	East-West Highway	
		Clarksburg Road	

10. **Description:** **MD 355 includes numerous activity centers along the corridor planned for a high level of development that will support all-day travel throughout the corridor. It is also characterized by heavy congestion and high transit ridership potential. The corridor has several major existing and planned activity nodes, including Gaithersburg, Rockville, Twinbrook, White Flint, National Institutes of Health/Walter Reed National Medical Center, and the Bethesda CBD. This project will plan, design, and construct bus rapid transit service from Clarksburg to Bethesda. Project will be broken up into three phases with project completion in 2045: Phase 1 completion in 2025, Phase 2 in 2035 and Phase 3 in 2045.**
11. **Projected Completion Year: 2045**
12. **Project Manager: Corey Pitts**
13. **Project Manager E-Mail: corey.pitts@montgomerycountymd.gov**
14. **Project Information URL: https://www.montgomerycountymd.gov/BRT/md355project.html**
15. **Total Miles: 22 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $1,080,000** cost estimate as of 10/31/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☒ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver	☐ Carpool/HOV		
☒ Metrorail	☒ Commuter Rail	☐ Streetcar/Light Rail	
☒ BRT	☐ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☒ Bicycling	☒ Walking	☐ Other	

☒ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☒ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

This project supports the transportation element of various community master plans along the MD 355 corridor.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☒ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On:

38. Last Updated by:

39. Last Updated On:

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3424

1. **Submitting Agency: Montgomery County Department of Transportation**
2. **Secondary Agency:**
3. **Agency Project ID: CIP 501318**
4. **Project Type:** ☐ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☒ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name: Veirs Mill Road (MD 586) Bus Rapid Transit Project**
7. **Facility:**
8. **From (☐ at):**
9. **To:**

Prefix	Route	Name	Modifier
MD	586	Veirs Mill Road	
MD	355	Rockville Pike	
MD	97	Georgia Avenue	

10. **Description:** **This project will implement a Bus Rapid Transit (BRT) line on Veirs Mill Road between Rockville and Wheaton Metrorail stations. The project consists of construction of queue jumps and installation of transit signal priority at key intersections, new transit service using articulated BRT vehicles, BRT stations with level boarding and off-board fare collection, and pedestrian/bike improvements.**
11. **Projected Completion Year: 2030**
12. **Project Manager: Joana Conklin**
13. **Project Manager E-Mail: Joana.Conklin@montgomerycountymd.gov**
14. **Project Information URL: https://www.montgomerycountymd.gov/BRT**
15. **Total Miles: 6.1 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload): Corridor Study Report, October 2017 (selection of Recommended Alternative)**
18. **Jurisdictions: Montgomery County**
19. **2018 Baseline Cost (in Thousands): $80,000** cost estimate as of 10/31/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☒ Federal ☐ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☐ Single Driver	☐ Carpool/HOV		
☒ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☒ BRT	☐ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☐ Bicycling	☒ Walking	☐ Other	

☒ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**

☒ Does this project begin or end in an Activity Center?

☒ Does this project connect two or more Activity Centers?
☒ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☒ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☒ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☐ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

This project supports the transportation element of various community master plans along the MD 586 corridor.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☒ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☐ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☒ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☐ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☒ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On:

38. Last Updated by:

39. Last Updated On:

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 2069

1. **Submitting Agency: VDOT**
2. **Secondary Agency:**
3. **Agency Project ID:**
4. **Project Type:** ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **I-495 HOT/HOV Lanes**
7. **Facility:**
8. **From (☐ at):**
9. **To:**

Prefix	Route	Name	Modifier
I	495	Capital Beltway	
I	95/	395/495 – Springfield Interchange	
		American Legion Bridge	

10. **Description:** **The northern extension of VDOT's I-495 High Occupancy/Toll (HOT) lanes has been in the long range transportation plan since 2005, as part of the larger project that resulted in creation of HOT lanes from the Springfield Interchange to Old Dominion Drive near Tysons. The plan is being amended to better coordinate with the I-495 HOT lanes project in Maryland. VDOT will extend the I-495 HOT Lanes from Old Dominion Drive north to the American Legion Bridge. The project will include two HOT lanes in each direction. VDOT anticipates this will be funded primarily by toll revenues, possibly through a pubic private partnership.**

    The existing CLRP includes extension of two HOT lanes in each direction from Old Dominion Drive to George Washington Parkway by 2025, and extension of one HOT Lane in each direction from George Washington Parkway to the American Legion Bridge by 2030. The plan is being amended to extend two HOT lanes in each direction from George Washington Parkway to the American Legion Bridge by 2025.

    As a result of the collaboration between VDOT and MDOT, Maryland's HOT lanes project, which includes improving the capacity of the American Legion Bridge, will connect to an equivalent managed lane system at the Virginia state line.
11. **Projected Completion Year: 2025**
12. **Project Manager: Theresa DeFore**
13. **Project Manager E-Mail: Theresa.Defore@VDOT.Virginia.gov**
14. **Project Information URL:**
15. **Total Miles: 12 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $500,000** cost estimate as of 12/11/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☒ Federal ☒ State ☐ Local ☒ Private ☒ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. Provide a Comprehensive Range of Transportation Options

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☒ Carpool/HOV		
☒ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☒ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☒ Bicycling	☒ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. Promote Regional Activity Centers

☒ Does this project begin or end in an Activity Center?
☒ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☐ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☐ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☐ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☐ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☒ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☒ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator:

37. Created On: 12/13/2006

38. Last Updated by: Norman Whitaker

39. Last Updated On: 12/12/2017

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3667

1. **Submitting Agency: VDOT**
2. **Secondary Agency: Prince William County DPW**
3. **Agency Project ID:**
4. **Project Type:** ☒ Interstate ☐ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **I-95 Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158**
7. **Facility:**
8. **From (☐ at):**
9. **To:**

Prefix	Route	Name	Modifier
I	95		
VA	123		
VA	294		

10. **Description:** **This project includes adding an auxiliary lane on southbound Interstate 95, from the Route 123 entrance ramp, which will merge into an existing lane before the Route 294 exit ramp. The length of the project is approximately 1.4 miles.**
11. **Projected Completion Year: 2028**
12. **Project Manager: Ricardo Canizales**
13. **Project Manager E-Mail: rcanizales@pwcgov.org**
14. **Project Information URL:**
15. **Total Miles: 1.4 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:**
19. **2018 Baseline Cost (in Thousands): $27,500** cost estimate as of 10/26/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☒ Federal ☒ State ☐ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver	☐ Carpool/HOV		
☐ Metrorail	☐ Commuter Rail	☐ Streetcar/Light Rail	
☐ BRT	☒ Express/Commuter bus	☒ Metrobus	☒ Local Bus
☐ Bicycling	☐ Walking	☐ Other	

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**

☒ Does this project begin or end in an Activity Center?

☐ Does this project connect two or more Activity Centers?
☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☐ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☒ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☐ Is this project expected to contribute to reductions in emissions of criteria pollutants?
☐ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☒ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☒ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

The construction of an auxiliary lane on Interstate 95 between Route 123, Exit 160 and Route 294, Exit 158 will improve operations between two major interstate interchanges. This project will address congestion and improve access to both the Route 123 and Route 294 exits. The project is in line with NVTA's Regional TransAction Goal by investing in transportation improvements that reduces congestion and crowding experienced by travelers in the region.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☒ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem: **Vehicles are forced to merge in a short distance.**

c. ☐ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☐ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☐ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☐ Promote efficient system **management and operation**.

i. ☐ Emphasize the **preservation** of the existing transportation system.

j. ☐ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☐ Yes; ☒ No

a. If yes, what types of mitigation activities have been identified?

☐ Air Quality; ☐ Floodplains; ☐ Socioeconomics; ☐ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☐ Noise; ☐ Surface Water; ☐ Hazardous and Contaminated Materials; ☐ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☒ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator: **Elizabeth Scullin**

37. Created On: **12/11/2017**

38. Last Updated by: **Cina Dabestani**

39. Last Updated On: **12/12/2017**

40. Comments:

PROJECT SUBMISSION FORM

visualize2045
A LONG-RANGE TRANSPORTATION PLAN FOR THE NATIONAL CAPITAL REGION

Basic Project Information

CEID 3608

1. **Submitting Agency: VDOT**
2. **Secondary Agency: Loudoun County**
3. **Agency Project ID:**
4. **Project Type:** ☐ Interstate ☒ Primary ☐ Secondary ☐ Urban ☐ Bridge ☐ Bike/Ped ☐ Transit ☐ CMAQ ☐ ITS ☐ Enhancement ☐ Other ☐ Federal Lands Highways Program ☐ Human Service Transportation Coordination ☐ TERMs
5. **Category:** ☒ System Expansion ☐ System Maintenance ☐ Operational Program ☐ Study ☐ Other
6. **Project Name:** **Route 15 Widening**

	Prefix	Route	Name	Modifier
7. **Facility:**	US	15	James Madison Highway	
			Battlefield Parkway	
8. **From (☐ at):**	VA	661	Montresor Road	
9. **To:**				

10. **Description:** **Reconstruction with added capacity. This two lane road will be widened to four lanes.**
11. **Projected Completion Year:** **2025**
12. **Project Manager:** **James Zeller**
13. **Project Manager E-Mail:** **James.Zeller@VDOT.virginia.gov**
14. **Project Information URL:** **www.loudoun.gov/Route15**
15. **Total Miles:** **3.6 miles**
16. **Schematic (file upload):**
17. **State/Local Project Standing (file upload):**
18. **Jurisdictions:** **Loudoun County**
19. **2018 Baseline Cost (in Thousands): $33 million** cost estimate as of 10/17/2017
20. **Amended Cost (in Thousands):** cost estimate as of MM/DD/YYYY
21. **Funding Sources:** ☒ Federal ☒ State ☒ Local ☐ Private ☐ Bonds ☐ Other

Regional Policy Framework

Questions 22-27 address the goals identified in the Regional Transportation Priorities Plan. Question 28 should be used to provide additional context of how this project supports these goals or other regional needs identified in the Call for Projects.

22. **Provide a Comprehensive Range of Transportation Options**

Please identify all travel mode options that this project provides, enhances, supports, or promotes.

☒ Single Driver ☐ Carpool/HOV
☐ Metrorail ☐ Commuter Rail ☐ Streetcar/Light Rail
☐ BRT ☐ Express/Commuter bus ☐ Metrobus ☐ Local Bus
☒ Bicycling ☐ Walking ☐ Other

☐ Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)

23. **Promote Regional Activity Centers**

☐ Does this project begin or end in an Activity Center?
☐ Does this project connect two or more Activity Centers?

☐ Does this project promote non-auto travel within one or more Activity Centers?

24. Ensure System Maintenance, Preservation, and Safety

☒ Does this project contribute to enhanced system maintenance, preservation, or safety?

25. Maximize Operational Effectiveness and Safety

☐ Project is primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)?

☐ Does this project enhance safety for motorists, transit users, pedestrians, and/or bicyclists?

26. Protect and Enhance the Natural Environment

☒ Is this project expected to contribute to reductions in emissions of criteria pollutants?

☒ Is this project expected to contribute to reductions in emissions of greenhouse gases?

27. Support Interregional and International Travel and Commerce

Please identify all freight carrier modes that this project enhances, supports, or promotes.

☒ Long-Haul Truck ☒ Local Delivery ☐ Rail ☐ Air

Please identify all passenger carrier modes that this project enhances, supports, or promotes.

☐ Air ☐ Amtrak intercity passenger rail ☐ Intercity bus

28. Additional Policy Framework Response

Please provide additional written information that describes how this project further supports or advances these and other regional goals or needs.

The project will improve regional north-south mobility between Virginia and Maryland.

Federal Planning Factors

29. Please identify any and all planning factors that are addressed by this project:

a. ☒ Support the **economic vitality** of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

b. ☒ Increase the **safety** of the transportation system for all motorized and non-motorized users.

i. Is this project being proposed specifically to address a safety issue? ☐ Yes; ☐ No

ii. If yes, briefly describe (in quantifiable terms, where possible) the nature of the safety problem:

c. ☒ Increase the ability of the transportation system to support **homeland security** and to safeguard the personal security of all motorized and non-motorized users.

d. ☒ Increase **accessibility and mobility** of people.

e. ☒ Increase accessibility and mobility of **freight.**

f. ☒ Protect and enhance the **environment**, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

g. ☒ Enhance the **integration and connectivity** of the transportation system, across and between modes, for people and freight.

h. ☒ Promote efficient system **management and operation**.

i. ☒ Emphasize the **preservation** of the existing transportation system.

j. ☒ Improve **resiliency** and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.

k. ☐ Enhance travel and **tourism**.

Environmental Mitigation

30. Have any potential mitigation activities been identified for this project? ☒ Yes; ☐ No

a. If yes, what types of mitigation activities have been identified?

☒ Air Quality; ☒ Floodplains; ☐ Socioeconomics; ☒ Geology, Soils and Groundwater; ☐ Vibrations;

☐ Energy; ☒ Noise; ☒ Surface Water; ☐ Hazardous and Contaminated Materials; ☒ Wetlands

Congestion Management Information

31. Congested Conditions

a. Do traffic congestion conditions necessitate the proposed project or program? ☒ Yes; ☐ No

b. If so, is the congestion recurring or non-recurring? ☒ Recurring; ☐ Non-recurring

c. If the congestion is on another facility, please identify it:

32. Capacity

a. Is this a capacity-increasing project on a limited access highway or other principal arterial? ☒ Yes; ☐ No

b. If the answer to Question 32.a was "yes", are any of the following exemption criteria true about the project? (Choose one, or indicate that none of the exemption criteria apply):

☒ None of the exemption criteria apply to this project – a Congestion Management Documentation Form is required

☐ The project will not use federal funds in any phase of development or construction (100% state, local, and/or private funding)

☐ The number of lane-miles added to the highway system by the project totals less than one lane-mile

☐ The project is an intersection reconstruction or other traffic engineering improvement, including replacement of an at-grade intersection with an interchange

☐ The project, such as a transit, bicycle or pedestrian facility, will not allow private single-occupant motor vehicles

☐ The project consists of preliminary studies or engineering only, and is not funded for construction

☐ The construction costs for the project are less than $10 million.

c. If the project is not exempt and requires a Congestion Management Documentation Form, click here to open a blank Congestion Management Documentation Form.

Record Management

33. Completed Year:

34. Project is being withdrawn from the CLRP: ☐ Yes

35. Withdrawn Date: MM/DD/YYYY

36. Record Creator: **Cina Dabestani**

37. Created On: **10/30/2017**

38. Last Updated by: **Regina Moore**

39. Last Updated On: **12/12/2017**

40. Comments:

VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 12/20/2017

ConID	Scenario	Improvement	Facility	From	To	Projected Complete
DDOT						
~~614~~	~~DCSTCARA~~	~~Construct~~	~~Anacostia Streetcar Extension~~	~~Howard Road Firth Sterling~~	~~Good Hope Road SE~~	~~2017~~
613	DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	2020
664	CATHEXT	Implement	DC Circulator Expansion	Union Station to Georgetown Route	Extension to National Cathedral	2017
793	WATEREXT	Implement	DC Circulator Expansion	Union Station to Navy Yard Route	Extension to Waterfront	2017
794	UHOWEXT	Implement	DC Circulator Expansion	Rosslyn to Dupont Circle Route	Extension to U St./Howard University	2017
~~616~~	~~DCSTCARA~~	~~Construct~~	~~DC Streetcar - Anacostia Initial Line (AIL)~~	~~Defense Blvd. and S. Capitol St. SE~~	~~Howard Rd. and Firth Sterling~~	~~2017~~
822		Study	H St. NW Peak Period Bus-Only Lanes	17th St. NW	New York Ave. NW	Not Coded
544	DCSTHST1	Construct	H Street/Benning Road Streetcar	3rd Street NE (near Union Station)	Oklahoma Avenue, NE	**COMPLETE**
823		Study	I St. NW Peak Period Bus Only Lanes	13th St. NW	Pennsylvania Ave. NW	Not Coded
~~612~~	~~DCSTMST~~	~~Construct~~	~~M Street SE/SW Streetcar~~	~~Good Hope Road SE~~	~~Maine Avenue SW~~	~~2020~~
610	DCSTGTWN	Construct	Union Station/Georgetown Streetcar	K Street/34th Street NW	3rd Street/H Street NE	~~2022~~ 2028
		Implement	16th St. Bus Priority Improvements	H St. NW	Arkansas Ave NW	2021
812	TIGER16TH	Implement	16th St. Bus Priority Improvements (TIGER GRANT)			**COMPLETE**
813	TIGERGA	Implement	Georgia Ave. Bus Priority Improvements (TIGER GRANT)			**COMPLETE**
814	TIGERWI	Implement	Wisconsin Ave. Bus Priority Improvements (TIGER GRANT)	Friendship Heights Metro Station	Naylor Road Metro Station	**COMPLETE**
815	TIGERTRK	Implement	Roosevelt Bridge to K St. Bus Priority Improvements (TIGER GRANT)			**COMPLETE**
816	TIGER14TH	Implement	14th St. Bus Priority Improvements (TIGER GRANT)			**COMPLETE**
550		Study	Long Bridge	Alexandria	L'Enfant	Not Coded
MDOT/MTA						
588		Implement	Brunswick - New Station			not coded

NOTE: Shaded areas represent changes from the VDOT/MDOT off-cycle amendment to the 2016 CLRP.

VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 12/20/2017

ConID	Scenario	Improvement	Facility	From	To	Projected Complete
617	MARCFRQ	Implement	Brunswick Line Service Improvements			2029
618	MARCFRQ	Implement	Camden Line Service Improvements			2029
481	CCTBRT	Construct	Corridor Cities BRT	Shady Grove	Comsat	2020
619	MARCFRQ	Implement	Penn Line Service Improvements			2029
479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	2020
480	SSTCTR	Construct	Silver Spring Transit Center	Phase II		2017
	TIGERADD	Implement	Addison Rd. Bus Improvements (TIGER GRANT)			**COMPLETE**
Montgomery County						
669		Study	Countywide BRT	various corrirors		Not Coded
		Implement	**Randolph Road BRT**	**US 29**	**MD 355**	**2040**
		Implement	**North Bethesda Transitway BRT**	**Montgomery Mall Transit Center**	**White Flint**	**2035**
		Implement	**MD 355 BRT**	**MD 410 East-West Highway**	**Clarksburg Rd.**	**2045**
		Implement	**Viers Mill Road BRT**	**MD 355 Rockville Pike**	**MD 97 Georgia Ave.**	**2030**
		Implement	US 29 BRT	Burtonsville	Silver Spring Transit Center	2020
483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		~~**2015**~~ **2045**
487	TIGERVIER	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2020
WMATA						
~~**514**~~		~~**Modify**~~	~~**Revised Metrorail Operating Plan**~~			
VDOT						
795	US1VABUS	Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2035
511	MWAYBRT	Construct	Crystal City/Potomac Yard Busway (2 lane- dedicated)	Vicinity of Glebe Road Extended (City/County Line)	Pentagon City Metro Station	2016
861		Construct	Crystal City Transitway: Northern Extension - complete dedicated lanes	Crystal City Metro Station	~~**Pentagon City Metro Station**~~ **Army Navy Drive Transit Station (Army Navy Dr halfway between Hayes St and Joyce St)**	~~**2023**~~ **2021**
677		Study	US 1 Corridor Streetcar Conversion	Four Mile Run	Braddock Road	Not Coded
489	POTYDS	Construct	Metro Station (Proposed)	Potomac Yard		2021
493		Construct	Park-and-Ride Lot	Springfield CBD	vic. I-95 & Old Keene Mill Road	~~**2015**~~ **2022**

NOTE: Shaded areas represent changes from the VDOT/MDOT off-cycle amendment to the 2016 CLRP.

VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 12/20/2017

ConID	Scenario	Improvement	Facility	From	To	Projected Complete
670		Construct	Park-and-Ride Lot	Dulles Town Center	300 Spaces	2014
495		Construct	Park-and-Ride Lot	US 50 at Stone Ridge 150 spaces		**COMPLETE**
671		Construct	Park-and-Ride Lot	US 50 Dulles at East Gate	200 Spaces	**COMPLETE**
498		Construct	Park and Ride Lot	Brambleton 100 space expansion		**COMPLETE**
499		Construct	Park and Ride Lot	Arcola Center 300 spaces		2015
500		Construct	Park and Ride Lot	at EPG		**COMPLETE**
503	SILVER 2	Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station	VA 772	2020
	~~**VREGHX**~~	~~**Construct**~~	~~**VRE Gainesville-Haymarket Extension**~~	~~**Manassas VRE Station**~~	~~**Haymarket**~~	~~**2022**~~
629	POTSHRS	Construct	VRE - Potomac Shores Commuter Rail Station	Potomac Shores	Prince William County	2017
504	VREFREQ	Implement	VRE Service Improvements (Reduce Headways)	Fredericksburg and Manassas lines		2020
506	TIGERVAN	Implement	West End Transitway (TIGER Grant)	Van Dorn Street Metro	Pentagon	**COMPLETE**
505	VANDBRT	Construct	West End Transitway (City Funded)	Van Dorn Street Metro	Pentagon	~~2019~~ 2024
508	ALEXBUS	Implement	DASH Service Expansion	citywide		2019
820	BELTHOT	Implement	Beltway HOT lanes transit service			2020
821	BELTHOT	Implement	Beltway HOT lanes transit service			2030
819	TIGERVA7	Implement	VA 7 Bus Priority Improvements (TIGER GRANT)	Alexandria	Tyson's Corner	**COMPLETE**
509	DUKEBUS	Construct	Duke Street Transitway	King Street Metro	Fairfax County Line	2024
672		Construct	Leesburg Park and Ride Lot (new location)	Crosstrails Blvd (approx)	300 Spaces	2018
673		Construct	Sterling Park and Ride Lot		200 Spaces	2014
674		Construct	One Loudoun Park and Ride Lot	VA 7 & Loudoun County Parkway	200 Spaces	2019
675		Study	Western Loudoun Park and Ride Lot		250 Spaces	Not Coded
797	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		2025
798	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		2040

NOTE: Shaded areas represent changes from the VDOT/MDOT off-cycle amendment to the 2016 CLRP.

VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 12/20/2017

ConID	Scenario	Improvement	Facility	From	To	Projected Complete
799	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		2021
800	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		2040
801		Construct	I-66 Corridor Park and Ride lot	Haymarket		2021
802		Construct	I-66 Corridor Park and Ride lot	University Blvd. in Gainesville		2021
803		Construct	I-66 Corridor Park and Ride lot	Balls Ford Road in Manassas		2021
804		Expand	I-66 Corridor Park and Ride lot	Prince William Pkwy (Cushing Rd)		2021
806		Expand	I-66 Corridor Park and Ride lot	Fairfax County Government Center/Monument Drive		2021
807	FFXBUS	Expand	Fairfax Connector Bus Service Expansion	Countywide		2021
	LOUDBUS	Update	Loudoun County Local Bus Service			COMPLETE
808	US1BRT	Construct	Bus Rapid Transit (BRT)	US 1 Richmond Highway	Huntington Metro to Hybla Valley to Ft. Belvoir to Woodbridge VRE	2030

NOTE: Shaded areas represent changes from the VDOT/MDOT off-cycle amendment to the 2016 CLRP.

VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(highway)

DRAFT 12/20/2017

Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
DDOT											
539	DI10		Downgrade	Southeast Boulevard	11th Street SE	Pennsylvania Ave. SE Barney Circle	1	3	5	4	**COMPLETE**
~~**600**~~			~~**Study**~~	~~**I 395 14th Street/Rochambeau Bridge**~~	~~**conversion to HOV/HOT**~~						~~**Not Coded**~~
~~**601**~~			~~**Study**~~	~~**I 395 Southeast/Southwest Freeway managed lanes (convert or construct HOV/HOT lanes)**~~	~~**Case Bridge**~~	~~**11th Street Bridge**~~					~~**Not Coded**~~
~~**602**~~			~~**Study**~~	~~**I 295 managed lanes (convert or construct HOV/HOT lanes)**~~	~~**11th Street Bridge**~~	~~**Maryland state line**~~					~~**Not Coded**~~
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						~~**2014**~~ **2018**
603			Remove/Close	I 395 SB Exit Ramp	SB to the 400 block of 3rd St. NW				1	0	**COMPLETE**
604			Construct	F Street NW	2nd Street NW	3rd Street NW			0	2	~~**2016**~~ **2018**
541	DP9A	AW011, AW024	Widen	South Capitol Street Corridor: Frederick Douglas Bridge	Independence Avenue (East)	Martin Luther King, Jr. Blvd.	2	2	5	6	~~**2015**~~ **2021**
542	DP9C		Construct	South Capitol Street Intersection	at Potomac Avenue						~~**2015**~~ **2021**
543	DP9D		Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						~~**2016**~~ **2021**
606	DP10		Construct	St. Elizabeth's Access Road (along West Campus Boundary)	Firth Sterling	Malcolm X			0	3	**COMPLETE**
584	DS3		Construct	Southern Ave. SE	Branch Ave. SE	Naylor Rd. SE			0	2	~~**2018**~~ **2019**
639	DS5		Reduce Capacity	M Street NW - add bike lane	Connecticut Avenue NW	14th Street NW			4	3	**COMPLETE**
638	DS5A		Reduce Capacity	M Street NW - add bike lane	29th Street NW	Connecticut Avenue NW			5	4	**COMPLETE**
546	DP11		Widen	Wisconsin Ave. NW	Garfield Street NW	34th St. NW			4	4/6	**COMPLETE**
449	DP12	SR071A	Reduce Capacity	17th Street NE/SE	Benning Avenue NE	Potomac Avenue SE			2	1	**COMPLETE**
582			Study	H St. NW Peak Period Bus-Only Lanes	17th St. NW	New York Ave. NW			5	4	Not Coded
583			Study	I St. NW Peak Period Bus Only Lanes	13th St. NW	Pennsylvania Ave. NW					Not Coded
558		ED0C2A	Reduce Capacity	C Street/N. Carolina Avenue	Oklahoma Avenue	14th Street NE			5	3	~~**2016**~~ **2019**
567	DP16		Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	~~**2015**~~ **2019**
585	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	~~**2015**~~ **2019**
608			Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					~~**2015**~~ **2019**

NOTE: Shaded areas represent changes from the VDOT/MDOT off-cycle amendment to the 2016 CLRP.

VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(highway)

DRAFT 12/20/2017

Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4	2015
663			Reduce Capacity	Adams Mill Rd. NW	Kenyon	Klingle			3	2	2016
637	DP19		Reduce Capacity	4th Street SW	Pennsylvania Avenue SW	Virginia Avenue SW			4	2	**COMPLETE**
636	DP20		Reduce Capacity	Reno Road NW	36th Street NW	Tilden Street NW			4	2	**COMPLETE**
701	DS8		Reduce Capacity	6th Street NE	Florida Avenue	K Street			2	1	2016
702	DS9		Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	2016
704	DS11		Reduce Capacity	14th Street NW	Florida Avenue	Columbia Road			4	2	2016
705	DS12		Reduce Capacity	Brentwood Parkway NE	6th Street/Penn Street	9th Street			2	1	2016
717	DS13		Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2015
710			Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2017
707	NRS		Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	2	2016
713	DS14		Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2017
712	DS15		Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2017
715	DS16		Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2017
716	DS17		Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2017
714	DS18		Reduce Capacity	Pennsylvania Avenue NW	20th Street	26th Street			6	4	2017
709	DS19		Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	2016
837	DS20		Reduce Capacity - bike lanes	4th Street NE	Lincoln Rd. NE	Harewood Rd. NE			4	2	2016
829	DS21		Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			6 peak- 4 offpeak	4 peak - 2 offpeak	~~**2016**~~ **2019**
830	DS22		Reduce Capacity - bike lanes	6th Street NW	Massachusettes Avenue	Florida Ave NW			4	2	~~**2016**~~ **2019**
832	in base		Reduce Capacity - bike lanes	Blair Road NW	Peabody St. NW	Aspen St. NW			3	2	~~**2016**~~ **2019**
833	DP21		Reduce Capacity - bike lanes	Constitution Avenue	1st Street NW	Pennsylvania Avenue NW			6	4	2016
	DS23		Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			2	1	2016
834	DS24		Reduce Capacity - bike lanes	Klingle Road NW	Adams Mill Road NW	Porter Street NW			4	2	2016
835	DP22		Reduce Capacity - bike lanes	Louisana Avenue NW	Columbus Circle NE/ Mass Ave NE	Constitution Avenue NW			4	3	~~**2016**~~ **2020**
836	DS25		Reduce Capacity - bike lanes	Piney Branch Road NW	Georgia Avenue NW	Underwood Street NE			4	2	~~**2016**~~ **2018**
			Reduce Capacity - bike lanes	**17th Street NW**	**New Hampshire Avenue**	**Massachussetts Avenue NW**			**2**	**1**	**2018**
			Reduce Capacity - bike lanes	**17th Street**	**Massachusetts Avenue NW**	**K Street**			**6**	**4**	**2018**

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			Reduce Capacity - bike lanes	**K Street NW**	**3rd Street NW**	**1st Street NE**			**6**	**4**	**2018**
			Reduce Capacity - bike lanes	**Pennsylvania Ave**	**2nd Street SE**	**14th Street SE**			**6**	**4**	**2019**
			Reduce Capacity - bike lanes	**Pennsylvania Ave SE**	**14th Street SE**	**Barney Circle**			**8**	**6**	**2019**
			Reduce Capacity - bike lanes	**Irving Street NE/NW**	**Michigan Avenue NE**	**Warder Street NW**			**6**	**4**	**2019**
839	DP23		Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			6	4	2021
840	DP24		Reduce Capacity - Bus Priority	16th Street NW	Columbia Road NW	W Street NW			5	4	2021
841	DP25		Reduce Capacity - Streetcar	H Street NE/NW	3rd Street NE	New Jersey Ave NW			6	4	2022
842	DS26		Reduce Capacity - Streetcar	New Jersey Avenue NW	H St NW	K Street NW			3 lanes 1-way	1 lane each 2-way	2022
844	DP26		Reduce Capacity - Streetcar	K Street NW	New Jersey Avenue NW	7th Street NW			3	2	2022
845	DP27		Reduce Capacity - Streetcar	K Street NW	9th Street NW	12th St NW			4	2	2022
846	DP28		Reduce Capacity - Streetcar	K Street NW	12th St NW	21St St NW			6	4	2022
847	DP29		Reduce Capacity - Streetcar	K Street NW	21st Street NW	25th Street NW			4	2	2022
848	DP30		Reduce Capacity - Streetcar	K Street NW	25th Street NW	29th Street NW			6/4	4	2022
849	DP31		Reduce Capacity - Streetcar	K Street NW	29th Street NW	Wisconsin Avenue NW			4	2	2022
MDOT											
Interstate											
126	MI2Q	MO839	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	~~8+2~~ 8	~~2018~~ 2020
~~125~~	~~MI2SHOV MI2S~~	~~FR1921~~	~~Construct~~	~~I 270 /US 15~~	~~Shady Grove Metro Station~~	~~North of Biggs Ford Road~~	~~1~~	~~1~~		~~Varies~~	~~2030~~
125		**AW0731**	**Construct/Widen**	**I 270 Toll Lanes**	**I 495**	**I 270Y**	**1**	**1**	**4 + 2 HOV**	**4 + 2 HOV + 4 ETL**	**2025**

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892		**AW0731**	**Construct/Widen**	**I 270 Toll Lanes**	**I 270Y**	**I 370**	**1**	**1**	**10 + 2 HOV**	**10 + 2 HOV + 4 ETL**	**2025**
893		**AW0731**	**Construct/Widen**	**I 270 Northbound Toll Lanes**	**I 370**	**Middlebrook Road**	**1**	**1**	**3 + 1 HOV NB**	**3 + 1 HOV + 2 ETL NB**	**2025**
893		**AW0731**	**Construct/Widen**	**I 270 Southbound Toll Lanes**	**Middlebrook Road**	**I-370**	**1**	**1**	**4 SB**	**4 + 2 ETL SB**	**2025**
894		**AW0731**	**Construct/Widen**	**I 270 Northbound Toll Lanes**	**Middlebrook Road**	**MD 121**	**1**	**1**	**2 + 1 HOV NB**	**2 + 1 HOV NB**	**2025**
894		**AW0731**	**Construct/Widen**	**I 270 Southbound Toll Lanes**	**MD 121**	**Middlebrook Road**	**1**	**1**	**3 SB**	**3 + 2 ETL SB**	**2025**
895		**AW0731**	**Construct/Widen**	**I 270 Toll Lanes**	**MD 121**	**I 70 / US 40**	**1**	**1**	**4**	**4+4 ETL**	**2025**
202	NRS		Reconstruct	I 270	at MD 121		1	1	1	2	**COMPLETE**
~~**697**~~			~~**Study**~~	~~**I 270**~~	~~**at Gude Drive**~~		~~**1**~~	~~**1**~~			~~**Not Coded**~~
	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
	MI2TSB7		Construct	I270 southbound auxiliary lane (innovative congestion management)	Md 28 on-ramp	MD 189 off-ramp	1	1			2019
	MI2TSB8		Construct	I270 southbound (innovative congestion management)	MD 189 on-ramp	Montrose Road off-ramp	1	1			2019
	MI2TSB12		Construct	I270 southbound (innovative congestion management)	North of Montrose Road	Democracy Boulevard	1	1			2019
	MI2TNB1		Construct	I270 northbound (innovative congestion management)	Democracy Boulevard on-ramp	North of Montrose Road slip ramp to local lanes	1	1			2019
	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			2019
	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			2019
	MI2TNB3		Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019
	MI2TNB4		Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019
	MI2TNB4		Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019

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	MI2TNB 5		Construct	I270 northbound (innovative congestion management)	MD 121	Comus Road Bridge	1	1			2019
210	MI4		Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	~~2020~~ 2035
151	MI4a	FR5801	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	~~2020~~ 2025
			Study	I-295 Toll Lanes- planning study	US 50	I-95 (in Baltimore)					Not Coded
108	MI1P	PG3331	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	~~8+2~~ 8	~~2020~~ 2030
696		AW0731	Construct/Widen	I 495 Toll Lanes	Virginia State line/Potomac River (including American Legion Bridge)	I 270Y	1	1	8/10	8/10+4 ETL	2025
856		AW0731	Construct/Widen	I 495 Toll Lanes	I 270Y	MD 355	1	1	6	6+4 ETL	2025
905		AW0731	Construct/Widen	I 495 Toll Lanes	MD 355	I 95	1	1	8	8+4 ETL	2025
906		AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8+4 ETL	2025
907		AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8+4 ETL	2025
908		AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10+4 ETL	2025
909		AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8+4 ETL	2025
~~856~~			~~Study~~	~~I270~~	~~I-495~~	~~I-70~~					~~Not Coded~~
~~696~~			~~Study~~	~~I-495~~	~~Virginia HOT Lanes (northern terminus)~~	~~I-270~~					~~Not Coded~~
Primary											
139	MP10A	PG2531	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	~~2030~~ 2021
936		PG2531	Reconstruct	US 1	MD 193	I 95 / I 495	2	2	4	4	2030
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	2040
913		CA4131	Construct	MD 2 / MD 4 Interchange	at Stoakley Road/Hospital Drive and at MD 765A (south junction)		2	5	4	6	2040
645	NRS		Reconstruct	MD 4 Interchange	at MD 235		2	2	2	2	2031
127	MP2C	AT1981	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	~~2030~~ 2035
355	NRS	PG9171	Construct	MD 4	at Westphalia Road		2	5	4	6	~~2035~~ 2040
393	NRS	PG6181	Construct	MD 4 Pennsylvania Avenue	at Suitland Parkway		5	5	4	4	~~2022~~ 2020
933	NRS	PG9171	Construct	MD 4 Interchange	at Dower House Road		5	5	4	6	2040
212	MP3A	PG9171	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	~~5~~	4	6	~~2035~~ 2040

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394	MI1K	PG4941	Construct	MD 5	I-95/I-495	Branch Ave. Metro Station	1	1	8	8	**COMPLETE**
440	NRS		Construct	MD 5	at Earnshaw/Burch Hill Roads		2	5	4	6	2030
205	MP4F	PG3916	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2030
354	NRS	PG1751	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	~~2017~~ **2019**
441	NRS		Construct	MD 5	at Surratts Road		2	5	4	6	2030
914	~~MI2S~~	**FR1881**	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	~~2030~~ **2045**
915	~~MI2S~~	**FR1881**	Construct/Widen	US 15	US 340 / South Jefferson Street	MD 26	5	5	4	6	2030
358	MP15	FR5711	Construct	US 15 Catoctin Mountain Highway	at Monocacy Blvd.		2	2	6	6	~~2017~~ **2018**
211	NRS	MO8911	Construct	US 29 Columbia Pike	at Musgrove/Fairland Road				6	6	~~2025~~ **2035**
551			Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030
552, 919, 918			**Construct**	**US 29 Columbia Pike Interchange**	**at Stewart Lane, Greencastle Road, & Blackburn Road**		**5**	**5**	**6**	**6**	~~**Not Coded**~~ **2045**
647	~~MP5c~~ **NRS**		~~**Study**~~	**US 29 Columbia Pike**	**North of MD 650 New Hampshire Avenue**	**Howard County Line**	~~**2**~~ **5**	**5**	**6**	**6**	~~**Not Coded**~~ **2045**
~~**111**~~			~~**Construct**~~	~~**MD 75 Relocated**~~	~~**South of MD 80**~~		~~**0**~~	~~**4**~~	~~**0**~~	~~**4**~~	~~**2020**~~
941		**PG0641**	**Reconstruct**	**US 50**	**District of Columbia line**	**I 95 / I 495**	**2**	**2**	**4**	**4**	**2035**
858	FP2B		Widen	MD 85	English Muffin Way	Crestwood Boulevard	2	2	2/4	4	~~**2025**~~ **2035**
391	FP2A	FR3881	Widen	MD 85 Buckeystown Pike	Crestwood Drive	Spectrum Drive	2	2	~~4~~	~~4/6~~ **6**	~~**2020**~~ **2021**
857	FP3		Construct/Widen	MD 180	600 ft north of I-70	Structure 10140	4	4	2	4	~~**2022**~~ **2020**
387	MP14	PG6191	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	~~**2025**~~ **2045**
353	NRS	PG7001	Upgrade	MD 210	at Kerby Hill Road/Livingston Road		2	5	6	6	~~**2019**~~ **2020**
124	MP6D	PG2211	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	~~**2030**~~ **2040**
384	MP18		Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2023
~~**110**~~ **940**	~~**MP8E**~~	~~**PG2881**~~	~~**Study**~~ **Widen**	**US 301**	~~**North of Mount Oak Road**~~ **Harry Nice Bridge**	**I-595 / US 50**	**2**	**5**	**4/6**	**6**	~~**Not Coded**~~ **2045**
939		**CH2031**	**Reconstruct**	**US 301 Interchange**	**at MD 5 Business/MD 228**		**2**	**5**	**6**	**6**	**2030**
938		**CH2031**	**Reconstruct**	**US 301**	**at MD 5 (south junction)**		**2**	**5**	**6**	**6**	**2030**
937			**Construct**	**US 301 Interchange**	**at MD 197**		**5**	**5**	**6**	**6**	**2030**
Secondary											
~~**209**~~	~~**MS33**~~		~~**Widen**~~	~~**MD 27**~~	~~**MD 355**~~	~~**Snowden Farm Parkway**~~	~~**2**~~	~~**2**~~	~~**4**~~	~~**6**~~	~~**2020**~~

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206	MS2F	MO8861	Widen	**MD 28 Norbeck Road ~~/MD 198 Spencerville Road~~**	MD 97	**~~I 95~~ MD 182**	2	2	**~~2/4~~ 2**	**~~4/6~~ 2/4**	**~~2025~~ 2045**
925	**NRS**	**MO8861**	**Reconstruct**	**MD 28 Norbeck Road**	**MD 182**	**Norwood Road**	**2**	**2**	**4**	**4**	**2045**
926	**NRS**	**MO8861**	**Reconstruct**	**MD 198**	**Norwood Road**	**MD 650**	**2**	**2**	**2**	**2**	**2045**
927	**NRS**	**MO8861**	**Reconstruct**	**MD 198**	**MD 650**	**Old Columbia Pike**	**2**	**2**	**2**	**2**	**2045**
928	**NRS**	**MO8861**	**Reconstruct**	**MD 198**	**Old Columbia Pike**	**US 29A**	**2**	**2**	**4**	**4**	**2045**
929	**NRS**	**MO8861**	**Reconstruct**	**MD 198**	**US 29A**	**I 95**	**2**	**2**	**4**	**4**	**2045**
137	MP12C	MO7461	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	**~~2018~~ 2021**
931		**MO2241**	**Widen**	**MD 97**	**MD 390**	**MD 192 / Forest Glen Road**	**2**	**2**	**6/7**	**7/8**	**2025**
392	NRS	MO852	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	**~~2030~~ 2035**
135	NRS	MO854	Upgrade	MD 97 Georgia Avenue Interchange	at Randolph Road		2	2	6	6	**~~2017~~ 2018**
115	MS32		Widen	MD 117 Clopper Road	I270	**~~West of Grame Preserve Road~~ Metropolitan Grove Road**	2	2	2/4	4	**~~2025~~ 2030**
921	**NRS**		**Reconstruct**	**MD 117 Clopper Road**	**Metropolitan Grove Road**	**West of Game Preserve Road**	**3**	**3**	**2/4**	**2/4**	**2030**
~~698~~			**~~Study~~**	**~~MD 119~~**	**~~at Sam Eig Highway~~**						**~~Not Coded~~**
~~665~~	**~~MS34~~**		**~~Study~~**	**~~MD 121~~**	**~~I 270~~**	**~~West Old Baltimore Road~~**	**~~3~~**	**~~3~~**	**~~4~~**	**~~6~~**	**~~Not Coded~~**
118	MS6B	MO632	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	**~~2020~~ 2035**
1	MS6D	MO6323	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	**~~2020~~ 2035**
356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	**~~4/5~~ 4**	2025
924		**FR5491**	**Construct/Widen**	**MD 180**	**I 70 (west junction)**	**Greenfield Drive**	**4**	**4**	**2**	**4**	**2030**
648		**FR5491**	**~~Study~~ Widen**	**MD 180 ~~/MD 351~~ Ballenger Creek Pike**	**Greenfield Drive**	**Corporate Drive**	**4**	**4**	**2**	**4**	**~~Not Coded~~ 2030**
359	**MS10b**	**PG9491**	**~~Study~~ Widen**	**MD 201 Edmonston Rd. / Old Baltimore Pike**	**Cherrywood Lane**	**Ammendale Way**	**2**	**2**	**2/3**	**4**	**~~Not Coded~~ 2045**
965		**PG9491**	**~~Study~~ Construct/Widen**	**MD 201 Extended (Cedarhurst Dr.)**	**Muirkirk Road**	**US 1**	**2**	**2**	**0/2**	**4**	**~~Not Coded~~ 2045**
942		**PG5811**	**Reconstruct**	**MD 223**	**MD 4**	**Steed Road**	**3**	**3**	**2**	**2**	**2045**
175	MS18D	PG6541	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2020
516	same as MC15B	MO3441	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	2020
152	BRAC nrs	MO5931	Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda			2	2			2020

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Frederick County											
Secondary											
880	**NRS**		**Expansion**	**Christopher's Crossing**	**Walter Martz Road**	**Thomas Johnson Drive**	**3**	**3**	**0 to 2**	**4**	**2021**
879	**NRS**		**Construct**	**Christopher's Crossing**	**Shookstown Road**	**Rocky Springs Road**	**3**	**3**	**0**	**4**	**2020**
651	FS2a		Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2017
691		F3	Study	Spectrum Drive	Technology Way	MD 85 Buckeystown Pike	4	4	0	2	Not Coded
Montgomery County											
Secondary											
170	MC11C		Construct	A 305 Snowden Farm Parkway	MD 355	MD 27 Stringtown Road	0	3	0	4	**COMPLETE**
208	NRS		Construct	Burtonsville Access Road	MD 198 Spencerville Road	School Access Road in Burtonsville	0	4	0	2	2025
597	NRS		Construct	Century Boulevard	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	0	3	0	4	2020
198	NRS		Construct	Chapman Avenue	Randolph Road	Old Georgetown Road			0	2	**COMPLETE**
199	MC43		Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2020
112	MC7A		Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2025
172	MC11A		Construct	M 83 MidCounty Highway Extended	MD 27 Ridge Road	Middlebrook Road	0	2	0	4-6	2025
204	MC11D	509337-1	Construct	M 83 Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	2025
113	MC12F		Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020
161	MC14G		Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2025
214	MC15B		Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2022
428			Construct	Platt Ridge Drive Extended	Its terminus at Jones Bridge Road	Montrose Driveway			0	2	**~~2016~~ 2018**
119	MC34		Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	**~~2016~~ 2019**
Urban											
421		501204-1	Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2020
422			Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2020
424		501116-6	Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2020
425		501116-1	Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2020
423		501116-5	Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2020

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Prince George's County											
Secondary											
361	PGS3a		Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2023
362	NRS		Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2025
386	PGS5		Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2025
365	PGS73	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2025
388	PGS9a		Widen	Bowie Race Track Road	MD 450 Annapolis Road	Old Chapel Road	4	4	2	4	2025
389	PGS9b		Widen	Bowie Race Track Road	MD 197 Laurel-Bowie Road	Old Chapel Road	4	4	2	4	2025
390	PGS10		Widen	Brandywine Road	Piscataway Road (north of)	Thrift Road	4	4	2	4	2020
418	PGS12		Widen	Brinkley Road	MD 414 St. Barnabas Road	MD 337 Allentown Road	3	3	4	6	2020
134	PGS13		Construct	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	2020
140	PGS16a		Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
138	PGS16b		Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
141	PGS17		Widen	Cherry Hill Road	Powder Mill Road	Selman Road	3	3	2	4	2019
142	PGS18		Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2021
144	PGS20b		Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	2020
143	PGS20a		Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
145	PGS21a		Widen	Contee Road	US 1	MD 201 Virginia Manor Road	4	4	2	4	2018
146	PGS22		Widen	Dangerfield Road	Cheltenham Avenue	MD 223 Woodyard Road	4	4	2	4	2020
147	PGS24b		Widen	Dower House Road	Foxley Road	MD 4 Pennsylvania Avenue	4	4	2	6	2025
155	PGS24a		Widen	Dower House Road	MD 223 Woodyard Road	Foxley Road	4	4	2	4	2025
156	PGS25		Widen	Fisher Road	Brinkley Road	Holton Lane	4	4	2	4	2025
157	PGS26		Construct	Forbes Boulevard Extended	south of Amtrak	MD 193 Greenbelt Road	0	4	0	4	2020
158	PGS27		Widen	Forestville Road	MD 337 Allentown Road	MD 4 Pennsylvania Avenue	4	4	2	2	2021
159	PGS29		Widen	Fort Washington Road	Riverview Road	MD 210 Indian Head Highway	4	4	2	4	2025
160	PGS30b		Widen	Good Luck Road	Cipriano Road	MD 193 Greenbelt Road	4	4	2	4	2025
162	PGS30a		Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
415	NRS4		Widen	Governor Bridge Road	US 301	Anne Arundel County	4	4	2	4	2020
164	PGS34a		Widen	Hill Road	MD 214 Central Avenue	MD 704 ML King Jr Highway	4	4	2	4	2018
163	PGS34b		Construct	Hill Road	MD 704 ML King Jr Highway	Sheriff Road	0	4	0	2	2025
416	PGS88		Construct	Iverson Street Extended	Wheeler Road	19th Avenue	0	4	0	4	2018
666	PGS35		Widen	Karen Boulevard	Walker Mill Road	MD 214 Central Avenue	4	4	2	4	2020
165	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2020
417	PGS38a		Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2025
213	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021
166	PGS39b		Widen	Lottsford Vista Road	MD 704 ML King Jr Highway	Ardwick-Ardmore Road/Relocated	4	4	2	4	2020

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360	PGP4a		Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025
167	PGS42		Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	2020
2	PGS42C		Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4 /Livingston Road	3	3	2	4	2017
169	PGS44b		Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020
168	PGS44a		Widen	Metzerott Road	MD 650 New Hampshire Avenue	Adelphi Road	4	4	2	4	2020
171	PGS46		Widen	Murkirk Road	US 1 Baltimore Avenue (west of)	Odell Road	4	4	2	4	2020
173	PGS47		Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2020
174	PGS48		Widen	Old Alexandria Ferry Road	MD 223 Woodyard Road	MD 5 Branch Avenue	4	4	2	4	2025
192	PGS80		Construct	Old Baltimore Pike Extended	Muirkirk Road	Contee Road	0	4	0	2	2020
649	PGS50		Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2020
395	PGS90		Construct	Old Fort Road Extended	MD 223 Piscataway Road	Old Fort Road	4	4	0	4	2020
369	PGS51a		Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
364	PGS52		Reconstruct	Oxon Hill Road	Fort Foote Road North	MD 210 @ Livingston Sq.Shopping Center	4	4	2	2	2025
193	PGS81		Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2025
150	PGS54		Reconstruct	Rhode Island Avenue	MD 193	US Route 1	4	4	2	2	2025
176	PGS56a		Widen	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	3	3	2	4	2020
153	PGS55b		Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2020
177	PGS57		Widen	Rollins Avenue	MD 214 Central Avenue	Walker Mill Road	4	4	2	4	2020
178	PGS58		Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
179	PGS60B		Widen	Spine Road	MD 5 Branch Avenue / US 301	MD 381 Brandywine Road	3	3	2	4	2025
109	PGS61		Widen	Springfield Road	Lanham-Severn Road	Good Luck Road	4	4	2	4	2020
122	PGP2		Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			2025
180	PGS62a		Widen	Suitland Road	MD 337 Allentown Road	Suitland Parkway	3	3	2	4	2018
123	PGS62b		Widen	Suitland Road	Suitland Parkway	MD 458 Silver Hill Road	3	3	2	4	2018
181	PGS63		Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2020
182	PGS64		Widen	Surratts Road	Beverly Ave.	Brandywine Road	4	4	2	4	2025
183	PGS65		Widen	Temple Hill Road	MD 223 Piscataway Road	MD 414 St. Barnabas Road	3	3	2	4	2020
185	PGP5a		Construct	US 50 Columbia Park Road Ramp	wb ramp to Columbia Park Rd						2025
187	PGS67a		Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
186	PGS67b		Construct	Van Dusen Road Interchange at	Contee Road						2025
188	PGS68		Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014
429	PGS69a		Widen	Walker Mill Road	Silver Hill Road	I 95	3	3	2	4	2020
154	PGS91		Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2020
189	PGS70		Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018
437	PGS71		Widen	White House Road	Ritchie-Marlboro Road	MD 202 Largo-Landover Road	3	3	2	6	2020
190	PGS72		Widen	Whitfield Chapel Road	MD 450 Annapolis Road	Ardwick-Ardmore Road	4	4	2	4	2020
436	PGS40b		Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025

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Anne Arundel County											
	AA1d		Widen	I-97	US 50/301	MD 32/3	1	1	4	6	2025
	AA15a		Widen	I-295	I-195	MD 100	1	1	4	6	2030
	AA15c		Widen	I-295	I-695	I-195	1	1	4	6	2015
	AA15b		Construct	I-295 (New Interchange)	Hanover Road						2015
	AA4e		Widen	MD 3	MD 32	St. Stephen's Church Rd.	2	2	4	6	2025
	AA6e		Widen	MD 100	Howard Co. Line	I-97		5/1	4	6	2035
	AA8b		Widen	MD 175	MD 170	BW Parkway		2	4	6	2025
	AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4	2030
	AA34a		Widen	MD 713	MD 175	Arundel Mills Boulevard		2	2	4	2040
	AA34b		Widen	MD 713	Arundel Mills Boulevard	MD 176		2	4	6	2040
Carroll County											
	CA1B		Widen	MD 140	Sullivan Road	Market St.		1	4/6	8	2035
	CA1C		reconstruct	MD 140 (w/ intchg @ MD ~~1~~91)	Baltimore County Line	Kays Mill Rd.			4	4	2035
	CA2a		Widen	MD 26	MD 32	Reservoir			~~2~~ 4	~~4~~ 6	2025
	study		Widen	MD 32	MD 26	Howard County Line		2	2	4	not coded
	CA5		Widen	MD 97	MD 140	Bachmans Valley Rd.		2	2	4	2035
Howard County											
	HW1b		Widen	I-70	US 29	US 40	1	1	4	~~8~~ 6	2025
	HW20		Widen	US 1	MD 100	Montevido Rd.			4	6	2030
	HW10b		Widen	US 29 NB	Seneca Dr.	Middle Patuxent River		5	4	6	2035
	HW3c		Widen	MD 32	Cedar Lane	Anne Arundel County Line		1	4/6	8	2025
	HW3B		Widen	MD 32	MD 108	I-70		2	2	4	2035
	HW3e		construct/ reconstruct	MD 32 (interchanges)	@ I-70/ @ MD 144 @ Linden Church Rd/Dayton Shop @Rosemary Lane						2030
	HW6c		Widen	MD 108	Trotter Rd.	Guilford Rd.	2	2	2	4	2030
	HW8b		Widen	MD 216	High School Access Rd.	Maple Lawn Blvd.		3	2	4	2015
	HW14c		Widen	Snowden River Parkway	Oakland Mills Road	Broken Land Parkway		3	4	6	2022
	nrs		Widen	Guilford Rd.	US 1	Dorsey Run Road			2	4	2017
Calvert-St. Mary's MPO											
644	MP9B	C-SMMPO	Construct	Thomas Johnson Bridge replacement	over the Patuxent River		2	2	2	4	**~~2027~~ 2031**
	MP9C	C-SMMPO	Widen	MD 4 (in St. Mary's County)	Thomas Johnson Bridge	MD 235	2	2	2	4	**~~2023~~ 2031**
	nrs	C-SMMPO	Construct	MD 4/ MD 235 Interchange	in Lexington Park		2	2	--	--	2028
	MP9D	C-SMMPO	Widen	MD 4 (in Calvert County)	Thomas Johnson Bridge	Patuxent Point Parkway	2	2	2	4	2031

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VDOT											
Federal Lands											
433	FED3a		Construct	Manassas Battlefield Bypass	US 29 West of Centreville	East of Gainesville, via 234	0	1	0	4	2035
243	VP1A	VP1A - 103073	Widen	US 1 Jefferson Davis Highway	Telegraph Road	VA 235 South	2	2	4	6	2016
434	FED3b		Remove/Close	US 29 Lee Highway	Pageland Lane	Bridge over Bull Run	2	2	2/4	0	2035
435	FED3c		Remove/Close	VA 234 Sudley Road	Southern Park Boundary	Sudley Springs (north of park)			2	0	2030
Interstate											
426 268	VI1w	93577 100566	Widen	I 66 HOV-2 and SOV	US 29 0.8 miles east of	US 15 (1.2 miles west of) (includes interchange reconstruction)	1	1	4	8	**COMPLETE**
399	VI1AJ	81009	Construct	I 66 Vienna Metro Station bus ramp (duplicate project with ConID 759, below)	Transit Ramps- from EB & to WB	Saintsbury Dr.	1	1	0	2	2021
47	VI1AH		Widen	I 66 EB Auxiliary Lanes	Cedar Lane	Gallows Road (west of)	1	1	3+1	3+1+1	2030
48	VI1AI		Widen	I 66 WB Auxiliary Lanes	Gallows Road (west of)	Cedar Lane	1	1	3+1	3+1+1	2030
271	VI1AF	78828	Reconstruct	I 66 WB Operational/Spot Improvements	Westmoreland Dr. / Washington Blvd Exit	Haycock Rd /Dulles Access Highway	1	1	3	4	2020
350	VI1AG	78827	Reconstruct	I 66 WB Operational/Spot Improvements	Lee Highway/Spout Run On-Ramp	Glebe Road Off-Ramp	1	1	2	3	2020
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**	**2021 ~~2022~~**

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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)	**2021 ~~2022~~**
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 during peak ~~period~~	3 general purpose + 2 HOT in each direction	**2021 ~~2022~~**
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	**2040**
740	VI1X	97586	Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOV 2 in peak direction during peak period	HOT 2 in peak direction during peak period	2017

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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	2021
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
788	VI1XB		Construct/Widen	I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	**2020**
789	VI1XC		Construct/Widen	I 66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	1	1	2	3	**2020**
786	VI1XD		Construct/Widen	I 66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	**2040**
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
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
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
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
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
757	NRS		Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	2022
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 BUS /HOV-3/HOT ONLY	@ Vaden Drive / Vienna Metro Station	1	1		Bus / HOV-3 / HOT from proposed Express Lanes	2022
	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Saintsbury Dr. at Vaden Dr.						2022

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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
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
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
			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**
767	I66R19A I66R20A I66R21A I66R22A		Relocate / Reconstruct	I-66 Interchange	Reconfigure interchange with Express lanes ramps shifted to the north of I-66; ~~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	**2040**
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**
769	I66R17 I66R18		Revise Operations	I-66 Express Lanes Interchange Ramps	Existing reversible HOV ramp converted to HOT EB on-ramp only, 24 hrs/day; Construct new flyover ramp for HOT WB off-ramp from I-66 Express Lanes, operating 24 hrs/day ~~EB on-ramp, WB off-ramp to/from I-66 Express lanes (reversible)~~	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT both directions 24 hrs / day ~~Reversible by time of day~~	**2022**
~~770~~	~~I66R17A~~		~~Relocate / Revise Operations~~	~~I-66 Express Lanes Interchange Ramps~~	~~Construct new flyover ramp for HOT EB on-ramp, WB off-ramp to/from I-66 Express lanes, relocated north of I-66, operating 24 hrs/day~~	~~@ Stringfellow Road~~	~~1~~	~~1~~	~~Bus / HOV-2 Reversible by time of day~~	~~Bus / HOV-3 / HOT Movements in EB both directions 24 hrs/day~~	~~2040~~ 2022
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
772	I66R41	Prfd Alt ~~B~~	Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 miles west of VA 286	0	1	0	1	2022

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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
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
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
			Construct	**I-66 Express Lanes Interchange ramps**	**SB HOV to WB Expr**	**Route 28 Interchange**	**0**	**1**	**0**	**1**	**2040**
			Construct	I-66 flyover ramp	EB general purpose to EB Express Lanes	.65 miles east of VA Bus 234	0	1	0	1	2022
			Construct	I-66 flyover ramp	WB Express Lanes to WB general purpose	.65 miles east of VA Bus 235	0	1	0	1	2022
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**
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
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
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
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
785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	*1*	2040
444	VI2T		Widen	I 395 southbound	VA 236 Duke Street (north of)	VA 648 Edsall Road (south of)	1	1	3	4	2018
854			Modify	I-395 Express Lanes	Turkeycock Run near Duke Street	vicinity of Eads Street	1	1	2	3	2019
	VI2V		Widen/Revise Operations	I-395 reversible HOV lanes	Turkeycock Run	vicinity of Eads Street	1	1	2 reversible HOV 3+ lanes during peak periods	3 reversible HOT-3+ lanes operating nb in am and sb in pm	2019
			Revise Operations	I-395 Flyover Ramp South of Duke Street (NB)	I-395 NB GP lanes	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019
			Revise Operations	I-395 HOV nb on-ramp at Seminary	Seminary Road	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019

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			Revise Operations	I-395 HOV sb off-ramp at Seminary	I-395 HOV lanes	Seminary Road	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019
			Revise Operations	I-395 HOV nb on-ramp at Shirlington Circle	Shirlington Circle	I-395 HOV lanes	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019
			Revise Operations	I-395 HOV sb off-ramp at Shirlington Circle	I-395 HOV lanes	Shirlington Circle	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019
			Revise Operations	I-395 HOV sb off-ramp near Edsall Rd.	I-395 HOV lanes	I-395 SB GP lanes	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019
			Revise Operations	I-395 NB HOV Ramp to Washington Blvd.	I-395 NB HOV lanes	Washington Blvd. NB	1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019
			Revise Operations	I-395 SB HOV Ramp from Washington Blvd.	Washington Blvd. SB	I-395 SB HOV lanes	1	1	HOV-3+ in pm peak period	HOT-3+ in evening hours	2019
			Revise Operations	I-395 HOV nb off ramp at Eads Street			1	1	HOV-3+ in am peak period	HOT-3+ in morning hours	2019
			Revise Operations	I-395 sb HOV on-ramp at Eads Street			1	1	HOV-3+ in pm peak period	HOT3+ in evening hours	2019
270	VI2AC		Reconstruct	I 95 Interchange	VA 613 Van Dorn Street		1	1			~~2015~~ 2030
			Construct	I-95 HOT lanes ramp	.25 miles south of Russell Road (Exit 148)	Russell Road	0	1	0	1	2022
6	NRS		Reconstruct	Boundary Chanel Drive	Old Jefferson Davis Highway (off of I-395 Boundary Chanel Interchange)						2020
378	BRAC	BRAC0005	Construct	I 95 NB Off Ramp at Newington	I-95 NB	Fairfax County Parkway NB	1	1	0	1	2020
8	BRAC0004 / VI2ra		Construct	I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	I 95 ~~NB~~ 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
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
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
969			**Construct**	**I-95 Auxiliary Lane SB**	**VA 123**	**VA 294**	**1**	**1**	**0**	**1**	**2028**
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
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

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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
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
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
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
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
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
38	VI4Iaux19		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2030
39	VI4Iaux20		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2030
40	VI4K		Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of)	1	1	8	~~8+2~~ 8+4	~~2030~~ 2025
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
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	2030
519	Part VI4IHOTa		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV & EB DTR to NB HOT movements	at VA 267 Dulles Toll Road	1	1			2030
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	2030
520	VI4Irmp1		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	2030
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	2020
536	VP21F		Construct	Dulles Greenway Egress Ramp	at Hawling Farm Boulevard (Future)		0	1	0	1	**COMPLETE**
			Widen	**Dulles Greenway - eastbound only**	**Toll Plaza**	**Dulles Toll Road**	**1**	**1**	**2**	**3**	**2019**
			Widen	**VA 267 Dulles Toll Road - eastbound only**	**Dulles Greenway**	**Centreville Rd. off-ramp**	**1**	**1**	**4**	**5**	**2019**
534	VP15E		Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	2037
535	VP15B		Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	2036
236	MW1	MW1	Widen	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	2017
Primary											
549	VP1AH	90339	Widen	US 1 Jefferson Davis Highway	Fuller Road	Stafford County Line	2	2	4	6	~~2030~~ 2040
631	VP1AD	90339	Widen	**US 1 ~~Jefferson Davis Highway~~ Fraley Blvd. (Town of Dumfries)**	Brady's Hill Road	VA 234 Dumfries Road	2	2	4	6	~~2024~~ 2025
632	VP1ADA		Widen	US 1 Jefferson Davis Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	2030

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383	VP1AE	PWC0013/ UPC# 100426	Widen	US 1	VA 638 Blackburn Dr/Neabsco Mills Rd	VA 636 Featherstone Rd	2	2	4	6	**COMPLETE**
84	VP1AF	104303	Widen	US 1 Jefferson Davis Highway	Featherstone Road	Mary's Way	2	2	4	6	~~**2021**~~ **2022**
239	VP1P	94102	Widen	**US 1 Jefferson Davis Highway (~~part~~ phase 1 of 1/123 interchange)**	Mary's Way	Annapolis Way	2	2	4	6	2019
633	NRS	100938	Reconstruct	US 1 Jefferson Davis Highway	at VA 123 Gordon Boulevard (Interchange)						~~**2022**~~ **2025**
634	VSP63	100938	Construct	Belmont Bay Drive Extension	US 1 Jefferson Davis Highway	Heron's View Way			0	4	~~**2022**~~ **2025**
85	VP1AG		Widen	US 1 Jefferson Davis Highway	Annapolis Way	Lorton Road	2	2	4	6	2035
322	VP1U		Widen	US 1 Jefferson Davis Highway	VA 235 North	VA 235 South	2	2	4	6	2025
653	NRS		Study	VA 7 Interchange	At VA 690		2	2	0	4	Not Coded
86	VP2JA	16006	Widen	VA 7 Bypass	VA 7 West	US 15 South King Street South	5	1	4	6	2040
299	VP2J	16006	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	1	4	6	2040
221	VP2M		Widen	VA 7	Reston Avenue	West Approach to Bridge over Dulles Toll Road	2	2	4	6	2025
626	NRS	82135	Construct	VA 7 Leesburg Pike	Bridge over Dulles Toll Road		2	2	4	6	2030
628	VP2Lb		Widen	VA 7 Leesburg Pike	VA 123 Chain Bridge Road	I 495 Capital Beltway	2	2	6	8	2021
87	VP2N		Widen	VA 7 Leesburg Pike	I 495	I 66	2	2	4	6	2021
347	VP2B	TBD	Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	2025
682	NRS	105584	Construct	VA 7 Overpass at	George Washington Boulevard		0	4	0	4	2022
621	nrs	99481	Construct	VA 7 Interchange	at VA 659 Belmont Ridge Road		2	2	6	6	2017
253	VP4EA		Widen	US 15 James Madison Highway	US 29 Lee Highway	**~~I-66 Thoroughfare Road~~ Haymarket Drive**	3	3	2	4	2040
	VP4EC		Widen	US 15 James Madison Highway Overpass	1200' S of RR tracks	1000' N. of RR tracks	3	3	2	4	~~**2024**~~ **2030**
	VP4ED	100566	Widen	US 15 James Madison Highway	1000' N. of RR tracks	Heathcote Blvd.	3	3	2	4	**COMPLETE**
881			**Widen**	**US 15**	**Battlefield Parkway**	**Montresor Road**	**2**	**2**	**2**	**4**	**2022**
88	VP6H		Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	2040
309	VP6kA	105198	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	~~**2018**~~ **2019**
90	VP6KB	92080	Widen	VA 28 Nokesville Road	VA 215 Vint Hill Road ~~Relocated~~	VA 619 Linton Hall Road	3	3	2	6	**COMPLETE**
326	VP6MA	96721	Widen	VA 28	Godwin Drive	**Manassas City limits ~~(west)~~**	3	2	4	6	~~**2018**~~ **2019**
89	VP6K	105428	Widen	VA 28 Nokesville Road	**~~Prince William Parkway~~ Manassas City Limits**	VA 619 Linton Hall Road	3	3	4	6	~~**2020**~~ **2022**
	VP6EDD		Convert	VA 28 PPTA Phase II- HOV	I-66	Westfields Blvd	5	5	8+ 2 aux	6 + 2aux + 2 HOV	2040
	VP6EDE		Convert	VA 28 PPTA Phase II- HOV	Westfields Blvd	Dulles Toll Road	5	5	8	6 + 2 HOV	2040
310	VP6EAA		Widen	VA 28 PPTA Phase II	I 66	Westfields Blvd	5	5	6	8+ 2 aux	2021
	VP6EAB		Widen	VA 28 PPTA Phase II	Westfields	US 50	5	5	6	8	2025
???	VP6EBB		Widen	VA 28 PPTA Phase II	US 50	Sterling Blvd.	5	5	6	8	2016

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310	VP6ECC	106651	Widen	VA 28 PPTA Phase II	Sterling Blvd.	VA 7	5	5	6	8	2025
344	VP6EB	78906	Construct	VA 28 Interchange at	VA 209 Innovation Avenue		5	5	--	--	**COMPLETE**
656			Study	VA 28 Manassas Bypass /VA 411	VA 234 Sudley Road	I 66 Proposed Interchange					Not Coded
737	VP6N		Widen	VA 28 Centreville Road	VA 898 Old Cntreville Road	Prince William County Line	2	2	4	6	2025
730		105482	Study	VA 28	US 29	Liberia Avenue					Not Coded
620	VP7s		Widen	US 29 (add NB lane)	I 66	Entrance to Conway Robinson MSF	3	2	4	5	2030
622	VP7AG		Widen	US 29 (add NB lane)	Legato Road	Shirley Gate/Waples Mill Rd.	2	2	2	3	2017
349	VP7AA		Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	2025
625	VP7AB		Widen	US 29	Espana Court	I 495 Capital Beltway	2	2	4	6	2025
731	VP7T		Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	2024
305	VP8Q	LDN0015 VP8Q	Widen	US 50	VA 659 Relocated	VA 742 Poland Road	2	2	4/5	6	2025
319	VP8H			US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	2025
94	NRS		Construct	US 50 Interchange	VA 606 Loudoun County Parkway		2	2	6	6	2025
657	NRS		Construct	US 50 Interchange	West Spine/Gum Springs Road		2	2	6	6	2035
658	NRS		Construct	US 50 Interchange	South Riding Boulevard		2	2	6	6	2035
659	NRS		Construct	US 50 Interchange	Tall Cedars Parkway		2	2	6	6	2035
885	**NRS**		**Upgrade/ Intersection**	**Route 50 & Everfield Drive**			**2**	**2**	**2**	**2**	**2022**
245	VP10G	100938	Widen	VA 123	US 1	Annapolis Way	2	2	4	6	~~**2022**~~ **2025**
235	VP10H		Widen	VA 123 Ox Road	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	2025
337	VP10F	1784	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2025
300	VP10R		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2025
95	VP10S		Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	2025
595	VP10T		Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	2021
92	VP24A	92080	Construct	VA 215 Vint Hill Road Relocated	VA 28 Nokesville Road	Schaefer Lane	0	3	0	4	COMPLETE
590	VP24B		Widen	VA 215 Vint Hill Road	~~**VA 655 Schaeffer Lane**~~ **Kettle Run Drive**	VA 1566 Sudley Manor Drive	4	4	2	4	~~**2018**~~ **2020**
678		105420/ T143	Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						~~**2025**~~ **2022**
660		T5665	Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2025
727	NRS		Construct	VA 234 Prince William Parkway Interchange at	VA 1566 Sudley Manor Dr.						2030
311	VP13A		Widen	VA 236	Pickett Road	I 395	2	2	4	6	2025
264	VSF25aa	57167	Convert	VA 286 Fairfax County Parkway HOV	VA 267 Dulles Toll Road	Sunrise Valley Drive	5	5	6	4+2	2035
96	VSF25ea	57167	Widen	VA 286 Fairfax County Parkway HOV	Sunrise Valley	West Ox Road	5	5	4	4+2	2035
97	VSF25e	57167	Convert	VA 286 Fairfax County Parkway HOV	West Ox Road	US 50	5	5	6	4+2	2035
98	VSF25y		Upgrade	VA 286 Fairfax County Parkway HOV	US 50	VA 7735 Fair Lakes Parkway	2	5	6	4+2	2035
101	VSF25z		Widen/Upgrade	VA 286 Fairfax County Parkway HOV	VA 7735 Fair Lakes Parkway	I 66	2	5	6	6+2	2035
320	VSF25g		Widen	VA 286 Fairfax County Parkway	US 29	VA 123 Ox Road	5	5	4	6	2025

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728			Study	VA 286 Fairfax County Parkway	US 29 Lee Highway	Rolling Road					Not Coded
729			Study	VA 286 Fairfax County Parkway	VA 267 Dulles Toll Road	Rugby Road					Not Coded
304	VSF26		Construct	VA 289 Franconia-Springfield Parkway HOV	VA 286 Fairfax County Parkway	VA 2677 Frontier Drive	5	5		2	2025
104	VSF26a		Construct	VA 289 Franconia-Springfield Parkway HOV Interchange	Neuman Street		1	1			2025
105	VSF26b		Upgrade	VA 289 Franconia-Springfield Parkway HOV	VA 638 Rolling Road	VA 617 Backlick Road	5	1	6+2	6+2	2025
408	VSP23d		Widen	VA 294 Prince William County Parkway	VA 776 Liberia Avenue	VA 642 Hoadly Road	2	2	4	6	2040
739			Construct	VA 234 Byp-Prince William Parkway Interchange at	VA 840 University Boulevard						2030
107	VP15CD		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	VA 828 Wiehle Avenue	VA 684 Spring Hill Road	0		0	**~~2~~ 1**	2036
106	VP15CD		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	VA 684 Spring Hill Road	VA 828 Wiehle Avenue	0		0	**~~2~~ 1**	2037
286	VP12O	99482	Construct	**VA 234 ~~Manassas~~ Bypass Extension North**	VA 234 Bypass@I-66 (Prince Wm. Co.)	US 50 (Loudoun Co.)		5		4	**~~2030~~ 2040**
Urban											
313	VU28B	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020
52	VU30F	50100	Widen/Reconstruct	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	2020
328	VU52	77378	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	**~~2016~~ 2019**
553	VU55	106976	Widen	Evergreen Mills Road	US 15 S. King Street	South City Limits of Leesburg	4	4	2	4	2022
681	VU56		Construct	Farrington Aveneue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2035
267	VU10B	105521	Widen/Reconstruct	Spring Street	Herndon Parkway (East)/Spring Street	Fairfax County Parkway Interchange	3	2	4	6	2021
232	VU33	102895	Widen	Sycolin Road	VA7/US 15 Bypass	SCL of Leesburg	4	4	2	4	2020
398 554	VU32	17687 103999	Widen	US 15 South King Street	Evergreen Mills Road	SCL of Leesburg	3	2	2	4	**COMPLETE**
382	NRS	89890/LEES0001	Construct	US 15 Bypass Interchange	At Fort Evans Road and Edwards Ferry Road		5	2	4	4	2025
290	VU45	15960 (PE & RW Only)	Widen	VA 234 Dumfries Road Business	South Corporate Limits	Hastings Drive	3	3	2	4	**~~2018~~ 2040**
594	NRS		Reconstruct	VA 234 Grant Avenue	Lee Avenue	Wellington Road	3	3	4	**4 2**	2020
53	nrs	8645	Construct	Intersection Improvement	King Street	Beauregard Street					~~2016~~ **2018**
54	nrs		Construct	Ellipse	Seminary Road	Beauregard Street					2020
56	NRS	104328 and 106986	Reconstruct	Herndon Parkway (East): Transit Drop-off/Pick-Up Access to Herndon Metrorail Station	East of Rte 666/Van Buren Street (at 593 Herndon Parkway)	West of Rte 675 / Spring Street (at 575 Herndon Parkway	2	2	4	4	2018
725	NRS	89889	Reconstruct	Herndon Parkway/Van Buren Street (south) intersection	Herndon Parkway/Van Buren Street (south)	Worldgate Drive/Van Buren Street (south)	2	2	4	4	**~~2017~~ 2019**

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687	NRS	76408	Reconstruct	VA 17 Intersection Improvements in Warrenton	South of Frost Ave.	South of Winchester St.					2021
Secondary											
Arlington County											
411	AR17a		Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	~~2017~~ 2019
			Construct	**12th Street South**	**VA-120 (South Glebe Rd.)**	**South Monroe St**	**4**	**4**	**0**	**2**	**2019**
			Convert to 2-way	**27th Street South**	**US-1**	**Crystal Drive**	**4**	**4**	**4**	**4**	**2019**
			Demolish	**South Clark Street**	**12th Street South**	**18th Street South**	**4**	**0**	**2**	**0**	**2019**
Fairfax County											
336	FFX2a	FFX2a	Construct	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Dr.	VA 606 Baron Cameron Avenue	2	2	4	6	2020
732	VSF44		Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	2025
241	VSF4f	VSF4f	Widen	VA 611 Furnace Road	VA 123 Ox Road	VA 642 Lorton Road	3	3	2	4	2016
218	VSF4ca		Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	2025
298	VSF4i		Widen	VA 611 Telegraph Road	VA 635 Hayfield Road	VA 613 (Van Dorn St.)	3	3	2	4	2025
62	VSF4h	11012	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	2025
63	VSF15b		Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2025
301	VSF8g	VSF8g	Widen	VA 620 Braddock Road	~~VA 7100~~ VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	2025
334	VSF8j		Construct/Widen	VA 620 New Braddock Rd.	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	2025
736	VSF45		Widen	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	2025
427	BRAC	10091	Widen	VA 638 Rolling Road NB off-ramp	NB Rolling Rd.	NB Fairfax Co. Pkway	3	3	2	4	**COMPLETE**
302	VSF10a		Widen	VA 638 Rolling Road	VA 286 Fairfax County Parkway	VA 644 Old Keene Mill Road	3	3	2	4	2020
586	VSF10E	102905	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Fullerton Drive	3	3	2	4	2022
377	VSF10c	16505	Widen	VA 638 Pohick Road	VA 1	I 95	3	3	2	4	2025
269	VSF13d	16505	Widen	VA 642 Lorton Road	VA 123 (Ox Road)	VA 600 Silverbrook Road	3	3	2	4	**COMPLETE**
217	FFX11a		Widen	VA 645 Stringfellow Road	US 50	VA 286 Fairfax County Parkway	3	3	2	4	2020
64	VSF37a		Widen	VA 650 Gallows Road	VA 7 Leesburg Pike	VA ~~299~~ 699 Prosperity Ave.	2	2	4	6	2038
65	VSF33a		Widen	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	2025
255	FFX12a		Construct	VA 651 New Guinea Road	VA 123 Ox Road	Roberts Road	0	3	0	4	2025
688	VSF17b		Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	2025
346	VSF18C	74749	Widen	VA 657 Centreville Road	VA 8390 Metrotech Dr.	VA 668 McLearen Road	3	3	4	6	2040
66	VSF42		Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	2036
724	VSF46		Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road	0	4	0	2	2024
69	NRS		Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
68	VSF43		Widen	Magarity Road	VA 7 Leesburg Pike	VA 694 Great Falls Street			2	4	2037
67			Construct	New Bridge/Road Crossing	Tysons Corner Center Ring Road	Old Meadow Road			0	4	2036
882			**Construct**	**Rock Hill Road Overpass**	**VA 5320 (Sunrise Valley Dr.)**	**VA 209 (Innovation Avenue)**	**0**	**4**	**0**	**4**	**2030**
722			**Construct**	**Soapstone Drive 4-Lane Overpass**	**Sunrise Valley Drive**	**Sunset Hills Road**	**0**	**4**	**0**	**4**	**2027**
442	VSF41	103907	Construct/Widen	VA 8102 Scotts Crossing Rd	VA 123 Dolly Madison Blvd	Jones Branch Dr			0/2	4	2018

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Loudoun County											
661	NRS		Construct	VA 606 Ramp	VA 606 Eastbound	VA 789 Lockridge Road Northbound			0	2	2020
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	~~2017~~ 2018
566	VSL10E		Widen	VA 607 Loudoun County Parkway	US 50	VA 606 at new Arcola Blvd.	3	3	4	6	2030
329	VSL10C		Construct	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd / VA 842 Arcola Rd	VA 607 Ryan Rd / Loudoun County Parkway	0	3	0	4	COMPLETE
275	VSL10bb		Widen/Upgrade	VA 607 Loudoun County Parkway	W&OD Trail	Redskin Park Drive	4	3	4	6	2025
890			**Widen**	**VA 620 Braddock Rd**	**VA 659**	**Fairfax County Line**	**3**	**3**	**2**	**4**	**2025**
889			**Widen**	**VA 620 Braddock Rd**	**VA 659**	**Royal Hunter Drive**	**4**	**4**	**2**	**4**	**2025**
884	**NRS**		**Reconstruct**	**Braddock/Summerall/Supreme Intersection Improvements**			**4**	**4**	**2**	**2**	**2020**
683	NRS		Construct	VA 625 Waxpool Road/ VA 607 Loudoun County Parkway Interchange			3	3	0	4	2019
689	VSL54	106996	Widen	VA 640 Farmwell Road	VA 1950 Smith Switch Road	VA 641 Ashburn Road	4	4	4	6	2020
335	VSL45	VSL45	Widen	VA 643	Leesburg Town Limits	Crosstrails Boulevard	3	3	2	4	2035
827	VSL65		Construct	VA 643 Shellhorn Extended	VA 606 Loudoun County Parkway	Moran Road	0	4	0	4	2020
825	VSL64		Construct	VA 645 Westwind Blvd	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd.	0	4	0	4	2020
72	VSL4ac	76244 & 99481	Widen	VA 659 Belmont Ridge Road	VA 7 Leesburg Pike	VA 267 Dulles Greenway ~~Croson Lane~~	4	3	2	4	2018
746	VSL4AD		Widen/Upgrade	VA 659 Belmont Ridge Road	VA 645 Croson Lane	VA 267 Dulles Greenway	4	3	2	4	2025
297	VSL4f		Widen	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	4 ~~3~~	2	4	2035
641	VSL58		Construct	Ashburn Silver Line Station Connector Bridge	VA 267 Dulles Greenway	Ashburn Silver Line Station	4	4	0	4	2019
573 574 575	VSL61		Construct	VA 842 Arcola Boulevard (Southern Segment)	US 50	VA 607 Loudoun County Parkway	0	4	0	4	2022
76	VSL40F	102858	Construct	VA 901 Clairborne Parkway	VA 645 Croson Lane	VA 772 Ryan Road	0	4	0	4	2019
576	VSL63		Construct	VA 774 Creighton Road (completion of eastern end)	VA 659 Belmont Ridge Road	VA 621 Evergreen Mills Road	0	4	0	4	~~2016~~ 2025
883			**Widen**	**Croson Ln Widening**	**Clairborn**	**Mooreview Pkwy**	**4**	**4**	**2**	**4**	**2025**
577	VSL56		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Kincaid Boulevard	0	4	0	4	2019
662	NRS	69870	Construct	VA 868 Davis Drive	VA 606 Old Ox Road	VA 846 Sterling Boulevard	0	4	0	4	2025
888	**NRS**		**Reconstruct**	**Elk Lick Rd Intersections**	**US 50**	**Tall CedarsPkwy**	**4**	**4**	**2**	**2**	**2020**
887			**ReAlign Intersections**	**Evergreen Mills Rd**	**Watson Road**	**Reservoir Road**	**3**	**3**	**2**	**2**	**2020**
578 580	VSL62		Widen	VA 621 Evergreen Mills Road (Eastern Segment)	VA 607 Loudoun County Parkway	VA 659 Belmont Ridge Road	4	4	2	4	2025
564	NRS		Construct	Glascock Road (Eastern Segment)	VA 842 Arcola Boulevard	VA 607 Loudoun County Parkway	0	4	0	4	2023
565	NRS		Construct	Glascock Road (Western Segment)	VA 842 Arcola Boulevard	VA 3171 Northstar Boulevard	0	4	0	4	2023
74	VSL52	104418	Construct	Gloucester Parkway	VA 607 Loudoun County Parkway	VA 1036 Pacific Boulevard	0	4 ~~3~~	0	4	COMPLETE

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VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(highway)

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Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
886			**Construct**	**Moorefield Boulevard**	**Mooreview Parkway**	**Moorefield Station**	**0**	**4**	**0**	**3**	**2020**
568	VSL57		Construct	VA 2298 Mooreview Parkway (Missing Link)	VA 2773 Amberleigh Farm Drive	VA 772 Old Ryan Road	0	4	0	4	2019
570	VP12R	106994	Construct	VA 3171 Northstar Boulevard (Missing Link #79)	Shreveport Drive	US 50	0	3 ~~2~~	0	4	2022
333	VSL46	68767, 70760, 93144, 93899, 105331	Construct	VA 1036 Pacific Boulevard	VA 846 Sterling Boulevard	VA 1060 Richfield Way	0	4	0	4	**COMPLETE**
572	VSL59		Construct	VA 1071 Prentice Drive (Western Segment)	VA 607 Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	2019
556	VSL59		Construct	VA 1071 Prentice Drive Eastern Segment	VA 789 Lockridge Road	VA 607 Loudoun County Parkway	0	4	0	4	2019
826	VSL48B		Construct	VA 2401 RIverside Parkway	VA 607 Loudoun County Parkway	VA 2020 Ashburn Village Boulevard Extension	0	4	0	4	2018
561	VSL49A		Construct	VA 1061 Russell Branch Parkway (Eastern Segment)	VA 2020 Ashburn Village Road	VA 641	0	4	0	4	**COMPLETE**
559	VSL49B		Construct	VA 1061 Russell Branch Parkway (Western Segment)	VA 659 Belmont Ridge Road	Tournament Parkway	0	4	0	4	2017
560	VSL55		Construct	Shreveport Drive (Eastern Segment)	VA 659 Belmont Ridge Road	VA 607 Loudoun County Parkway	0	4	0	4	**COMPLETE**
563	VSL55A		Construct	Shreveport Drive (Western Segment)	VA 621 Evergreen Mills Road	VA 659 Belmont Ridge Road	0	4	0	4	**~~2017~~ 2025**
562	VSL60	105783	Construct	VA 846 Sterling Boulevard Extension	VA 1036 Pacific Boulevard	VA 634 Moran Road	0	4	0	4	**~~2019~~ 2025**
77	VSL53		Construct	VA 2020 Tall Cedars Parkway	VA 827 Pinebrook Road	VA 659 Gum Springs Road`			0	4	**COMPLETE**
555		87106	Widen	VA 2119 Waxpool Road	VA 2070 Demott Road	VA 2020 Ashburn Village Boulevard	4	4	2	4	**~~2016~~ 2018**
Prince William County											
257	VSP25c		Widen	VA 1781 Telegraph Rd.	VA 294 (Prince William Pkwy)	VA 849 (Caton Hill Rd.)	4	4	2	4	**~~2020~~ 2025**
81	VSP2h		Widen	VA 619 Joplin Road eastbound	I 95 ramp	US 1			2	3	**COMPLETE**
~~367~~	**~~VSP3a~~**		**~~Widen/Upgrade~~**	**~~VA 621 Balls Ford Road~~**	**~~Miramar Drive~~**	**~~Bethlehem Road~~**	**~~4~~**	**~~3~~**	**~~2~~**	**~~4~~**	**~~2030~~**
79	VSP3b	80347	Widen/Upgrade	VA 621 Balls Ford Road	**~~Bethlehem Road~~ Sudley Rd**	Doane Drive	4	3	2	4	**~~2030~~ 2022**
690	VSP64		Construct	VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	**~~2025~~ 2022**
~~596~~	**~~VSP3C~~**		**~~Widen~~**	**~~VA 621 Balls Ford Road~~**	**~~VA 1600 Ashton Avenue~~**	**~~VA 622 Groveton Drive~~**	**~~3~~**	**~~3~~**	**~~2~~**	**~~4~~**	**~~2025~~**
376	VSP5e	103484	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2018
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
338 589	VSP17b		Widen	VA 674 Wellington Road	VA 234 Bypass Prince William Parkway	VA 668 Rixlew Lane	3	3	2	4	2035
308	VSP18	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	2040
325	VSP20C	VSP20c	Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2040
83	VSP47e		Construct	**University Boulevard/~~Devlin~~**	Sudley Manor Drive	Wellington Rd/Progress Ct.	0	3	0	4	**~~2025~~ 2035**
82	VSP2i	92999	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	**~~2017~~ 2025**
593	VSP65		Widen	VA 638 Neabsco Mills Road	US 1 Jefferson Davis Highway	**~~VA 784 Dale Boulevard~~ Smoke Ct.**			2	4	**~~2022~~ 2023**

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VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(highway)

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Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
642	VSP62a		Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	~~2020~~ 2040
591	VSP66		Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	~~2022~~ 2040
401	VSP57A		Construct	**McGraws Corner Dr. / Thoroughfare Rd.**	**US 29 Lee Highway @ Virginia Oaks Dr.**	**US 15 @ Thoroughfare Dr.**	0	4	0	4	~~2020~~ 2040
219	VSP25b	104802	Widen	VA 1781 New Telegraph Road/Summit School Road	Horner Road/Park'n'Ride Lot Access	VA 2190 Summit School Road Extension	4	4	2	4	~~2022~~ 2025
745	NRS		Construct	VA 234 Potomac Shores Parkway	US 1 Jefferson Davis Highway	VA 4700 River Heritage Boulevard	0	4	0	4	2020
743	NRS		Widen	VA 4700 River Heritage Boulevard	VA 234 Potomac Shores Parkway	Dominica Drive	4	4	2	4	2020
744	NRS		Construct	VA 4700 River Heritage Boulevard	Dominica Drive	VA 234 Potomac Shores Parkway	0	4	0	2	2020
742	VSP68		Construct	VA 4700 River Heritage Boulevard	US 1 Jefferson Davis Highway	VA 234 Potomac Shores Parkway / Harbor Station	0	4	0	4	**COMPLETE**
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	~~2022~~ 2025
FAMPO											
	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
	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
	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
	VI2rf		Construct	I 95 : HOV / Bus / HOT Lanes	Rte. 610 (Garrisonville Rd.) in Stafford County	VA 17 in Spotsylvania County (exit 126)	1	1	0	2	2025
			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	2025
			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	2025
			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	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	SB GP Lanes to SB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	NB HOT Lanes to NB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Garrisonsville Road and Courthouse Road	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 628 (North of Stafford Regional Airport)	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 628 (North of Stafford Regional Airport)	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.) and Rt 652	SB GP Lanes to SB HOT Lanes	1	1	0	1	2025

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VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(highway)

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Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.) and Rt 652	NB HOT Lanes to NB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.) and Rt 652	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Centerpoint Road (St.Co.Airport Access Rd.) and Rt 652	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Rt 17 (North of Rappahannock River)	NB HOT Lanes to NB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Just South of Rappahannock River	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Just north of Rt 3	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 620 and Rt 208	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 620 and Rt 208	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 1 and Rt 17	NB GP Lanes to NB HOT Lanes	1	1	0	1	2025
			Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	Between Rt 1 and Rt 17	SB HOT Lanes to SB GP Lanes	1	1	0	1	2025
			Reconstruct	I-95 interchange	at Courthouse Rd. (exit #140)						2025
	FAI1E		Upgrade	Inside I-95 shoulders for use as travel lanes in peak periods	1.3 mi. n. of Garrisonville Rd.	.4 mi. n. of Amleg Rd.					2020
	FAP5F		Widen	US-1	Prince William County Line	VA-637, Telegraph Rd. (Northern Intersection)			4	6	2025
			Reconstruct	US-1/US-17/PR-218 Intersection							2020
	FAP5I		Widen	US 1(Bridge Replacement)	US 17 (Butler Rd.)	Princess Anne St.	2	2	4	6	2025
	FAS22A		Widen	VA-3 (William St)	Gateway Blvd.	William St./Blue Gray Parkway			4	6	2030
	FAS22		Widen	VA 3 (Spotsylvania)	Chewing Lane	VA 627 (Gordon Rd.)	2	2	4	6	2013
	FAP6A		Widen	US 17 Bypass (Mills Dr.)	I-95	Caroline County Line	2	2	2	4	2030
	FAP6E		Widen	Tidewater Trail US 17 Business/VA 2	SCL Frederickburg	US 17 Bypass (Mills Dr.)	2	2	2	4	2040
	FAP6C		Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	2020
	FAP6D		Widen	US 17 (Warrenton Rd.)	Stafford Lakes Parkway	VA 612 (Hartwood Road)	2	2	4	6	2040
	FAP7		Widen	VA 218 (Butler Rd)	US 1	VA 212 (Chatham Heights Rd)	4	4	2	4	2030
	FAS40		Widen	VA 208 (Courthouse Road)	US 1 (Jefferson Davis Hwy)	Smith Station Road	3	3	4	6	2040
Fredericksburg											
	FAU1			Fall Hill Ave./ Mary Washington Blvd. Extension	Mary Wash. Blvd.	Gordon Shelton Blvd.			2	4	2020
				Lafayette Blvd. (Phase 1)	Sophia St	VA-3 (Blue & Gray Parkway)					2025
	FAU2			Gateway Blvd. Extended	William St. (PR-3)	Fall Hill Ave (UR-3965)			0	4	2030

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VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(highway)

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Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility Fr	Facility To	Lanes Fr	Lanes To	Completion Date
Stafford County Secondary											
	FAS43			VA 606 (Ferry Rd)	VA 3 (Kings Highway)	VA 608 (Brook Rd)	4	3			2035
	FAS5b			VA 630 (Courthouse Rd)	Winding Creek Dr.	VA 648 (Shelton Shop Rd)	4	4	2	4	2030
	FAS13			VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	2035
Spotsylvania County Secondary											
	FAS18c			VA 620 (Harrison Rd)	VA 610 (old Plank Rd.)	VA 627 (Gordon Rd.)	4	4	2	4	2025
	FAS18B			VA-620 (Harrison Rd.)	US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)			2	4	2025
	FAS28			VA 628 (Smith Station Rd)	VA 608 (Massaponax Church Rd.)	VA 627 (Gordon Rd.)	4	4	2	4	2035
	FAS19			VA 636 (Mine Rd./ Hood Dr.)	VA 208 (Courthouse Rd.)	US 1	4	4	2	4	2025
	FAS20b			VA 639 (Leavells Rd.)	VA 208 (Courthouse Rd.)	VA 628 (Smith Station Rd.)	4	4	2	4	2035

NOTE: Shaded areas represent changes from the VDOT/MDOT off-cycle amendment to the 2016 CLRP.

National Capital Region
Transportation Planning Board

December 14, 2017

AIR QUALITY CONFORMITY ANALYSIS: VISUALIZE 2045

SCOPE OF WORK

I. INTRODUCTION

Projects solicited for the quadrennial update of the region's transportation plan, Visualize 2045, and the FY2019-2024 Transportation Improvement Program (TIP) are scheduled to be finalized at the January 17, 2018 TPB meeting. This work effort addresses requirements associated with attainment of the ozone standard (volatile organic compounds (VOC) and nitrogen oxides (NOx) as 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 FHWA / 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
2. Provide expeditious implementation of TCMs
3. 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 mobile budgets most recently approved or found adequate by the EPA. For the Visualize 2045 conformity assessment there are two possible sets of mobile budgets: 1) the 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) the 2008 Ozone National Ambient Air Quality Standards (NAAQS) Maintenance Plan mobile budgets scheduled to be approved by MWAQC in December and submitted to EPA in early 2018. The budgets found adequate by EPA in 2013 are the most recently approved budgets at the time of the development of this scope of work. However, when the EPA approves or finds adequate the mobile budgets in the 2008 Ozone NAAQS Maintenance Plan, the TPB will immediately be required to use those new budgets. The 2008 Ozone NAAQS Maintenance Plan includes mobile 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	MOVES2014a
Conformity Test	Budget Test: Using mobile budgets most recently approved by EPA. Two possibilities: 1) 2009 attainment and 2010 contingency budgets found adequate for use in conformity by EPA in Feb. 2013; or 2) 2008 Ozone NAAQS Maintenance Plan mobile budgets scheduled to be approved by MWAQC in December and submitted to EPA in early 2018
Vehicle Fleet Data	December 2016 vehicle registration data for all jurisdictions
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 9.1
HOV/HOT	VA: All HOV 2+/HOT 2+ facilities become HOV 3+/HOT 3+ in 2020 and beyond except I-66 inside the Beltway, which will convert to HOT3+ when I-66 outside the Beltway opens MD: All HOV facilities remain HOV2+ through 2045
Transit Constraint	Metrorail "capacity constraint" procedures - 2020 constrains later years
Analysis Years	2019, 2020, 2025, 2030, 2040, 2045
Modeled Area	3,722 TAZ System
Travel Demand Model	Version 2.3.70 or latest

NOTE: Highlights reflect changes since the 2016 CLRP conformity analysis

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 MWAQC, its Technical Advisory Committee, and its Conformity Subcommittee to discuss the Scope of Work, project inputs, and other elements as needed. The TPB will discuss at meetings or forums, as needed, the following milestones:

- Visualize 2045 Technical Inputs Solicitation
- Scope of Work
- Project submissions: documentation and comments
- Conformity analysis: documentation and comments
- Visualize 2045 Performance
- Process: comments and responses

V. WORK TASKS

The work tasks associated with the Visualize 2045 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 Fall 2017
   - Fares current to Fall 2017

3. Prepare 2016 Vehicle Registration Data (VIN data)
   - Coordinate with States to receive raw VIN data
   - Explore updated VIN decoder software options and procure the software that best suits the agency's needs
   - Convert raw VIN data into MOVES input categories/format

4. Review and Update Land Activity files to reflect Round 9.1 Cooperative Forecasts with respect to:
   - Zonal data files
   - Employment Data Census Adjustment
   - Households by auto ownership, size and income
   - Coordination with agencies outside the MWCOG Cooperative Forecast area (BMC, FAMPO, C-SMMPO etc.)
   - Exogenous Travel (external, through trips etc.)

5. Prepare forecast year highway, HOV, and transit networks including regionally significant projects, as follows:
   - 2019, 2020, 2025, 2030, 2040, and 2045 highway networks
   - 2019, 2020, 2025, 2030, 2040, and 2045 transit network input files
   - Update highway tolls, as necessary

6. Execute travel demand modeling for years 2019, 2020, 2025, 2030, 2040, and 2045

7. Derive Mobile Emissions Estimates for years 2019, 2025, 2030, 2040, and 2045 using inputs from both 2008 Ozone NAAQS attainment SIP mobile budgets and 2008 Ozone NAAQS Maintenance Plan mobile budgets (2 runs per year)

8. Provide emissions reductions estimates for TERMs

9. Summarize key inputs and outputs (VMT, mode share, emissions, etc.) of the conformity determination for use in the Visualize 2045 Performance Analysis

10. Assess conformity and document results in a report

    - Document methods
    - Draft conformity report
    - Forward to technical committees, 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 FOR DEVELOPMENT & ADOPTION OF VISUALIZE 2045

2017	September 20*	TPB is briefed on the draft Solicitation of Technical Inputs document.
	October 18*	TPB releases final Solicitation Document. Transportation agencies begin submitting project information through online database.
	November 17	**DEADLINE:** Transportation agencies complete online submission of draft inputs.
	December 1	Technical Committee reviews draft Visualize 2045 inputs and draft Scope of Work for the Air Quality Conformity Analysis.
	December 14	Visualize 2045 inputs and draft Scope of Work released for **30-day comment period**.
	December 12	TPB staff briefs Metropolitan Washington Air Quality Committee Technical Advisory Committee (MWAQC TAC) on inputs and Scope of Work.
2018	December 20*	TPB is briefed on inputs and draft Scope of Work.
	January 13	Comment period ends.
	January 17*	TPB reviews comments and is asked to approve inputs and draft Scope of Work.
	March 2	**DEADLINE:** Transportation agencies finalize forms (including Congestion Management Documentation forms where needed) and inputs to the FY 2019-2024 TIP. Submissions must not impact conformity inputs. Note that the deadline for changes affecting conformity inputs was December 14, 2017.
	May 10	Public Forum on the development of the FY 2019-2024 TIP.
	September 7	Technical Committee reviews draft Visualize 2045 and Conformity Analysis.
	September 13	Draft Visualize 2045 Plan, TIP, and Conformity Analysis are released for **30-day comment period** at Citizens Advisory Committee (CAC) meeting.
	September 19*	TPB is briefed on the draft Visualize 2045 Plan, TIP, and Conformity Analysis.
	October (TBD)	TPB staff briefs MWAQC TAC on the draft Visualize 2045 Plan, TIP, and Conformity Analysis.
	October 13	Comment period ends.
	October 17*	TPB reviews comments and responses to comments, and is presented with the draft Visualize 2045 Plan, TIP, and Conformity Analysis for approval.

* Regularly scheduled TPB meeting.