



## TRANSPORTATION PLANNING BOARD

Wednesday, May 19, 2021  
12:00 - 2:00 P.M.

### VIRTUAL MEETING ONLY

#### SPECIAL WORK SESSION

- **10:00 A.M. - 11:55 A.M.** Continuing the Visualize 2045 Conversation

#### AGENDA

- 12:00 P.M.**    **1. VIRTUAL PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND VIRTUAL PUBLIC COMMENT OPPORTUNITY**  
*Charles Allen, TPB Chair*
- For any member of the public who wishes to address the board on the day of the meeting, they may do so by emailing a short statement (no more than 375 words) to [TPBcomment@mwkog.org](mailto:TPBcomment@mwkog.org) with the subject line "Item 1 Virtual Comment Opportunity." These statements must be received by staff no later than 9 A.M. on May 19, 2021 to be relayed to the board at the meeting.
- 12:15 P.M.**    **2. APPROVAL OF THE APRIL 21, 2021 MEETING MINUTES**  
*Charles Allen, TPB Chair*
- 12:20 P.M.**    **3. TECHNICAL COMMITTEE REPORT**  
*Jason Groth, TPB Technical Committee Chair*
- 12:25 P.M.**    **4. COMMUNITY ADVISORY COMMITTEE REPORT**  
*Elisa Walton, CAC Chair*
- 12:35 P.M.**    **5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**  
*Kanti Srikanth, TPB Staff Director*
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M.**    **6. CHAIRMAN'S REMARKS**  
*Charles Allen, TPB Chair*

Reasonable accommodations are provided upon request, including alternative formats of meeting materials.  
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## **ACTION ITEMS**

- 12:50 P.M. 7. ADMINISTRATIVE UPDATE TO THE 2004 TPB/FAMPO AGREEMENT**  
*Lyn Erickson, Plan Development and Coordination Program Director*
- The board will be asked to approve the update to the TPB/FAMPO Agreement, which is an administrative agreement to more clearly document current practices and procedures that each MPO is responsible for conducting, specifically for the shared urbanized area (a portion of Stafford County).
- Action: Approve Resolution R18-2021 to approve the 2021 TPB-FAMPO MOU and to authorize Chair Allen to execute the agreement on behalf of the TPB.**

## **NOTICE ITEM**

- 12:55 P.M. 8. ENHANCED MOBILITY SOLICITATION**  
*Lynn Winchell-Mendy, TPB Transportation Planner*
- The Board will be provided an overview of the federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grants solicitation process, beginning with pre-application conferences in June and a solicitation period from July 1 - September 1.

## **INFORMATION ITEMS**

- 1:05 P.M. 9. TPB CLIMATE CHANGE MITIGATION STUDY OF 2021**  
*Mark Moran, TPB Program Director, Travel Forecasting and Emissions Analysis*  
*Dusan Vuksan, TPB Transportation Engineer*  
*Erin Morrow, TPB Transportation Engineer*
- The goal of this study is to demonstrate potential pathways for the region to reduce on-road transportation sector greenhouse gas (GHG) emissions to meet regional GHG reduction goals in 2030 and 2050. The study is divided into two phases: Phase 1, conducted by TPB staff, is a summary of major findings from past work done in this area by TPB and COG. Phase 2 will be a technical analysis conducted by a consultant. At today's meeting, TPB staff will summarize the findings of the Phase 1 report, which was presented to the Technical Committee in draft form in February and will be used as reference for Phase 2 of the study.
- 1:30 P.M. 10. VISUALIZE 2045: SUMMARY OF COMMENTS ON THE DRAFT INPUTS TO THE PLAN AND AQC ANALYSIS**  
*Stacy Cook, TPB Transportation Planner*
- Ms. Cook will briefly review the TPB work session conducted prior to the TPB's regular meeting. Staff will then present the summary of comments received on the technical inputs for the Visualize 2045 update and the TIP and present draft responses for consideration by the board. The TPB and the agencies sponsoring the projects will have the opportunity to discuss the TPB staff and agency responses before this documentation is finalized and submitted to the board in June.

**2:00 P.M.      11. ADJOURN**

The next meeting is scheduled for June 16, 2021.

**MEETING VIDEO**

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



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Lyn Erickson, Plan Development and Coordination Program Director  
**SUBJECT:** Item 1 – Public Comment for May 2021  
**DATE:** May 19, 2021

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For the May TPB meeting, the board received 100 comments. TPB staff has consolidated all of the comments that came via email into this memo. There are also 3 additional letters that are attached at the beginning of this memo. This document will be available to the public and all members of the board and can be found at [mwcog.org/TPBmtg](http://mwcog.org/TPBmtg).



May 18, 2021

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

Dear Chairman Allen and Members of the Transportation Planning Board:

The Northern Virginia Transportation Alliance urges you to reject any resolution either requesting a delay in the region's required four-year Long-Range Transportation Plan update and accompanying Air Quality Conformity Analysis or requiring Transportation Planning Board staff to develop a new, currently undefined scenario for Air Quality Conformity Analysis that does not match the land use, transportation projects, and programs currently proposed by TPB member jurisdictions.

While the Transportation Planning Board has already submitted a request to delay this process, numerous MPOs across the country last year were denied the same opportunity when they requested delays due to the pandemic. The reason given was that the agency did not have the authority to grant this delay. While the TPB has not yet received a response, the legal authority to approve a delay has not changed. Delaying this process without federal confirmation could jeopardize the TPB's ability to complete this process in a timely manner and block important regional multimodal transportation projects from receiving federal funding and approvals.

In addition, there is currently no alternative plan for TPB staff to analyze. While there might be "strategies" and "goals" – TPB members have not reached agreement on what the specific projects and priorities in the alternative scenario should be.

Should we take out every single roadway improvement project? Is there agreement to eliminate free parking in every Activity Center in the region? Should we increase the price of gas to \$7/gallon? What land use changes should be made, and do local leaders agree to rewrite their comprehensive plans next year to match these changes?

Identifying these projects and priorities takes time and needs to reflect some level of agreement and buy-in from local elected officials. Otherwise, developing a new scenario for the Air Quality Conformity Analysis that will never come to pass is a completely meaningless waste of valuable time and resources. It takes nine months just to produce the regular Air Quality Conformity Analysis, which reflects reality and has actual data. Assuming that TPB staff will unilaterally develop an alternative scenario that local leaders will agree to, and then having staff squeeze an extra nine-month process into just a few extra months is impractical,

unrealistic, and extremely likely to produce a poor result. If your goal is to truly reduce greenhouse gas emissions and improve the DC area's air quality, this is not the way to do it.


Furthermore, TPB ran an analysis of aspirational transportation strategies during the 2017 Long Range Planning Task Force that included their impact on carbon emissions and vehicle miles traveled. That analysis showed that the Regional Express Lanes Network produced the same carbon reduction benefits as the region's entire Commuter Rail Network upgrade – including a new Long Bridge, more VRE and MARC service, etc. In that study, no individual project-based transportation strategy – except for the Metrorail Core Capacity Expansion at 2% - produced a greater than 1% reduction in carbon emissions or VMT.

Climate change is an important threat that needs to be addressed, but it should be done in a thoughtful, data-driven way that earns the support of every local government in our region. Pushing through a rushed, poorly drafted resolution calling for a Long-Range Transportation Plan that is completely detached from reality is not the way to tackle one of the greatest challenges facing our community.

Therefore, the Alliance urges you to treat this issue with the seriousness and thoughtful planning that it deserves by rejecting the proposed resolution.

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

Sincerely,

A handwritten signature in black ink that reads "Jason Stanford". The signature is written in a cursive, flowing style.

Jason Stanford  
President

May 19, 2021

Dear Chair Allen and TPB Board members:

You have the opportunity to create a better Visualize 2045, not next time, but now. The region's residents and future generations are counting on you, and climate science says that we can't delay anymore. At last week's COG Board meeting, **TPB Director Kanti Srikanth said in regard to climate change and Visualize 2045 that "Every option needs to be pursued as expeditiously as possible to attain our 2030 goal."** We agree.

**193 of the 199 public comments submitted to TPB ask for sustainable and equitable transportation investments that prioritize non-auto modes, including land use and demand management strategies.** This is consistent with the COG Voices of the Region survey.

Please note these two key findings in today's presentation on **TPB's Climate Change Study Phase 1 Report:**

- **"At the regional and local levels, the studies show that land use policies that bring housing and jobs closer together and closer to transit reduce both GHG emissions and vehicle travel. Travel demand policies such as teleworking are also effective at reducing GHG emissions and vehicle travel and are also cost-effective."** and that **"In contrast to most of the vehicle-related strategies, many of these policy actions can be implemented in a shorter timeframe contributing to critical near-term GHG reductions."**
- The memo notes the promise of the Transportation and Climate Initiative (TCI), and we agree. However, the TCI Program will only reduce on-road emissions by 7% by 2032. TCI clearly states that substantial reductions depend on jurisdictions, including MPO's like TPB, adopting "complementary policies."

Given Director Srikanth's statement that every option needs to be expeditiously pursued, we are stunned by the staff response to the public comments -- that the proposed project list with \$40 billion in highway and road expansion projects is generally consistent with and advances TPB's climate and equity goals, and that it is not as relevant to regional climate efforts.

That is simply not possible. Road expansion fuels more driving and spread out development and diverts billions of dollars from investing in transit and TOD to reduce emissions and address the region's racial and economic inequity.

TPB's own studies show we can avoid much proposed highway expansion if the region adopts effective travel and greenhouse gas reduction strategies, which are travel demand and land use policies that focus jobs and housing in walkable areas near transit, and expanding transit investments.

Thank you.

Stewart Schwartz  
Executive Director

Bill Pugh  
Senior Policy Fellow

**STATEMENT OF ED RICH, PRESIDENT  
GREATER FARMLAND CIVIC ASSOCIATION  
National Capital Region Transportation Planning Board  
May 17, 2021**

Chairman Allen and Members of the Transportation Planning Board. I am the president of the Greater Farmland Civic Association, which represents over 900 homes in the Old Farm, Tilden Woods, Hickory Woods, and Walnut Woods neighborhoods, directly abutting the twelve-lane highway that is Interstate 270.

We strongly support removal of the I-270 P3 toll-lane project from the update to Vision 2045, the TPB's Long Range Transportation Plan. This plan will not only have a substantive negative impact on our community, but also won't solve the problem of traffic congestion. It is a half-baked attempt to solve a problem for which there are many more thoughtful and thorough solutions than just adding lanes to encourage the continued use of single occupancy vehicles for getting around the region. It's high time for all of us to stop relying on asphalt and concrete as a solution to our region's traffic congestion and to seriously address ways to bring our region into compliance with federal air quality health standards.

As the then Chair of the Metropolitan Washington Air Quality Committee, Brandon Todd, noted in his introduction to the October, 2020 report, *Improving The Region's Air*: "air quality monitors show that people in the region continue to breathe unhealthy air on too many days. There is still more work to be done to reduce pollutant levels to achieve the region's shared goal of no unhealthy air days and protect the public's health. Each of us can help. Individuals can keep driving to a minimum, use transit, telework, walk, bike, or carpool...."

We note that Governor Hogan has abandoned plans to widen the Beltway east of its intersection with I-270. We applaud this decision. However, this action is not enough.

The failure to complete an Environmental Impact Statement with respect to the I-270 P3 toll-lane project is unacceptable. Furthermore, a 50-year contract severely limits Maryland taxpayers' ability to act nimbly to find new solutions to traffic and environmental degradation problems in a period of time that a recent United Nations scientific report has called crucial to preventing the worst consequences of climate change. Focusing only on the possibility of giving some commuters (only those who can afford to use a toll-lane) a faster drive to work appears tone-deaf and shortsighted. This is particularly true now when, due to the Pandemic, many have discovered the benefits of teleworking and will strive to continue to do so, once the worst of the Pandemic is behind us.

We have looked at what other states have done to combat traffic congestion, and fail to understand why Maryland and the region cannot be more progressive in its thinking. Locking into a very long-term contract and failing to focus on transportation methods that promote equity and environmental responsibility will not help make the region attractive to businesses. No one will want to move to a region that fails to respect its more economically vulnerable



citizens and fails to protect our fragile environment.

We strongly believe that the Planning Board needs to consider a comprehensive approach that makes other modes of transportation more accessible, affordable, reliable and viable alternatives to the private vehicle and that encourages the creation of employment centers and opportunities, along with affordable housing options, along the I-270 corridor at major transit hubs and telework options to reduce the need for numerous residents to drive to and from work.

We thank you for your consideration and urge you to do right by our residents and all regional residents by removing this project from the Long Range Transportation Plan.

## **PUBLIC COMMENTS RECEIVED**

Dear Mr.Allen,

I am writing today to request that the Metropolitan Washington Council of Governments (MWCOG) remove the 1-270 P3 toll lane project from the long range plan.

My husband and I have lived in Woodley Gardens in Rockville for over 45 years and are deeply committed to supporting the best interests of our local community, the City of Rockville, the State of Maryland, and the Metropolitan area as a whole.

We are therefore extremely concerned about the proposed I-270 toll lane project. If executed it would be detrimental to the environment, the life of the local community, the economy of the City of Rockville and a burden on taxpayers across the State of Maryland.

We strongly urge that the 1-270 P3 toll lane project be removed from the long range transportation plan.

Respectfully,

Judith R. Covich

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Mr. Allen,

I am writing to ask you not to include the proposed I-270 expansion in the TPB's long-range transportation plan. If the expansion went forward it would be a boondoggle for Maryland taxpayers and it would go against the state's established climate and emissions goals. Also it would not even accomplish it's stated purpose of easing traffic congestion - it would make congestion in the project area much worse.

Is that worth spending tens of millions of dollars and destroying chunks of neighborhoods and public spaces in Montgomery County? This plan is all downside, unless you're the developer who gets the contract.

Regards,  
Hannah Wald  
Rockville, MD 20850

Dear Mr. Allen,

I urge you to remove the I-270 P3 toll-lane project from the project plan. This project is bad for our community, for Rockville, and is bad for the taxpayers. This project will disrupt the lives of many who live in Rockville and the surrounding communities.

Respectfully,  
Brenda Mara

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In considering the long-range transportation plan, please consider citizen opposition to the poorly planned and ever-changing I-270 toll lane plan. Each time a portion of the plan is shown to be environmentally unsound, fiscally regressive, and promoting financial benefit of large companies at the cost of resident taxes, the plan changes. Even this current, more limited plan has these faults and is a disaster we would be visiting on our children. I grew up in Montgomery County--I remember our first, slow lap around the just-completed Beltway. Don't permit this plan to damage a thriving, changing, Montgomery County. Where and how we work is changing--the I270 tech corridor, a reverse commute from that to DC, continues to grow. Traffic south has diminished over the past year. The future of commuting is unknown.

Don't promote global warming and pollution by a misguided focus on profiting from automobile traffic.

We deserve better--put the people who live here above the interests of outside large firms looking for easy profit.

Sincerely yours,

Judith Falloon and Lee Helman  
Bethesda MD 20817

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**Please to remove** the I-270 P3 toll-lane project from the plan. It's bad for our community, for Rockville, and for Maryland taxpayers!

Rochelle Wilder

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As a 72 yo decades long resident of Rockville, I adamantly urge the TPB to **remove** the I-270 P3 toll-lane project from the plan. This project is bad for affected community, for Rockville, and for Maryland taxpayers, particularly all who use I-270. Traffic will be worse during and after construction, on and off the highway. This will be exacerbated by new interchange

ramps and alternative configurations of existing ramps, ramp metering, variable speed limits, and lane adjustments.

I am appalled to learn that there will be no interconnections between managed and free lanes; I-270 would become a “highway within a highway.” This highway design will not allow drivers in the general lanes to transition directly to the toll lanes and vice-versa. To move between toll lanes and general purpose lanes, it will be necessary to exit the highway, meander through local streets, and then re-enter at an access point to the desired lane. Access to the toll lanes has been designed with the specific intent of making it as hard as possible to switch between tolled and untolled lanes. To maximize the operator’s revenue and make the project feasible, it is necessary to force anyone who wants to use the toll lanes for any part of the journey to use them for their entire journey on that highway.

The plan to convert Gude Drive and Wootton Parkway (both of which I use extensively) to toll lane access roads will considerably increase traffic, noise, and pollution and will impact surrounding neighborhoods as well as those of us who use those roads regularly to cross I-270 (so not just to get on it).

Again, I adamantly urge you to delete the I-270 P3 toll-lane project from the plan.

Well wishes and take care,  
Marianne Follingstad  
Rockville, MD 20851

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I am writing you to please REMOVE THE I-270 P3 lanes from the agenda. This whole project is detrimental to our Woodley Gardens neighborhood and to our community.

Please help us maintain the sense of community and unity in our area without tearing out homes and businesses to make way for this project.

Thank you for your consideration

Christy Koenig  
536 Anderson Ave, Rockville, MD 20850

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Dear Chair Charles Allen,  
Please remove the I-270 P3 toll-lane project from the long-range transportation plan. This project is terrible for Rockville and for the taxpayers/voters of Maryland. I’m following this

closely and am upset at a project that has zero benefit to my family but will certainly raise my taxes (as these projects always do) and will hugely damage the environment.

Thank you for your consideration,

Wayne Breslyn  
Rockville, MD 20851

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Dear Mr. Allen,

This email is to respectfully ask that the TPB remove the I-270 P3 project from its long range transportation plan. The current version of this proposal to widen 270 and add toll lanes has been rammed through despite objections from those citizens who are impacted. The process has been very flawed from the beginning, with an obvious contractor awardee from the start, who participated in the process and who hired staff from the governor's office. There was no serious discussion of any alternatives other than adding toll lanes.

In addition, there is extensive evidence from other projects in other states (as well as from adding lanes to 270 itself in the past) that adding lanes relatively quickly simply leads to more traffic and congestion again, since the underlying issues of controlling growth or of providing other methods of transportation than cars are not addressed. I would also point out that in any for profit toll lane scheme, the only successful business plan is to keep people using the toll lanes. If the plan really relieves congestion in the free lanes, then people have no incentive to pay the tolls.. So, to be successful financially, the free lanes MUST remain congested. So, it's not a public solution.

Finally, I would point out that with COVID-19 there has been a huge increase in telecommuting and a decrease in traffic on commuter roads. There is every indication that the government and business world has found that in many, if not most, cases teleworking is very successful. It also saves money by not having to rent office space. So many commentators are suggesting widespread telecommuting may persist after the pandemic. Given this unexpected factor in reducing traffic on 270, it seems like the wrong time to commit many years and many millions of dollars to widening the road, based on pre-pandemic data. It might be wiser to wait and see if there is still a problem that needs solving at that level before locking into that solution.

I hope the TPB can see their way to removing the I-270 P3 project from the long range transportation plan, given its many flaws, and that it may also become an obsolete solution given current events.

James M. Ostell  
Rockville, MD



Dear Mr Allen,

I am writing to you to stop all progress on P-3, the widening of 270 and 495. Not only are they bad for the environment, they are outdated and bad for Rockville and Maryland as a whole.

The whole process has been flawed and left in the hands of A committee of three two of whom stand to profit from the transaction.

Please remove P- from your agenda and allocate the money to a more worthy and ethical cause.

Thank you,  
Deborah S Bienstock

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Dear Transportation Planning Board Chairman Charles Allen:

I am writing to urge you to remove the I 270 P3 toll lanes from the long range transportation plan and adopt less damaging and costly alternatives to improve traffic flow. The P3 addition of these toll lanes will severely increase the logjam of traffic for all except those who are able and willing to pay exorbitant fees. I am a resident of Rose Hill Falls in Rockville, Maryland. Projections reveal severe increases in traffic flow throughout mine and surrounding communities. While the full extent of the environmental damage has yet to be revealed, plans also show widening will directly remove natural berms and stream flow bordering our community and the Watts Branch stream system.

The history of P3 agreements is dismal, as demonstrated by the difficulty of completing the Purple Line. There is recent evidence that Transurban used unrealistically low estimates of transportation costs to secure the winning bid. These will be passed along to taxpayers should the project fail.

I would urge you to consider less costly and destructive traffic management plans, such as lane reversals during peak rush traffic times and making the most of the current footprint for widening lanes. The true bottleneck develops north of the I370 intersection. This plan does nothing to address this. It only increases the inequity of transportation costs by worsening conditions for those who cannot pay.

Please give this request serious consideration.

Carol Starr  
Rockville, MD 20850



Dear Chairman Allen and TPB Board,

**Please pull the P3 for adding toll lanes to I-270 OUT of Vision 2045.** I ask this for many reasons, and will list just a few here:

**1. It is a very inequitable plan and will CREATE congestion in the general lanes.**

- a. It makes the bottleneck on northbound I-270 worse, as it would have 7 lanes feeding into two.
- b. It creates a new bottleneck where the new toll lanes would feed into the unchanged I-495 lanes.
- c. It makes the lanes which remain “free” much more congested than they are now because:
- d. It removes the HOV lanes, which are only HOV 15 hours a week (ex. Northbound HOV lane is only HOV 3:30-6:30 M-F. The rest of the time they function as general purpose lanes.) So in effect, 91% of the time, there will be one less general lane.
- e. More congestion leads to more accidents which lead to more congestion.....
- f. Only very wealthy commuters will be able to use the toll lanes regularly, as rush hour tolls will be well over \$2/mile!
- g. Trucks will use the general lanes, as research shows they avoid tolls. This makes the general lanes less safe!
- h. Additional accidents due to trucks will FURTHER congest the general lanes.
- i. Carpooling will be reduced, adding to congestion. The HOT lanes will get less HOV users than our current HOV lanes:
  - It is more difficult to find 2 extra riders for HOV-3 than 1 extra rider for HOV-2
  - Access to the HOT lanes will be limited, adding further commuting time just to get on them.
  - Currently drivers can get into the HOV lane as soon as they get on, wherever they get on. That will end.

**2. It is bad for the environment and bad for our health.**

- a. It promotes use of Greenhouse gas emitting autos rather than mass transit, teleworking, biking.
- b. The health of thousands of people living, working, being educated and playing sports near I-270 will be endangered.
- c. It will create serious stormwater runoff problems - both environmental and financial.
- d. It will destroy well-established green buffers, which add beauty, help clean the air and reduce noise.

**3. It is truly disastrous for the City of Rockville.**

- a. Traffic will be increased through Rockville city streets as people make their way to and from the new toll road entrances.
- b. The city will bear huge expenses for mitigating increased traffic and new traffic patterns
- c. The city will bear huge expense upgrading the stormwater management system to handle more runoff.
- d. The local streams our children play in will be more polluted from construction runoff and stormwater runoff.

- e. The 5+ years of construction will make getting from the side west of 270 to the side east of it slow and hazardous.
- f. The 5+ years of construction will add noise, silica dust and other health and sleep-jeopardizing pollution to Rockville, Gaithersburg, Bethesda and Potomac citizens living near I-270.
- g. The County Court system and businesses in downtown Rockville and Rockville Pike will be disrupted, as people will have difficulty getting to them during the 5+ years of construction.
- h. Many residences will lose parts of their backyards, according to MDOT's maps. In some cases this would make their backyards unusable and homes unlivable. And the Limits of Disturbance shown by MDOT may be underestimated.

**4. It will open the door for Transurban, the lead P3 company MDOT selected, to create new bottlenecks, and then convince MDOT to sign more contracts to relieve the bottlenecks by widening I-495 as they originally planned. They have done this in Virginia and Australia. This is their business model. They are patient. Letting them build the toll road on I-270 is like letting the proverbial camel's nose under the tent.**

**5. Building with a P3 is more expensive in the long run.** Not only would toll revenue which could be going to the state of Maryland, go to private investors, but for 50 years Transurban would have control over local decisions for I-270 and roads near it, due to non-compete clauses buried in the voluminous contracts. They would prevent helpful changes

**6. Putting this "highway within a highway" down the middle of I-270 is opposed by nearly all the local elected officials in Montgomery and Prince Georges Counties,** from the Mayor and City Council of Rockville to the Montgomery County Executive, to the President and entire Montgomery County Council, to the Mayor of College Park and many other mayors in Prince Georges County, to the entire District 17 state delegation (Rockville and Gaithersburg) and many other state legislators, and on and on. There is much opposition in Frederick County now, too, as people are becoming aware of the projected cost of the tollroad and the increased congestion in the free lanes.

**6. It is the opposite of what we should do to tackle Climate Change.**

**7. Montgomery County has much more equitable solutions for traffic relief on I-270, which are also less destructive, less expensive and more climate-friendly.** Relieving the bottleneck in the northbound lanes by widening I-270 north of I-370 would alleviate evening rush hour congestion. Adding reversible lanes would help with rush hour congestion - if it ever reappears. (Teleworking has been so effective and popular, this may never be needed.) Some other traffic relief measures are incentivizing the continuation of teleworking (if needed) and providing more mass transit options, such as more MARC train service, dedicated bus lanes, and more.

**8. If the American Legion Bridge is to be widened, it should include enough space and support for rail.** Our long-term regional plan should connect the entire metropolitan region



with efficient, environmentally friendly rail. **And Maryland should finance it traditionally, with help from the federal government. If there are to be tolls, they should be controlled and reaped by the taxpayers.**

**THANK YOU** very much for reading all these reasons for removing the line about widening I-270 south of I-370 from the Vision 2045 plan.

**And please replace it with fixing the northern portion of I-270, and adding more transit options, including rail over the American Legion Bridge.**

Very Sincerely,  
Sally Stolz  
Co-Coordinator of [DontWiden270.org](http://DontWiden270.org) (please visit our website for much more information and links to resources.)  
Rockville, MD 20850

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Dear Mr. Allen,

I urge you and the rest of the TPB to remove the I-270 P3 toll land project from the long-range transportation plan for metropolitan Washington. This ill-conceived plan overcommits the state to a plan that sends our tax dollars not only out of state, but out of the country.

Invest in transit opportunities that will reinvest our dollars in our communities. Plan for ways to facilitate alternative transportation alternatives and encourage businesses to locate around the area, not just in our overcrowded DC streets.

Very truly yours, Clare Callaghan  
Rockville, MD.

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Dear TPB Chair Charles Allen,

We are writing to urge you to remove the I-270 P3 toll lane project from your transportation plan. We have lived near 270 in Rockville for over 30 years. Widening 270 would be a fiasco. Widening the highway would destroy trees and green spaces forever and would create more greenhouse gas emissions at a time when Maryland and the federal government are committed to reducing greenhouse gas emissions. It is absolutely the wrong strategy for the future of transportation in Maryland. It is imperative that we focus on making public transit, including Metro, MARC and buses, meet commuter needs more effectively.

Widening 270 would create an unnecessary financial burden for Maryland taxpayers. The idea that P3s do not cost the public any money is absolutely untrue. For example, the Washington Suburban Sanitary Commission estimates that moving the water and sewer



pipes would cost up to \$2 billion. P3s are incredibly risky. In Maryland we know what happened to the Purple Line and do not need to repeat that. I do not know anyone who would be willing to pay exorbitant, ever-rising tolls which means that the P3 would definitely pull out.

Widening 270 would be a major mistake. There is strong public opposition to this project for many valid reasons. It is time to stop this disastrous plan.

Sincerely,

Rebecca and Mitchell Batt  
Rockville, MD 20850

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Dear Mr. Charles Allen,

Our family has been long time residents of Montgomery County, MD. My husband has grown up here and has lived in Montgomery County for over 50 years. As we contemplate where we see ourselves in our retirement years to come, we are taking into consideration I-270 and the possibility of making that a toll lane project. This is bad for our community and it is bad for the MD Taxpayer who commutes to work on a weekly basis not to mention bad for the traffic and congestion a toll lane will create.

We urge you to say NO to yet another way of taxing Montgomery County residents. Enough is enough!

Regards,  
Lynette Jacobxs

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Mr. Allen,

I'm writing to urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan. Full disclosure, I do not live in Rockville but my church on Nelson St. borders I-270. (I am not speaking on behalf of the church.). I feel the project will be bad for Rockville and for Maryland taxpayers and that it will not achieve the claimed traffic congestion reduction.

Robert Bailey  
Brookeville, MD

Charles,

I am writing to urge the Transportation Planning Board to remove the I-270 P3 toll-lane project from the plan. As a former resident of Rockville--right by 270 in Regent Square, I can guarantee you it will disrupt that community and nearby neighborhoods that are model communities. To me, that whole area of the City of Rockville is one of the remaining neighborhoods where there is a real sense of community, where people know each other and where services are well integrated in terms of social life and safety.

Additionally, I am sure when the project fails as it did so miserably in Virginia, Maryland taxpayers are going to be saddled with heavy tax burdens. Small businesses are already leaving for Virginia and other areas because taxes are so high. Are you willing to create even more financial burden on the people of Maryland?

The impact on the environment in terms of noise and air pollution makes no sense. Let's spend the time, effort and money on finding ways to make the area a model of environmental care and intelligent traffic control as we move forward.

Thank you,

Christine Malich

6701 Democracy Blvd #150A  
North Bethesda, MD 20817

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Dear Chair Allen:

The Metropolitan Washington Transportation Planning Board (TPB) is about to vote on its long-range transportation plan. **I urge you to remove the I-270 P3 toll-lane project from the TPB's long-range transportation plan.** Now that I-495 is off the table, there is still nothing transformative in this plan and transit is still nonexistent.

This P3 is not fiscally, environmentally, or socially responsible. It fails to make transit a high priority and to consider other roadway improvements, such as reversible lanes. The project is a setback to the Council of Government's (COG's) environmental efforts and the 2030 Climate Resiliency Goals. It is also contrary to COG's efforts to lead the way in racial and social justice. The tolls will be unaffordable for the vast majority of drivers, and state taxpayers are likely to be required to subsidize the private contractor for construction funding shortfalls and operational deficits.

This P3 is a fifty-year financial commitment which offers no benefit to anyone except a private entity whose sole responsibility is to their shareholders. I ask you to remove this project from those listed under the Maryland Major Highways in the Visualize 2045 plan.

Thank you.  
Linda Rosendorf

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Dear Mr. Allen:

We are writing to urge you to remove the I-270 P3 toll-lane project from the long range transportation plan the TPB will be voting on. We currently live very close to the west sound wall of 270 and our entire community would be greatly negatively impacted by the project. We believe it is a bad plan for many communities, for Rockville and for Maryland taxpayers. It is one thing if it seemed like a worthwhile and useful plan but it does not seem that it will accomplish the goal of improving traffic overall.

Please do what is best for the people of Rockville and the Maryland taxpayers and remove this project from the transportation plan.

Sincerely,  
Drs. Tom and Miki Darling

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Chairman Allen:

I urge you and the Transportation Planning Board to **remove** the I-270 P3 toll-lane project from the plan. This project adversely affects multiple communities, including my own with pollution, increased traffic, and loss of critical businesses. More toll lanes will not solve the transportation problem.

Re-evaluation of the need is warranted. After more than a year of many businesses working remotely, commuter volumes will be reduced as businesses reduce their real estate footprint and liberalize remote work to retain employees seeking to save time and expense of commuting.

Thank you.

Anne Trontell, MD, MPH

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We need to find transportation solutions which are responsive to global climate change and the increase in telecommuting started by the pandemic. Building more highway lanes is the wrong answer.

Zachary Levine  
Rockville, MD

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I understand that the Metropolitan Washington Transportation Planning Board (TPB) is about to vote on its long-range transportation plan. I urge you to remove the I-270 P3 toll-lane project from the long-range transportation plan, as the project will negatively impact my community, Rockville, and Maryland taxpayers and will do little to alleviate traffic. In addition, after seeing the tolls for a similar project in Northern Virginia, it is clear that the people to benefit will be only those wealthy enough to pay high tolls. Please go back and find solutions that work for everyone.

Virginia Hulme  
Rockville, MD

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Dear Mr. Allen,

I urge you to remove the I-270 P3 toll-lane project from the plan that the Transportation Planning Board will issue. This project will severely harm our Rockville neighborhood that borders I-270. The plan is environmentally unsound. It is a road for the rich, not for everyday residents of Rockville. The only sound path forward is improved public transportation. Further, for those who can work from home commuting should be penalized. If we do that no further widening is needed.

Thanks you,  
Noreen Bryan  
Vice President,  
West End Citizens Association  
Rockville, Maryland

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Dear Mr. Allen:

How does pouring more concrete for 495 and 270 fit in with zero carbon emissions? We have no time to lose in saving the climate. Tailpipes are now our region's number one source of carbon emissions. We need to organize ourselves so we need fewer private cars, not more.

Building more roads is tunnel vision when it comes to the big picture. Please consider.

Matt Wald  
Friendship Heights

Dear Chairman Charles Allen,

**With all my respect to you and our governing body,**

I am not supporting widening of 270

**Widening of I-270 will not reduce traffic congestion** even for short time do to construction, and will become a moving parking lot from the moment as major works began and we start driving as much as before COVID-19. It is easy to predict that new businesses and population will increased simultaneously.

Please take to consideration the **prevailing wind** witch is blowing from the North-West, from I-270 direct to the City of Rockville, it will bring more pollution and noise from vehicles and the road, and my community is a first frontier.

In addition to all, it will increase my bills and taxes (Due to all above: I will be against of this project even it lowers my taxes).

Creating tolled lanes will help only the richest ones and they, naturally, will care less about rest of us, they will get an easy pass.

**Public transportation** is the solution.

**It will reduce for all** traffic congestion, accidents, pollution, and stress.

I am against rework of 270.

I am for public transportation.

Regards,

Yefim Bargman

Rockville, MD 20850

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I-270 P3 toll lane is bad for you, our community, our nature, our people's hard-earned money and your tax-payd salary. It is bad for cities and communities around I-270 who are disturbed by current situation and it could continue with bad plan about I-270. So please, take in consideration our plea and act against. You can do it for all of us, we know that you are able to be on smart side and do not approve I-270 P3 toll lane project plan!

I understand there will be plans made for transportation in Rockville Maryland by 5/18/2021.

Any plan to widen Rte. 270 is destructive to Rockville and Maryland. Plans must be made for Mass transportation options traduce the flow of traffic in our congested area.

I have been resident of Rockville since 1971. My home backs up to Rte. 270. I have lived here for 42years. In the 1980's Rte 270 was widened quirk collector distributor lanes brining the highway closer to our neighborhood homes. The traffic came and now there are plans to widen Rte. 270 again.



This will never stop! We need tomato serious plans for mass transportation in Montgomery County to stop the ever increasing amount of ads on the road.

Please stop any plans to widen Rte 270!~

Thank you.

Carolyn Huard

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Dear Chair Charles Allen,

I am asking you to please remove the I-270 P3 toll-lane project from the long-range transportation project. This project is a poor plan that will be bad for the Rockville residents in terms of the impact it will have on their communities and is bad for the Maryland taxpayers who will have to pay for some of the expensive improvements that will need to be made for this project to be accomplished. It will cause traffic to get backlogged in the Rockville area and won't offer the relief it is supposed to be trying to remedy.

Sincerely,  
Diane Arcieri

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Dear Mr. Allen:

I am writing to urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan. The plan will not work to relieve traffic on I-270 for any appreciable length of time. Traffic will be a mess within another two or three years, if that, much like it has been after past expansions of the highway. This plan is bad for my neighborhood and surrounding communities/residences/businesses; it is bad for the city of Rockville; and it is bad for Maryland taxpayers. And it won't solve a thing.

Thank you.

Nancy Winchester  
Rockville MD 20850

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I am writing to continue objecting to the planned widening of 270 between the beltway and 370. This is the very last man standing in this years long effort to destroy neighborhoods and saddle MD taxpayers with 50 years of debt and tolls. Beltway residents successfully fended off this intrusion. I guess those of us who live along 270 don't have enough political clout to do the same. The traffic situation could look very different post pandemic. The only area that really needs widening is north of 370, where the lanes diminish yet growth has

exploded. I don't want more traffic in my neighborhood, more noise, and years of construction. I don't want to have to navigate a 14 lane highway...12 is bad enough. I don't want tax dollars going toward toll lanes only the wealthy can afford to use. I don't want another Purple Line fiasco. And I especially object to Trans Urban, which has a long history of imposing exorbitant fines on drivers. I don't know why Hogan is so hell-bent on this, but I suspect it has less to do with traffic than with ego. He will be long gone while we residents must live with it.

Donna Lenahan  
Rockville, MD 20850

**Please remove** the I-270 P3 toll-lane project from the long-range transportation plan. The project is bad for Rockville and for Maryland taxpayers.

--Susan

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Dear Mr. Allen,

I am writing to ask that the TPB remove the I-270 P3 toll-lane project from the plan. It would do more harm than good.

According to MDOT's own publications, the proposed HOT/Lexus lanes would be absolutely unaffordable for the vast majority of motorists. Average rush hour cost per mile is estimated (by MDOT) to be well over \$2. That means driving r/t from I-70 to the Beltway would cost over \$130!

These proposed lanes would be nothing more than a semi-private highway for the wealthy. Yet they would be built on a public right-of-way. They would only further the division in our already fractured society. The 'optics' of luxury sedans whipping past the commoners stuck in the general lanes are not good.

There are plenty of other reasons to scratch this project, most of which I'm sure you are familiar with. One is the monumental, world-class traffic jams that the construction would cause. Another is that, due to the COVID lockdown, a transition to more people working from home on a permanent basis is predicted, so traffic volume will be less.

Thank you for your consideration.  
Sherman Johnson

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Transportation Planning Board remove the I-270 P3 toll-lane project from the "I-270 Managed Lanes Plan."The actual plan has devolved to one that is ridiculously complex for motorists and worse, exceedingly expensive. It is utterly unacceptable that there will be no interconnections between managed and free lanes. This highway design will not allow



drivers in the general lanes to transition directly to the toll lanes and vice-versa. To move between toll lanes and general lanes, it will be necessary to exit the highway, meander through local streets, and then re-enter at an access point to the desired lane. Access to the toll lanes has been designed with the specific intent of making it as hard as possible to switch between tolled and un-tolled lanes. To maximize the operator's revenue and make the project feasible, it is necessary to force anyone who wants to use the toll lanes for any part of the journey to use them for their entire journey on that highway! This is totally crazy! As a RN – know that this will become a very serious safety issue!

Additionally the new access points that will be added to provide entrance to these toll lanes are going to cause tremendous changes in the traffic volume of local roads. This is just a huge unnecessary fiasco that will not solve any problems, hurt the communities and greatly impact state finances (that cannot bear the cost) and the environment.

The economic devastation from this is and will be long-lasting. Taxes in Montgomery County are very high and we are already absorbing two of Governor Hogan's folly's: The Purple line (taxpayers are projected to pay over \$800,000 to finish the Purple Line and unexpected costs could be billions) and the waste of \$9,464,389 million for useless Covid-19 tests that have never been used. ([Very few of Maryland's coronavirus tests from South Korea have been used so far. Here's why.](#)) Additionally, per the Baltimore Sun on May 4, 2021 "The governor has been criticized for his extensive investments, with some watchdog groups questioning whether he has conflicts of interest, particularly when making decisions about road construction near his company's projects. [At least two ethics complaints have been filed about the governor's business dealings](#), but the ethics commission has not made public any decisions about them." Governor Hogan seems to be planning to leave Marylanders destitute with poor decisions – this road debacle among them.

This combined with economic losses from the pandemic are already profound. We absolutely cannot take on any further tax burden at this time. This will also negatively impact new business moving to Montgomery County.

Let me conclude by stating that I trust that the TPB will consider these points carefully and act in the best interest of the citizens of Maryland to remove the I-270 P3 toll-lane project from the "I-270 Managed Lanes Plan."

Regards,  
P.J McDonald

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Dear Chairman Allen,

I am a resident of Rockville MD who will be severely impacted by the current plans to widen I-270. I have followed the project details closely, and do not support what is being proposed and decided. Additionally, important information and viable alternative proposals have been ignored throughout the process.

I feel that the project is being rammed through without appropriate review and consideration and ask you to help prevent it.

I urge you to please **remove** the I-270 P3 toll-lane project from the plan. The project is irreversibly bad environmentally, fiscally, and geographically for both Rockville and the entire area, as well as for all of Maryland taxpayers.

Sincerely,  
Martha Till

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The one question I could not get a straight answer on:

Why would the state of Maryland be investing on infrastructure that does not bring anything back into Maryland? All this project really does is make it easier for people to work out of state (either DC or VA). So does it not really hurt the economy of Maryland and the companies in Maryland when we providing better means for them to work elsewhere. Improving the Beltway makes sense, to allow transport between the counties of Montgomery, Prince Georges, Calvert. But I-270 changes just take jobs and revenue out of our state.

Also, if the plan moves forward, could we not find a U.S. based company to run the tolls. Does the Buy American federal mandates not apply here?

v/r,  
Albert Martinez  
albert\_martinez@verizon.net

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Mr. Allen,

I am writing today with the hope you may be willing to listen to the voices of yet another Montgomery County family who will be negatively impacted should you allow the I270 P3 project to proceed. Widening and taxing/tolling 270 would be a detriment to the area infrastructure, quality of life, and devastating for local businesses and families.

The proposed traffic relief would be minimal in comparison, if effective at all. Since this project was proposed, the world and the needs of the region have shifted dramatically and this project should not be considered worthwhile let alone crucial. The recent change in project scope shows how this, perhaps once an ambitious and forward-thinking project, is no longer a viable option for how to spend current and future tax dollars.

Please also keep the abysmal and embarrassing performance of P3 contract commitments in our neighboring Virginia in mind as you vote.

Thank you for taking the time to consider my appeal.

Sincerely,  
The Friend family

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To Whom It May Concern,  
**TPB Chair Charles Allen**

My name is Steven Pazan - proud father of two young girls, dedicated husband to a wife that grew up in Woodley Gardens, and supportive medical personnel to the Maryland Area.

We have lived in Woodley gardens for only two years and it was the best possible move for our family.

We have an established neighborhood crew of youngsters that enjoy our backyard gardens and wildlife areas, running, playing, and exploring.

This project is bad for your community, for Rockville, and for Maryland Taxpayers.

On several occasions there are awful smells of exhaust and pollution from the constant traffic on GUDE which our backyard backs up to especially during high traffic times. In addition the noise pollution at times is deafening with the earth berm and trees not being able to buffer the already dense traffic noise of air brakes from 18 wheelers, SUVs, and other vehicles.

I have consulted with the Rockville Forestry team to evaluate what we can do to improve the beautification, natural noise reduction techniques, and organic purification improvements of adding trees - but there is only so much that can be done.

If GUDE is opened up as a vein into 270 it will negatively impact our community with both noise, wildlife, and pollution concerns.

I invite you to come out and break bread with our family and neighborhood to experience how your decision will impact those who live in our neighborhood.

V/R  
Steven Pazan

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Dear Mr. Allen,

I write as a 42-year resident of Rockville to urge you to have the I-270 P3 Toll-lane Project removed from the long-range transportation plan.

I believe this action is urgently needed and that a program reset must take place. It cannot proceed in its current form – especially given the plan’s complete rewrite one week ago! – because of the many risks and dangers involved.

I will be happy to follow up with details to support my request.

Please, please consider how Rockville has been ignored in the whole MDOT-SHA process, and yet Rockville will bear the brunt of the negative impacts while receiving no benefits whatsoever.

Thank you for your consideration.

Respectfully,

Andrew Gallant  
664 Azalea Drive  
Rockville, MD 20850

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Hello Mr. Allen.

I'm writing to urge the Metropolitan Washington Transportation Planning Board to remove the I-270 P3 toll-lane project from its upcoming long-range transportation plan. The project will cause irrevocable harm to Rockville -- especially to neighborhoods bordering 270. It is a bad financial risk for Maryland taxpayers. And it makes absolutely no sense in terms of the environment or the long-range needs of Metropolitan Washington area commuters.

For thorough coverage of related issues, I refer you to <https://dontwiden270.org/>.

Thank you.

Lynn Marble  
Rockville MD 20850

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I am asking you to vote against the I270 P3 Toll Lane project because it will have so many negative impacts on neighboring communities and it will not help with congestion. There are two bottle necks that create the backups, the I270 spur onto I495 and north of Germantown where the number of lanes reduces to two in both directions. Toll lanes will not change the need to merge in those areas. I am horrified envisioning flyovers right in my backyard - a new interchange just to connect onto toll lanes. Toll lanes with inflated rates whose

proceeds go to a foreign company and not reimburse the Maryland tax payer. The design has been made to profit the builder, not MD drivers. There are limited access points between toll and non toll lanes and egress will necessitate more traffic onto local streets. Toll lanes will take years to build, with accompanying air/noise pollution AND congestion. Park lands, cemeteries and more green space will be lost forever. Finally, MDOT has not been transparent in detailing the flyovers and related reconstruction of the highway as related to Alternative 9.

Yes, we have traffic and congestion, but we have an opportunity to take a deep breath, pause and reexamine solutions. There is a sound argument to wait until we see what commuting changes will result from more telework in the DC area.

Thank you for your time and consideration.

Sincerely,  
Judith Cline  
Rockville, MD

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Dear Mr. Allen,

I still can't believe that there is a push to widen I-270. It's hard to believe that the elected and government officials are not listening to the people that elected them to their offices and pay their salaries.

The whole idea makes no sense, no matter how we look at it.

What makes this whole idea of widening I-270 even more absurd is that:

- 1) It will not solve traffic problems.
- 2) The problem we have on I-270 is a queueing problem - you can add 10 lanes to I-270 and it will not make a difference on the congestion, UNLESS we widen I-270 upstream (north of Germantown.) It's actually ludicrous that government Road Engineers are still entertaining this bad idea of widening of I-270 in Montgomery County, without widening I-270 upstream (in Frederick County.) Does anybody in their right mind really believe that current projects to widen I-270 will improve traffic in our area.
- 3) It's simply a bad idea, no matter how we look at it. There is pros for widening I-270. Please use our money to a better project/

4) We should strive to become a greener society. Building more roads for more cars, destroying green spaces, **is not the way to go**. Widening the roads only sends a bad message.

5) I can't think of a single positive benefit that the I-270 widening project will bring to our area. NOT ONE!!!

In summary, everything about this toll-lane project will have severe impacts on local communities. Traffic will be worse during and after construction, on and off the highway. This will be exacerbated by new interchange ramps and alternative configurations of existing ramps, ramp metering, variable speed limits, and lane adjustments.

We should strive to better a better tomorrow for our communities, not to mess today and the future with these horrible ideas.

Thank you very much  
Nitto Rotta

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**We are emailing you to urge the TPB to remove the I-270 P3 toll-lane project from the plan. As residents of Woodley Gardens, our home backs up to Gude drive. We strongly believe this project is bad for your community, for Rockville, and for Maryland taxpayers!**

I write to you about the P3 project and it's impact on my household and community. I was born and raised in the Woodley Gardens neighborhood of Rockville, and in 2019, my husband and I moved from Washington, DC to Woodley Gardens to raise our two daughters (Rose 4, Opal almost 2). We absolutely love the sense of community and vibrancy our neighborhood offers, exemplified by the parks and green foliage proliferating throughout the neighborhood. It is a critical variable that drew us to buy a home in this community and something our friends notice when visiting from across the DMV area.

Our particular home backs up to Gude Drive near the intersection with I 270. Currently, traffic noise and pollution are a daily and nightly factor in our life, something which is particularly challenging to manage with two small children. We have been aware of the intention to widen I 270 and add on-ramps for Gude Drive, but we cannot support this project due to the impact it will have on our community. Any expansion and addition of on ramps will greatly increase the noise pollution in our neighborhood which has become a prime draw for young families. There is NO chance this will continue if disruptive traffic patterns and noise pollution increases.

We have particular concerns regarding the new Gude Dr interchange and it's potential visual and audio changes for Woodley Gardens, specifically, my home located so near the

intersection of Gude and I 270. The new addition of ramps and a larger bridge all create impermeable surfaces which will result in more waterflow and pollution directly into Watts Branch and adjacent streams. These are streams and wooded areas in which our children play. Additionally, the Senior Center will lose a portion of its acreage, a loss to the community that utilizes the green space, garden plots and playground equipment throughout the seasons. These are public spaces in which our children play and thrive. These are also some of the defining features of our neighborhood which could be negatively impacted or lost.

Please slow this project down in order to consider all viable options and potential impacts the COVID 19 pandemic will have on traffic patterns, commuting and telework, mass transit optimization, and long term economic ramifications.

I appreciate your time and consideration.

Sincerely,

Kristen Konopka Pazan

Rockville, MD

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Dear Mr Allen,

We are writing to strongly urge you to take action to stop the construction of toll lanes on I-270 as part of the long range transportation plan. This project will disrupt neighborhoods and increase traffic within the city of Rockville for years to come, will cause as yet unquantified environmental damage, and is a dangerous and unneeded financial risk for Maryland taxpayers.

The state of Maryland cannot afford another P3 debacle like the Purple Line. The Toll Lanes P3 project has been a shape-shifting nightmare from the beginning and at this point with unpredictable traffic projections for the future, it is a terrible idea to proceed with this remnant for I-270. Please remove the toll lanes from the long range transportation plan and focus your efforts on more comprehensive and responsible solutions to regional traffic.

Rockville MD

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Dear Chair Charles Allen,

I am writing to ask that the TPB remove I-270 P3 from the regional plan. This is clearly a play for more money and not a benefit to the residents who use this road every day. It will cause tremendously more traffic in our area and is not a good use of public funds. This is bad for the West End, bad for Rockville and BAD for Maryland taxpayers.

Sincerely,  
Jennifer Strohm  
Rockville, MD 20850

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Good afternoon Chair Charles Allen,

We pray you and your loved ones continue to stay healthy.

As a longtime resident (28+ years) of Montgomery County (Rockville, MD), I respectfully request that you "remove" I-270 P3 Toll Lane from the Project Plan.

The project is bad for our community, for Rockville, and for Maryland taxpayers!

Be Well,

*With gratitude and appreciation,*  
Azita S. Moghaddam

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I am writing to you to tell you that I believe that the I270 P-3 toll lane project is terrible for the residents of Rockville and MD tax payers. I have lived in this county for over 52 years and I believe that the I-270 P3 should be taken out for the regional plan. This plan is made for the wealthy that can afford to use the toll lanes. Traffic is already a nightmare on I270 we don't need things to get worse.

Julie Maggio

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Dear Chairman Allen,

I am a Rockville resident whose neighborhood sits up against I-270. I urge the Metropolitan Washington Transportation Planning Board (TPB) to remove the I-270 P3 toll-lane project from the plan.

We know from highway expansion projects around the nation, as well as the last time I-270 was expanded, that adding lanes attracts MORE traffic instead of reducing congestion over the long-term.

The project won't actually solve the congestion problems, commits the state to years of more highway building instead of creating transportation alternatives, and puts Maryland



taxpayers at risk because we'll all be on the hook if the project finances don't work out. Thank you, and please let me know what action you plan to take,

Peter Altman  
Rockville, MD 20850

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Dear Chair Charles Allen,

Please support the no in build option for the Managed Lanes Project. First to meet our goal of greatly reducing greenhouse gas emissions we must prioritize expanding transit. Governor Hogan has consistently defunded transit (Red Line Light Rail in Baltimore, Corridor Cities Transitway in Montgomery County), favoring highway expansion. Highway expansion increases vehicle traffic, exacerbating climate change that is already prevalent in Maryland. The plan for the toll lanes which will end at Route 370 will buckle traffic before and after the additional lanes merge into 2 lanes. Along with the congestion, accidents will to happen when drivers are forced to change lanes as traffic merges. As a Montgomery County resident, I am concerned about the increased pollution and the long-term construction on the interstates.

Sincerely,  
Gail Landy  
Gaithersburg, MD 20877

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Dear Chair Charles Allen,

I urge you and the Metropolitan Washington Transportation Planning Board to remove the I-270 P3 proposal from the long-range transportation plan because it is bad for my community, for Rockville, and for Maryland taxpayers statewide. With variable tolls designed and incentivized to skyrocket so as to keep transit times speedy, it only service the wealthy. With no plans for infrastructure off of 270 and limited on/off access points, it deepens transportation problems within communities, forcing traffic to drive through neighborhoods if they have exits that do not match the far-between ones created for the toll road. This just transfers traffic problems to constituents at EVERY point. Without complete EPA studies and water-management plans, this promises to be a disaster in an era when we KNOW we must pay more attention to environmental impacts of highways and annual increased rainfall in the region is not going to be soaked up by increases in pavement and the short-sightedness of poor transit design.

Also it is NOT a plan that has been thoroughly compared to other options like mass transit... from the impacts of the future Purple Line, to the expected change in commuting needs post COVID pandemic, to even simpler solutions like vastly increasing MARC train service... why risk billions and Marylanders quality of living over a half-baked proposal relying on the

outdated notion that "more roads solve everything;" because the literature is out there... the examples are out there... more roads just equals more cars and the SAME problem resurfacing as soon as construction completes. And if ANYBODY wants to argue "this time will be different" then they had better have good reason, including, waiting to see what the Purple line does and what post Pandemic changes lead to. Basically even a "wait and see" approach is more sensible the expediting this highway fever dream.

Clearly, this P3 is a huge unnecessary fiasco that will hurt our communities, state finances, and the environment. It will not reduce regional traffic congestion. As pointed out in a [letter from Rockville's Mayor and Council to Comptroller Franchot](#), "the traffic impacts caused by construction and congestion will be monumental."

Please serve the state by not supporting this P3 proposal.

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Dear Chairmen Allen,

I am writing to you as a Rockville resident concerned with the planned I-270 toll-lane project. In particular, I am concerned about the ill-conceived nature of this project, which appears to be driven by financial concerns much more than by traffic concerns. Reversible lanes are preferable to toll lanes. Please stop the toll-lane project.

Sincerely,  
Felix

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Dear Mr. Allen,

I am writing to you as a long-time Montgomery County resident to ask you to remove the I-270 P3 toll lane project from the MTB's long-range plan.

As I am sure you are aware, this project will have severe and disruptive impacts to traffic in many communities, and the toll lane fees might be as high as \$40 for a mere 7 miles. (To the 370 interchange). This is not a sustainable fee, let alone a fair price. The project is bound to be a financial disaster.

The State of Maryland has also not completed its environmental impact statements as required by law, and MDOT seems to be cutting corners in order to get the project "through."

As I am sure you also know, this project has a lot of opposition, from Montgomery County, from the parks and planning commission, and from residents, even those who now experience the traffic that this project is supposed to alleviate.



So please remove it from the long-range plan.

Thank you.

Nancy Wagner  
Rockville, MD

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Dear Chairman Allen-

I urge the Metropolitan Washington Transportation Planning Board to remove the ill-conceived and fatally flawed I-270 P3 toll-lane project from its long-range transportation plan. The project is bad for Montgomery County and puts all Maryland taxpayers at high risk! There are many reasons why the P3 toll-lane project should not go forward:

- As [DontWiden270](#) explains in a [detailed article](#), "Everything about this toll-lane project will have severe impacts on local communities. Traffic will be worse during and after construction, on and off the highway. This will be exacerbated by new interchange ramps and alternative configurations of existing ramps, ramp metering, variable speed limits, and lane adjustments."
- **The proposed tolls will be too high for average drivers on a daily basis.** According to [details from Maryland Transportation Authority](#), the minimum 2021 toll rate for a passenger vehicle with an E-Z Pass on the I-270 portion will be 20 cents/mile and the maximum \$3.76/mile. That means the toll from the bridge to I-370 could be almost \$40 at peak times! Actual toll rates likely will be higher by the time the road is actually operating in five years or so.
- **The project did not adequately consider mass transit from the beginning**, and does not take the "new normal" of increased telework post-pandemic into consideration.
- **The project will not help those who live north of I-370 and may actually make their commute worse.** The project does not address the need for more commuter friendly transportation from Frederick and northern suburbs into DC -- and according to MDOT's new plans and recent statements from Comptroller Peter Franchot, never will. Mr. Franchot recently said that only "Phase 1" of the project -- as MDOT also just announced -- from the American Legion Bridge to I-370 and the beltway to Old Georgetown Road is "on the table" for the foreseeable future. The project will create new lane drops on I-270 and on the beltway at Old Georgetown Road, which will just back up traffic, worsening commutes beyond that! It's not clear if or when toll lanes will be built farther north.
- **Rockville Mayor Bridget Newton and the Rockville City Council have cited the harm that expanding I-270 would impose on Rockville residents**, saying that the project "ignores social justice concerns".



Comptroller Franchot [recently said](#) the I-495/I-270 toll-lane project is basically just an “experiment” to “see how it goes” and see if there’s “any real uproar over the tolls.” ([read more here](#)). I don’t want the Maryland Department of Transportation or the Transportation Planning Board “experimenting” with my tax dollars, our communities, and our environment! Therefore, this project needs to go back to the drawing board, and should not be considered further as proposed.

Thank you for considering this input.

Olivia Bartlett, Bethesda, MD  
Co-Lead, DoTheMostGood Maryland Team

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I am writing because I think it is in the best interest of Montgomery Co and Maryland for the 1-270 P3 toll-lane project to be removed from the log-range plan. Widening roads does not open up traffic flow for a very long period of time. We can’t keep widening our roads. We don’t have the space. Construction often takes much longer than originally anticipated. Traffic is much more congested during the construction. Just look at 1-66. I-270 has been widened previously and it only resolved the problem for a few years.

Anne Stevens  
Silver Spring, MD

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To: Charles Allen, Chair  
Metropolitan Washington Transportation Planning Board (TPB)

I urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan.

This toll-lane project will have severe impacts on local communities throughout Montgomery County. Traffic will be worse during and after construction, on and off the highway due to the planned widening, the new interchange ramps and alternative configurations of existing ramps, ramp metering, variable speed limits, and lane adjustments.

It's also concerning that there is no planned transition between free and toll lanes. This project is bad for Montgomery County residents, bad for the environment, and will do nothing to improve traffic flow. Finally, all Maryland taxpayers will end up paying the bill!

Lea Chartock  
Takoma Park, Maryland

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Dear Chair Charles Allen.

I am writing as a resident in North Potomac to ask you to please urge the TPB to remove the 1-270 P3 toll-lane from the Transportation plan. In my opinion it is unnecessary and will only serve to negatively impact neighboring communities ties. The construction alone will be enough to make us crazy. Traffic will be worse during and after construction, on and off the highway. My understanding is that MDOT has already expressed preference for alternate plans.

Take it off the table!

Thank you,

Jane Stelboum  
North Potomac

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Dear TPB Chair Charles Allen,

Both as a Rockville resident and as a Rockville Councilmember, I ask that the Transportation Planning Board remove the I-270 P3 toll lane project from the long-range transportation plan for your vote on Wednesday (tomorrow). There would be many adverse impacts on Rockville for an expensive non-solution to traffic woes. This project has foundered on its internal contradictions, has seen a lack of transparency, uses questionable assumptions and projections, promotes highway use at the expense of transit and telecommuting, and does not take into account the long-term impacts of the pandemic, which as of this writing, are not totally known. However, it is likely that there will be a greater number of people working some of their days from home. The one positive outcome from the pandemic is that the world has demonstrated that it is not always necessary to commute.

Instead of building ever more roads, the region should encourage and incent more teleworking from home, for say 3 or more days out of every 2 weeks, for the many people who can work that way.

Yours,

Mark Pierzchala  
Rockville Councilmember

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Thank you for your time and attention.

I am contacting you in regard to the I-270 highway expansion project, which I would ask that you please remove from your long-term transportation plan.

This proposal to widen sections of I-270 embodies a fundamentally outdated and misguided approach to infrastructure investment. This unnecessary highway expansion will leave behind harmful public health and environmental repercussions long into the future.

After a recent modification by MDOT, the project's main focus now only includes replacing and expanding the American Legion Bridge as well as adding multiple toll lanes to the lower part of I-270. This dramatic downsizing of the project is a huge victory for local residents' quality of life, now and in the future, but it's time to completely scrap the entire expansion project.

Fixing aging bridges makes sense, but not as an excuse for expanding them. Given that MDOT has already determined adding lanes to the majority of the highways outlined in this project is no longer worth studying, why add any more lanes at all?

Maryland needs to take a fresh approach to transportation spending. The COVID-19 pandemic has provided us with an opportunity to rethink the way we get around. At the same time, new political winds in Washington are setting a fresh course with major changes to our country's historically car-centric transportation system, as the federal government has stepped in twice over the past several months to put the brakes on major highway expansions in Houston, TX and Milwaukee, WI.

Highways have caused lasting damage to communities in Maryland. Reducing this project's scope won't solve the larger problem. We don't need more highway lanes. We need more electrified public transit, biking and walking.

Thank you again for your time and consideration.

Cheers,

John Stout

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Chair Allen-

I am writing to you to indicate my opposition and Jennifer's opposition to the addition of toll lanes to I-270 and ask that I-270 P3 be taken out of the regional plan.

At present, I think there are sufficient lanes on Lower I-270 and there is insufficient need to widen or dedicate lanes to toll lanes which will merely worsen the immediate traffic on Lower I-270 or require widening which will adversely impact the residents in my neighbor of Woodley Gardens in Rockville Maryland.

For years, we have looked at I-270 and noticed that is a constant stream of traffic on upper I-270 backs up all the way to lower on I-270. Lower I-270 just becomes a staging area like a funnel. In our opinion, adding toll lanes will just increase the cost to the Rockville area residents, reduce our present local capacity, negatively impact our neighborhoods, and not improve our traffic on Lower on I-270 while not addressing the systemic problem of Upper I-270.

Until the remedy the bottleneck on Upper I-270, putting paid toll lanes on Lower I-270 will be a complication and additional cost to the Rockville residents using Lower I-270 and may offload traffic to secondary streets which are already at capacity. If commuting drivers to and from Frederick and Hagerstown area need additional capacity, having toll lanes to Lower 70 does not fix that systemic problem and only becomes a revenue stream without significant improvement to the underlying traffic problems.

Thank you for your consideration,

Joseph L. Dixon and Jennifer H. Dixon  
Rockville, MD 20850

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Hello Mr. Allen,

Thank you for taking the time to read my email. My name is Rachael Hamm Plett and I am a resident of Woodley Gardens in Rockville, MD.

We are community directly affected by the proposed I-270 toll-lane project which will bring us no immediate relief to congestion, but instead add needless burdens of construction, traffic, asphalt, and concrete interchanges where our kids now safely ride their bikes and play, not to mention the added cost of escalating toll fees to our daily lives.

We are invested in our family-friendly community with a walkable shopping area, parks, and homes that stand to bear the brunt of these impacts without any advantage to our community.

I urge you to vote to remove the I-270 toll-lane project from your plans and consider alternatives to address congestion on our roadways.

Thank you,  
Rachael Hamm Plett  
Rockville, MD 20850

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Dear Chair Allen,

I would strongly urge the Metropolitan Washington Transportation Planning Board (TPB) to remove the I-495/I-270 P3 project from TPB's long-range transportation plan.

The Maryland Department of Transportation (MDOT) announced no action at this time on I-495 east of the I-270 eastern spur with a focus on the portion of the proposed P3 project from the American Legion Bridge to I-270 to I-370. The removal from current consideration of a significant portion of the proposed I-495/I-270 plan is indicative of a project in serious disarray with substantial technical problems and considerable and broad political opposition.

The remaining part of the proposed project is technically defective and does not merit retention in the TPB long-range transportation plan. The retained portion will have particularly destructive effects on the City of Rockville as well as the Beltway communities west of the western I-270 spur.

We have a substantial need to replace the current P3 plan with a technically balanced and inclusive transportation planning process that will explore all the options in a changing technological and environmental context.

TPB plays an important role in producing a regional transportation policy framework and a forum for coordination. It is in a unique position to constructively guide and integrate the planning process at a critical juncture.

I want to make a few points about why it is appropriate to remove the I-495/I-270 P3 project, particularly the portion of the project that is MDOT's current focus.

1. Telework is likely to have an enlarged role. Even if in-office participation is required telework is likely to be used in a hybrid system which could allow trips to the office that avoid peak hour travel. We need time to understand what is going to happen to plan well.
2. The MDOT has built for immediate use a traffic management technology project (sensors and traffic controls) that will lead to major reductions in travel times on I-270 now and continuing at least to 2040 according to MDOT's own Travel Time Matrix tables. For example, the plan will reduce travel times for the Morning Peak hour trip southbound toward Virginia on I-270 and I-495 as much as 40% between various destinations. It would be very important to know how well this system works before building a project to last 50 years.
3. MDOT's own Travel Time Matrix tables show there is no significant travel time advantage for the 85-90% of driver in the non-toll lanes over the No-Build drivers. For example, a comparison of the morning-evening round trip from I-370 to River Road and back on the non-toll lanes vs. the No Build option revealed virtually identical travel times in 2040. The non-toll lanes took - 30.5 minutes and the No Build option - 30.7 minutes.



4. Even the toll lane travel times northbound from the I-270/Beltway split to I-370 is virtually the same as the travel time for the No-Build. The toll road has seven lanes and that will become 6 at I-370 – always a traffic problem.

5. The current I-270 has 12 lanes, the same as the New Jersey Turnpike with truck lanes near New York City. In order to accommodate 14 lanes every interchange in Rockville will have to be rebuilt. Two out of the three physical support structures for the interchanges are part of the existing I-270 separator structure for the express/local lanes that will be converted into the seventh lane. Creating the seventh lane requires these interchange supports to be removed. Rebuilding the interchanges will cause transportation and environmental chaos for Rockville and for I-270, in addition to costing at least hundreds of millions of dollars.

It is time to take the steps any good planner takes – step back and review and recalibrate previous assumptions and strategies.

Finally, 50 years ago I was the chief negotiator for the largest coalition of community and environmental groups in Boston in a study called the “Boston Transportation Planning Review” (BTPR) which resulted in stopping all the proposed highways and committing to mass transit. Most important, the BTPR was funded by the U.S. Department of Transportation as its model for its national requirements for future Environmental Impact Statements (EIS). (The EPA Act had just been passed). I participated in excruciating detail in this two year process that created the national EIS framework that lasted decades and at its core is still relevant today.

Thank you for your consideration and attention.

Sincerely,

Arthur Katz, PhD  
Rockville, Md 20850

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Dear Charles Allan,

Please remove the I-270 P3 toll-lane project from the plan. The P3 lane project is bad for your community, for Rockville, and for Maryland taxpayers! You will destroy our lovely community and won't alleviate much traffic. Also with shifts to telework it isn't worth destroying homes and communities for this.

Best,

Emma Krichinsky  
Rockville, MD 20850

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Dear Mr. Allen,

I am writing to urge the Metropolitan Washington Transportation Planning Board to remove the I-270 P3 toll-lane project from the plan. The project is bad for the local community, bad for Rockville, and bad for Maryland taxpayers!

Very sincerely,

Chiara Jaffe (Rockville resident for 45 years)  
Rockville, MD 20865

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Chair Charles Allen,

Please remove the I270 P3 toll lane project from the long-range transportation plan. This project is BAD for the 1500 students as well as the staff at Julius West Middle school in Rockville. There will be major disruption with the highway moved closer to the school (already in the 'danger zone'), the construction on the entrance ramp to the highway AND the rebuilding of the overpass. It will cause poor air quality, noise distraction, and not help decrease traffic. This school is 55% minority. Haven't our kids suffered enough from poor planning and greed by adults?

From,  
Patrice Davis

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Dear Mr. Allen,

We write to urge you not to go forward with adding toll lanes to I-270 through our neighborhood (West End) in Rockville. The proposal will substantially harm our neighborhood, adding traffic, noise, and pollution, and resulting in the loss of valuable personal and community land. Plus we don't believe it will reduce traffic. At best it will just move the bottleneck farther north.

The timing is also terrible! Most of the people we know will continue to work remotely well into the future! Perhaps no highway expansion is needed at all. Why not wait to see what post-Covid life is like?

This is a wonderful, peaceful, walkable community. People here want more mass transit, not more highway! We already have so much traffic noise. Please don't cause further harm to our amazing neighborhood.

Thank you for your consideration.

Regards,

Chiara Spector-Naranjo and Wladimir Naranjo  
Rockville, MD 20850

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Hi Charles Allen,

I live in Potomac and don't want toll lanes on 270 and 495. The toll lanes will not solve congestion on the highways and will put many more cars on our secondary roads, including Montrose, Seven Locks and Falls Road.

Please remove the toll lane project from your plan.

Thank you,  
Wendee Reznick

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Attention to Chair Charles Allen,

I would like to request the TPB to remove the I-270 P3 from the regional plan. There are unresolved environmental concerns as well as financial concerns for Rockville and the taxpayers of Maryland.

-Laurie Fromberg

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Dear Mr. Allen,

I am taking a few moments this evening to write to say thank you for your service on the transportation planning board. I wanted to also share that my husband and I strongly oppose any widening of I-270 and encourage the removal of the P3 toll lane project from the plan.

Our neighborhood, Woodley Gardens, is tucked just off of I-270 and there has already been a substantial increase in noise pollution over the last decade or so. The proposed widening of I-270 will negatively impact our community by increased traffic, noise and air pollution. The changed traffic patterns and increased local traffic during lengthy construction period will make our neighborhood streets dangerous for pedestrians and cyclists, especially children. The toll lane specifically will also hurt local residents as I-270 is a vital route for commutes to schools, and work in Bethesda and D.C. and not everyone can afford increased expense of daily tolls. Research shows that increasing highway capacity does nothing to mitigate traffic volumes. Plus it will be very unsightly -- we don't want our main highway to look like the section of I-95 that goes towards Woodbridge, VA. This is a costly project and funds would be better spent improving public transportation, specifically rail options.

Thank you for your time and consideration. I hope you support the removal of this toll lane from the proposal.

Sincerely,  
Aubrey Van Kirk Villalobos  
Rockville, MD

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To the TPB Chair - Charles Allen,  
I encourage you to remove the I-270 P3 toll-lane project from the plan during the Tuesday night long-range transportation plan. Simply put, this plan will not only make our traffic in the area much worse in the short term, but will impact many Rockville residents and the community at large. After 2020 and 2021, our community cannot afford to have more human lives impacted, nor can our budget take on more new projects. The anticipated revenue from this project will not cover the costs, and will hurt our community significantly.

With many companies (my own included) reassessing the need for traditional offices, it does not make sense for us to invest in this plan for increased traffic when there will likely be large changes in the future.

Our community and budget needs to focus on getting back to normal from COVID, not putting more money into private transportation, having to remove families, and closing businesses.

Thank you for your consideration,  
Lauren Ruff  
Resident of Woodley Gardens / College Gardens neighbourhood

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Dear Mr. Allen,

Please, please, please consider removing the 270 toll lane project from the long range transportation plan. I live less than a mile from 270. We hear cars racing nearly every night. We smell lingering, stale exhaust from the gridlock that occurs nearly every day. We understand that commuters literally have no other direct options to get into DC or Northern VA by car. I disagree that the best solution is to widen an existing highway and tax users (especially without doing ALL of the proper environmental analysis). That is a racket. We have no choice.

What are the alternatives that would help mitigate congestion and improve connectivity throughout the region? Where is that more difficult, but important conversation taking place?

Thank you,  
Stacy Kaplowitz

704 Beall Avenue  
Rockville, MD 20850

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Dear Mr. Allen,

I am writing to express my urgent wish that the toll lane being considered for I 270 be eliminated from the plans. Isn't one toll lane that is barely used (I370) bad enough? It costs our family about \$5 to use that road round trip each time. Please do not add another high cost low benefit lane to the 270 - all highways should be considered a public good to be used by all the people, with no special advantages going to the wealthy merely because they can afford to pay more.

Thank you,  
Amy McLaughlin  
Rockville MD 20850

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I am writing to urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan. The plan will not work to relieve traffic on I-270 for any appreciable length of time. Traffic will be a mess within another two or three years, if that, much like it has been after past expansions of the highway. This plan is bad for the surrounding communities/residences/businesses; it is bad for the city of Rockville; and it is bad for Maryland taxpayers. And it won't solve a thing.

Thank you.

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Dear Mr. Allen,

I urge you to please remove the I-270 P3 toll-lane from the plan that the Transportation Planning Board will issue. This project will severely harm our treasured Rockville neighborhood which we all know and love that borders I-270, The plan is environmentally unsound. It is a road for wealthy people, not for the hardworking residents of Rockville. It is not necessary, as I-270 is wide enough as isThe only sound path forward is for us to expand public transportation. Those who can work at home should work at home and not clog our roadways. If we do these things, no further widening will be needed.

We love living in Rockville, an All American City numerous times. Please do not cause irreparable harm to our community in which we live. There are better ways. Thank you.

Thank you,  
Jane Pontius  
Corresponding Secretary  
West End Citizens Association  
Rockville, Maryland

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Hello Mr. Allen:

Before the Metropolitan Washington Transportation Planning Board votes on its long-range transportation plan, I urge you to support the removal of the I-270 P3 toll-lane project from the regional plan. It would have a direct and negative impact on our Woodley Gardens (Rockville) community. Converting Gude Drive into a toll lane access road will greatly increase traffic, noise and pollution within our community, and surrounding neighborhoods. Not to mention the excessive impact on Maryland taxpayers.

Thanks you so much for your consideration.

Kind regards,

Jim and Kerri Albright

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TPB Chair Charles Allen,

Please remove the toll-lane project from the Metropolitan Washington Transportation Planning Board (TPB) plan for our region. I have little confidence that this toll-lane project will provide the economic benefits that justify its cost and general disruption to the region. Less money could be spent to reduce the congestion caused by poor design at the exits and onramps for example the single lane that exits from northbound I-270's local lanes to I-370/MD-200. Toll-lanes will not promote energy savings that could be realized with smart bus systems and further studies to leverage sensors to maximize throughput in rush hour high density travel times.

Thank you for taking the time to see my push to remove the toll-lane project from I-270.

Bill Newhouse  
Rockville MD 20850

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Dear TPB Chair Charles Allen,

I am writing to express my opposition to the I-270 P3 toll-lane project, and am requesting that the I-270 P3 be removed from the long-term TPB plan that is currently under consideration.

I have been a resident of Rockville, Maryland, since early 2010 and have been a homeowner in Rockville since 2015, and my workplace is in Bethesda. I am quite familiar with the I-270 commute to and from Bethesda. From frequent visits to family, I am also familiar with traveling via 270 and 495 to and from Northern Virginia, as well as northwards to Frederick.

I have been continually disheartened by Governor Hogan's insistence on pushing the I-270 P3 project, without taking into account the impact on those of us who live here. The I-270 P3 project would severely negatively impact those of us who live and work along the corridor.

Building privately owned toll roads at massive taxpayer expense is not the solution. Developing more sustainable alternatives, such as better mass transit options, is.

Please eliminate the I-270 P3 project from the regional plan.

Thank you for your consideration.

L. Christine Turtzo  
Rockville, MD

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Dear Chair Charles Allen

I urge you to remove the I-270 P3 toll-lane project from the plan. The project is bad for my community, for Rockville, and for Maryland taxpayers! I ask that the I-270 P3 be taken out of the regional plan. This will have a direct impact on quality of life, market property rates, and traffic flow to my work.

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I thank you for your attention to this matter and plead with you to remove the I270 P3 toll lane project from the plan.

Namrata Ram Andriesssens  
Rockville , RegentSquare resident  
Rockville Md 202850

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Dear Mr. Allen:

I am writing to urge the TPB to remove the I-270 P3 toll-lane project from its long-range transportation plan. The plan will not work to relieve traffic on I-270 for any appreciable length of time. Traffic will be a mess within another two or three years or sooner, much like it

has been after past expansions of the highway. This plan is bad for communities/residences/businesses next to I-270; it is bad for the city of Rockville; and it is bad for Maryland taxpayers. And it won't solve a thing.

Dear Chairman Allen,

I am writing to you to urge you to stop the P3 I270/495 project. This project is a fiasco that destroys local communities while serving no one. This project will increase traffic in local roads without alleviating any traffic on 270. My husband and I are both civil servants, I a public school educator and my husband works in grants at the NIH. We have sacrificed a lot to live "close-in" and to not have a commute. We bought a house in a neighborhood we could barely afford, did not go on vacations, and scrimped in order to be able to spend time with our families rather than commuting, while others chose to buy the big house "up north" and commute. Now, our neighborhood and local traffic patterns will be destroyed for the "convenience" of others, though research shows that this project will not really garner much relief at all for traffic. This is a nightmare—please stop this project immediately and explore mass transit options instead.

Thank you for your consideration,  
Jolynn and Bobby Tarwater  
Rockville, Md 20854

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Dear TPB Chair Charles Allen,

The I-270 P3 toll-lane project is not good for Woodley Gardens, Rockville, and for Maryland taxpayers. We ask that the I-270 P3 be taken out of the regional plan.

We have lived in Woodley Gardens since 1987 and at in our home that backs to Gude Drive since 1999. The traffic volume and the noise impacts have increased every year we have lived on Aster Blvd. The earth berms are low in many areas and the pine trees have died off over the years. The traffic noise - air breaks from dump trucks, racing motorcycles, cars speeding well over 50 mph - has become a constant drone and the proposed addition of ramps at Gude Drive to the proposed toll lanes will only worsen the situation. Woodley Gardens and College Gardens, along with the protected forest and wildlife that lives between both neighborhoods, will be negatively impacted by noise and pollution from an increase in traffic.

The Virginia toll roads have not helped taxpayers but has lined the pockets of the private business that administers the toll lanes. This has been well documented in public docs as well as articles in the Washington Post. Please do not allow the same thing to happen here in Montgomery County.



The toll roads will not address the need to move toward better public transportation options. The toll lanes will increase traffic in many neighborhoods by opening additional ramps for toll users. Our neighborhoods will be negatively impacted and the state has not laid out any plan to help with noise abatement.

Thank you for your consideration and I hope you with vote to remove the I-270 P3 from the regional plans.

Jeanine Gould-Kostka  
Rockville, MD 20850

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Please remove the P3 project for I270. This project is a bad idea. It will divide Rockville into two pieces and remove the neighborliness of our city.

I live in Woodley Gardens West and the project threatens to take up open space at the Senior Center and even threatens the little shopping center which is a community fixture.

The state has bulldozed this project without consideration of improving mass transit. The pandemic has shown that work habits are changing and commuting may likely decrease, making thus montrosity unnecessary.

Please stop this project.

Joan Zenzen

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Please remove the P3 project for I270. This project is a bad idea. It will divide Rockville into two pieces and remove the neighborliness of our city.

I live in Woodley Gardens West and the project threatens to take up open space at the Senior Center and even threatens the little shopping center which is a community fixture.

The state has bulldozed this project without consideration of improving mass transit. The pandemic has shown that work habits are changing and commuting may likely decrease, making thus montrosity unnecessary.

Please stop this project.

Joan Zenzen  
Rockville. 20850

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Chair Charles Allen, Metropolitan Washington Transportation Planning Board,

Please do not compromise the Rockville Community and cause costly taxes to our Montgomery County citizens. After this Pandemic, there should be no need for widening/or including a I-270 P3 toll-lane project plan. The pandemic has caused a large number of Montgomery County citizens hardships in loss of jobs as well as personal hardships; therefore, we cannot afford another tax hike on the one we have received recently.

Also, more people are working from home and plan to do so in the future (as a result of this pandemic). Therefore, please remove I-270 P3 toll-lane project from the plan.

Don't turn Montgomery County into some sort of through way to Frederick County and other counties. Not our fault people (cheaper homes/property) commute from Frederick to DC. While, we in Montgomery County pay higher home/property costs. This is not fair!

Thank you for taking the time to read this and considering the plea of every citizen in Rockville, and in Montgomery County regarding this costly and agonizing plan - as it is no longer needed.

Patricia Wilson  
Rockville, MD

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Dear Mr. Allen,

I am a long-time resident of the Woodley Gardens neighborhood in Rockville, MD. I am writing to urge you to remove the I-270 toll lane project from the transportation plan. My main concern is that I-270 is already **12 lines** across in Rockville. Having such a wide and noisy highway running through the Rockville is already quite detrimental to the character of the city and the health of its citizens. Adding lanes and pavement is not acceptable given concerns about the environment, global warming, and noise pollution. I strongly believe more lanes lead to induced demand, which is not appropriate in today's world.

Instead, let's encourage a continuation in the growth of telecommuting and direct resources toward public transportation.

Thank you,

Linda Brenner  
Rockville, MD 20850

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Dear Mr. Allen and Planning Board:

I implore you to delete the I-270 P3 toll-lane project from your long-range transportation plan. This ill-begotten project is bad for Maryland, bad for Montgomery County, bad for adjoining jurisdictions, bad for the environment, bad for drivers, and bad for taxpayers.

- First and foremost, traffic will not improve. *The only reason people will use toll lanes is if the free lanes are fully congested.*
- MDOT says there will be no cost to taxpayers. Not true. The draft EIS shows that the project will likely cost us between \$482 million and \$1 billion. This *doesn't count* some \$2 billion for relocating WSSC lines or *more* millions to rebuild every bridge and overpass along I-270 in Rockville alone.
- MDOT developed its plans before the pandemic greatly increased telecommuting. Experts predict continued changes in work places and hours and continued telecommuting. No billion-dollar projects should be based on pre-covid models.
- Dozens of elected officials have called for reversible lanes and more transit instead -- a far more practical and environmentally friendly solution. Let's pay for them the normal way, with bonds.
- Governor Hogan says he *has* to impose tolls because the coffers are bare. Remember, though, he dropped *more than a trillion dollars in tolls and fees* to get reelected. Don't let this temporary mistake lead to a permanent problem.
- Not to mention the smelly way highway projects keep ending up near properties the governor owns. [See this](#), as just one example of reporting on the apparent corruption.
- Why on earth are we expanding the lower part of I-270 when the upper part is only two lanes wide? The P3 project will just make the bottleneck worse.
- The newest plan means much larger ingress and egress at several new sites. These will destroy neighborhoods, including homes, a senior center, houses of worship, and parkland in my own neighborhood. The City of Rockville [wrote on April 21](#) to Comptroller Peter Franchot that "the traffic impacts caused by construction and congestion will be monumental."
- Heed the example of Virginia. Its 2012 contract with Transurban said the state must compensate the company for any lost toll revenue caused by future widening of I-95. Just six years later, Virginia wanted to widen I-95 south of Occoquan. If it did, it would have to pay this foreign company. Now it has the same congestion as before, a 73-year contract, and wider highways with sky-high tolls. Contracts favor the toll company, never the state.
- Heed the disaster of the Purple Line, too. Do we want *this* P3 mess as well? Please don't let MDOT use the "sunk cost" fallacy. Just pull the plug. Thank you.

EM Ryan

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Dear Mr. Allen,

I write to urge you to remove the 1-270 P3 Toll-Lane Project from the TPB's plan. Keeping it in would drastically change the tenor of our peaceful neighborhood, where our streets teem with children who play and bike in groups. Do not do this to our neighborhood.

Thank you for your consideration.

Sincerely,  
Kate Lemery  
Rockville, MD 20850

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Hello Charles Allen,

I live in Bethesda, and I'm completely against the toll lane project for 270 and 495. Having toll lanes come only as far as Old Georgetown Road will cause an enormous new bottleneck. The cost of the tolls will be prohibitive. I'm URGING you to remove the 270 toll lanes from your plan.

Thank you and I'm counting on you,  
Robin Goldstein

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Dear Mr. Allen,

I am one of the coordinators of [DontWiden270.org](http://DontWiden270.org), an all-volunteer, grassroots organization with nearly 1,200 members. We are for fair, effective, multi-modal transportation supported by evidence that it will actually work. I urge the Transportation Planning Board to vote against including the I-270/I-495 P3 in the TPB's long-range transportation plan.

Governor Hogan's toll-lane project has been an ongoing story of false promises made to officials and the public. When the Governor first announced the project, [he said](#): "It won't cost us tax dollars." "P3s dramatically decrease the cost to taxpayers..." "Only the new lanes would have tolls...the others would remain free." And, "We don't need any legislation...we'll have to go through difficult federal environmental approvals..."

- The Hogan administration broke every one of those promises, and many more.

- MDOT's own documents show that hundreds of millions of taxpayer dollars will go to subsidize the private contractor.
- MDOT's preferred alternative for I-270 turns the existing HOV2 lanes -- paid for by taxpayers, free of cost at all times, and unrestricted for 21 hours each day -- into toll-lanes to profit the private contractor.
- The State is doing an end-run around the federal environmental review process. MDOT will seek approval for a 50-year agreement with the private contractor well before the FEIS and ROD are issued.
- MDOT promised transparency and instead is pushing the State into an opaque contract with an unidentified construction partner, unspecified bridge and road design, hidden bridge accord with Virginia, hidden costs, hidden risks, hidden data, and unknown impacts on jurisdictions and people all along the highways and beyond.

Governor Hogan's toll-lane P3 is not wanted by the communities and local and county governments it will impact. According to [MDOT's own documentation \(p. 18\)](#), the ZIP code generating the greatest number of public comments about the P3 project is Rockville's 20850, the area likely to be most adversely affected.

I ask you to vote to remove the I-270/I-495 P3 project from the TPB's long-range transportation plan. The State -- and not an international private consortium -- should and can plan, finance, design, build, manage, operate, and maintain its own highway infrastructure for the benefit of its citizens.

Thank you,  
Janet Gallant  
Rockville, MD

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Hello Chair Allen

My name is Caitlin Drew and I am a resident of Woodley Gardens in Rockville, Maryland. I have significant concerns regarding the proposed toll lanes on I270 and would like to request as a I citizen of Rockville and Maryland taxpayer that the I270 P3 be taken out of the regional plan.

There has been no realistic assessment on post pandemic traffic levels, and no time for study and analysis of the current traffic modifications recently completed on I270. The P3 plan would have a detrimental impact on numerous small businesses and homes.

I would appreciate a more pragmatic approach to determine future needs, and that requires a more thoughtful analysis.

I appreciate your time and consideration.

Kind Regards

Caitlin Drew

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Chair Allen,

I am writing to urge the Board to remove Governor Hogan's 270 P-3 toll plan from the long-term transportation plan. It was ill conceived from the beginning, having been developed without any consultation with the affected countries and the environmental reviews have not been completed. Moreover, the pandemic has raised many questions about whether over the longer term more employees will work from home and not commute. I appreciate your consideration of these views.

With respect,

Trip Rothschild  
Potomac, Md. 20854

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I would strongly urge the Metropolitan Washington Transportation Planning Board (TPB) to remove the I-495/I-270 P3 project from TPB's long-range transportation plan.

MDOT's elimination from current consideration a significant portion of the proposed I-495/I-270 plan is indicative of a project in serious disarray with substantial technical problems and considerable and broad political opposition.

The remaining part of the proposed project is technically defective and does not merit retention in the TPB long-range transportation plan. The retained portion will have particularly destructive effects on the City of Rockville as well as the abutting Beltway residential communities west of the western I-270 spur.

We need to replace the current P3 plan with a technically balanced and inclusive transportation planning process and the TPB could play a constructive role.

I want to make a few points additional pints

1. The MDOT has built for immediate use a traffic management technology project (sensors and traffic controls) that will lead to major reductions in travel times on I-270 now and continuing at least to 2040 according to MDOT's own Travel Time Matrix tables. It would be very important to know how well this system works.
2. MDOT's own Travel Time Matrix tables show there is no significant travel time advantage for the 85-90% of driver in the non-toll lanes over the No-Build drivers in many scenarios. A comparison of morning-evening round trip from I-370 to River Road and back on the non-toll lanes vs. the No Build option revealed virtually identical travel times in 2040. The non-toll lanes took - 30.5 minutes and the No Build option - 30.7 minutes.

3. The current I-270 has 12 lanes, the same as the New Jersey Turnpike with truck lanes. In order to accommodate 14 lanes every interchange in Rockville will have to be rebuilt. The reason is the physical support structures for the interchange bridges are part of the separator between the express/local lanes on I-270 that will be eliminated when the separator is converted into the seventh lane. Rebuilding will cause transportation and environmental chaos for Rockville and for I-270 and cost hundreds of millions of dollars. It is time to take the steps any good planner takes – step back and review and recalibrate previous assumptions and strategies.

Arthur Katz, PhD  
Rockville, Md 20850

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There are many reasons that this project should be opposed. The analysis is flawed and the VMT data is highly uncertain. Many companies are no longer requiring employees to routinely work in their former offices. If so, then the excess capacity which causes the highway congestion will be obviated and the environmental damages and climate changing emissions associated with this unnecessary highway expansion can be avoided.

Elliott Levine  
Rockville

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Please remove the toll lanes from the I-270 project. Also widening the I-270 is not the only answer to congestion. It will just fill up with cars and trucks.

Consider more rapid transit buses and monorails.

Thanks for your consideration.

Eric Zatman

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### **Maryland Sierra Club Comments on the LRTP**

The Metropolitan Washington Council of Governments (MWCOCG), as well as its jurisdictions, have all adopted climate goals. The TPB has created a directive that TPB member agencies “**prioritize** investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG’s land use and equity goals.” Climate must be a key criterion for whether a project is included in the LRTP.

We recommend that projects that threaten progress on our climate goals be removed from the plan. Specifically, we urge you to remove the “I-270 TOLL LANES” and “I-95/495 Toll Lanes” that are part of the MDOT Managed Lanes project.

Today the *Baltimore Sun* Editorial Board wrote:

Last week, the U.S. Environmental Protection Agency [released a report](#) that points out that climate change is getting worse than previously believed, and the evidence can be found across the United States. ... Expanding highways and building bridges are 20th century solutions that we are loathe to abandon. Reducing dependence on motor vehicles is a 21st century idea that would clearly reduce greenhouse gas emissions (even electric cars aren't as environmentally friendly as most rail and transit options), but it requires hard choices. Under Gov. Larry Hogan, MDOT has shown too much interest in roads and not enough in climate change solutions.

In addition to the significant increase in greenhouse gas emissions that would come from this project, the I-495/I-270 toll lane expansion increases our vulnerability to climate change and extreme weather events. Consider the scale of flood risk from removing hundreds of acres of tree canopy while adding hundreds of new acres of highway impervious surface. Sierra Club and partners wrote 200 pages of comments (<http://bit.ly/495270DEIS>) on the 495/270 DEIS documenting these and many other major risks the project poses to our region.

To include the 495/270 private toll lane expansion project, even reduced in scope, in the region's long-term plans would be in conflict with the values and goals the TPB has adopted. We ask you to remove the “I-270 TOLL LANES” and “I-95/495 Toll Lanes” from the LRTP and instead push for a 21st century multimodal plan that takes account of climate and this century's current and emerging challenges.

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Dear Mr. Allen,

Please remove the I-270 P3 toll-lane project from your group's long-range plan. It will be destructive to communities, to the environment, and will likely burden Maryland tax payers. There are better alternatives than an outdated 1970's solution to a 2021 issue. The pandemic itself has changed traffic, and demonstrated that asking people to work at home, at least on alternating days, can provide a cost-free solution. When so many other urban areas are removing highways, why are we contemplating expanding ours? It increases pollution and green house gases. It destroys communities. Most of all, it doesn't work. Please don't make this costly mistake. Sincerely,

-Terri E. Workman



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I wanted to add to the letter below an important fact.

In my opinion most critical travel tables in the 18,000 pages of MDOT's EIS for the I-495/I-270 P3 project are called the "Travel Time Matrix" tables. They disclose the travel times between each I-495 and I-270 exit and entrance ramp for each of the toll road alternatives and the no build alternative during the Peak morning and evening rush hour. They allow you to compare whether the non-toll lanes of the toll road alternatives or the no built alternative lanes work better.

These Tables are in Appendix C, called the (Traffic Analysis Technical Report) at the end of the main EIS report. However, the Travel Time Matrix Tables are not really in the body of the Appendix C report. It turns out that Appendix C has appendices. The Tables are actually in one of these appendices, Appendix E: Existing and Future Speeds and Travel Times. So, it is an appendix to an appendix.

But we are not finished yet because the Tables while they exist in Appendix E, HAVE NO PAGE NUMBERS. They have a title for each table but no index of page numbers.

Arthur Katz, PhD

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Mr. Allen,

Please remove the I-270 P3 toll-lane project from the TPB's long-range transportation plan. The I-270 P3 toll-lane project is bad for my College Gardens community, for Rockville, and for Maryland taxpayers! Focus on mass transportation and other modifications to improve traffic, but do not plan for or create a Toll Lane.

v/r,  
John Mosely Hayes  
President  
College Gardens Civic Association

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Dear Chair Allen and Transportation Planning Board,

The I-270 toll road plans would snarl traffic on I-270 for over five years during construction, creating huge delays and accidents. It would reduce the free lanes by one on each side, causing greater congestion for those who can't afford the extremely high tolls. It would create traffic nightmares within the city of Rockville, both during construction and after. It would worsen the afternoon bottleneck on northbound 270, where 6 lanes currently feed into two lanes. It would create a new bottleneck where ALB traffic and southbound 270 traffic would feed into the unwidened eastbound 495 lanes. This will create pressure to revive the tabled plans to widened the north side of the beltway. This is Transurban's way of building its business. Create a new bottleneck by widening a road, then use their non-compete clauses to prevent the local jurisdiction from doing anything to solve the problem, then propose widening the next segment, and so on and so on. Look at what happened in Virginia at Occoquan.

Transurban answers to it's shareholders. They do not care what's good for the environment or public. Construction unions answer to their workers. They do not care what's good for the public or the environment. The elected officials in Montgomery and Prince Georges Counties have raised their voices opposing this project. It is bad for the public and the environment. Please listen to them and remove the P3 plan to widen 270 from Vision 2045.  
Thank you!

Sincerely,  
Richard Stolz

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**TRANSPORTATION PLANNING BOARD  
MEETING MINUTES**

April 21, 2021

**VIRTUAL MEETING**

**MEMBERS AND ALTERNATES PRESENT**

Charles Allen, TPB Chair – DC Council  
Mark Rawlings – DDOT  
Anna Chamberlin – DDOT  
Kristin Calkins - DC Office of Planning  
Brooke Pinto – DC Council  
Ella Hanson – DC Council  
Christina Henderson – DC Council  
R. Earl Lewis, Jr. – Maryland DOT  
Jason Groth – Charles County  
Reuben Collins – Charles County  
Patrick Wojahn – College Park  
Denise Mitchell – College Park  
Kai Hagen – Frederick County  
Kelly Russell – City of Frederick  
Neil Harris – City of Frederick  
Dennis Eslinger - Gaithersburg  
Emmett V. Jordon – Greenbelt  
Gary Erenrich – Montgomery County Executive  
Evan Glass – Montgomery County Legislative  
Terry Bellamy – Prince George’s County Executive  
Victor Weissberg – Prince George’s County Executive  
Deni Taveras – Prince George’s County Legislative  
Bridget Donnell Newton – Rockville  
Emad Elshafei - Rockville  
Kacy Kostiuk – Takoma Park  
Mark Korman – Maryland House of Delegates  
Maria Sinner – Virginia DOT  
Canek Aguirre - Alexandria  
Christian Dorsey – Arlington County  
Dan Malouff – Arlington County  
David Meyer – City of Fairfax  
Walter Alcorn – Fairfax County  
James Walkinshaw – Fairfax County  
David Snyder – Falls Church  
Matthew Letourneau – Loudoun County  
Robert Brown – Loudoun County  
Kristen Umstattd – Loudoun County  
Pamela J. Sebesky – Manassas  
Jeannette Rishell – Manassas Park  
Ann B. Wheeler – Prince William County  
Victor Angry – Prince William County  
Shyam Kannan – WMATA  
Sandra Jackson – FHWA

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Tammy Stidham - NPS  
Dan Koenig – FTA

**MWCOG STAFF AND OTHERS PRESENT**

Kanti Srikanth  
Chuck Bean  
Lyn Erickson  
Mark Moran  
Tim Canan  
Nick Ramfos  
Andrew Meese  
Tom Gates  
Paul DesJardin  
Stacy Cook  
Andrew Austin  
Karen Armendariz  
Sergio Rittaco  
John Swanson  
Jane Posey  
Deborah Etheridge  
Charlene Howard  
Dusan Vuksan  
Erin Morrow  
Elisa Walton – CAC chair  
Lisa Rother – Retired, ULI and TLC Selection Chair

Materials referenced in the minutes can be found here:  
<https://www.mwcog.org/events/2021/4/21/transportation-planning-board/>

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

Chair Allen called the meeting to order. He said a morning work session on Visualize 2045 had just been completed. He said that the board meeting would be recorded and broadcast and that the process for asking questions and voting would be the same as at past meetings. After each item, members would be asked to comment or vote by jurisdiction.

Ms. Erickson conducted a roll call. Members that were present are listed on the first page of the minutes.

Ms. Erickson said that no public comments were received regarding the April TPB meeting agenda items. She noted that a public comment period regarding the project submissions for Visualize 2045 was currently ongoing and would end on May 3. She said that 116 comments had been received to date, which were summarized in a memo that had been provided.

**2. APPROVAL OF THE MARCH 17, 2021, MEETING MINUTES**

Chair Allen moved approval of the minutes. Ms. Sebesky seconded the motion, which was passed unanimously.

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### **3. TECHNICAL COMMITTEE REPORT**

Referring to the posted summary, Mr. Groth said the Technical Committee met on April 2. He said the committee received briefings on items that are on the TPB agenda, including Bike to Work Day, the new TLC projects, and the forthcoming climate mitigation study. He said the committee discussed some interesting details regarding the inputs for Visualize 2045, including how telework is treated in the TPB's travel forecasting model and how the project input information identifies whether projects are aligned with the TPB's regional goals. Finally, he said the committee also received a briefing on the Mid-Atlantic Electrification Partnership, which is looking at potential charging station locations in the region, including a consideration of equity concerns.

### **4. COMMUNITY ADVISORY COMMITTEE AND ACCESS FOR ALL COMMITTEE REPORTS**

Referring to the posted report, Ms. Walton said the CAC met on April 15. She said the committee received a briefing on TLC and other technical assistance programs, but she said the majority of the meeting was spent receiving briefings on Visualize 2045. She said that CAC members expressed considerable interest in the plan, particularly in the areas of equity and climate change.

Referring to the posted report, Mr. Aguirre said that the Access for All Advisory Committee met on April 9. He said the committee received a briefing on Visualize 2045 and provided suggestions regarding public input for the plan, including the need to consider non-commuter and weekend users of transit services. He said the committee received a briefing and provided input on Reach A Ride, which is a website and call center that provides consumers and social service agencies access to information about specialized transportation services in the region. He said the committee also discussed the Enhanced Mobility solicitation and an overview of the CRRSAA funding, which would be covered later in the TPB agenda. Under "Other Business," the AFA discussed a lawsuit, Equal Rights Center vs. Uber Technologies, which was looking at an alleged failure to provide equivalent service under 88 Title 3 to people with disabilities.

Ms. Kostiuik highlighted Mr. Aguirre's comments about the need to consider non-commuter travel and weekend users, noting that many people have irregular work hours and also are dependent on transportation systems for shopping and other non-work travel.

Mr. Lewis echoed Ms. Kostiuik's comment, noting that 80% of trips are not work-related.

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

Referring to the posted material, Mr. Srikanth said the Steering Committee met on April 2. He said the committee approved a TPB proclamation that May 21 is Bike to Work Day. He said the committee also approved two TIP amendments, one for projects in Prince William County in Virginia and the other for projects in the District of Columbia.

Mr. Srikanth called attention to other items in the materials posted under this item, including: letters of support from the TPB on behalf of member jurisdictions for federal grant applications; a memorandum on the MOU with the Fredericksburg MPO, which the TPB will be asked to approve in May; a memorandum on the TPB's new Regional Safety Program; and a memorandum on a forthcoming white paper on resiliency within the transportation sector.

Finally, Mr. Srikanth described a memorandum, which had been posted the previous day, providing a point-in-time summary of the president's American Jobs Plan. He spoke about the plan's funding levels, including funding for transportation.

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Chair Allen said the Steering Committee at its meeting on April 2 had discussed the possibility of delaying the submission of the long-range plan. He asked if staff had contacted U.S.DOT about that possibility.

Mr. Srikanth said he had spoken with U.S.DOT representatives on this question. They told him that the Association of Metropolitan Planning Organizations (AMPO) had inquired last year about the possibility of extending the deadlines for a number of activities including MPO long-range plans. They had answered that U.S.DOT did not have the legislative authority to extend the deadline. The U.S.DOT representatives did say that TPB could make a formal inquiry on its own to seek an answer that would be more specific to the TPB's situation.

Mr. Allen asked Mr. Srikanth to share the AMPO request and U.S.DOT response with members of the board. He said consideration should be given to next steps with regard to writing to the U.S.DOT.

Noting the summary of the president's American Jobs Plan document, Mr. Harris suggested that the TPB form a task force to identify and endorse some regionally significant projects that could be potential subjects for funding requests related to the forthcoming infrastructure legislation. He said this bill will represent a rare opportunity for the TPB to work as a regional body to obtain funding for projects to make progress on regional priorities. He said he supported the TPB's endorsement of jurisdictional funding requests, but he said the TPB should also lead an effort aimed at regional transformation.

Mr. Lewis said he supported Mr. Harris' comments, particularly the example he provided about fleet electrification. He said there is considerable excitement in the region related to electric vehicles.

Chair Allen said he would like to follow up regarding the previous two comments. He affirmed the tremendous opportunity that the infrastructure plan could offer.

Mr. Kannan asked for a confirmation of his understanding that the U.S.DOT letter to AMPO, to which Mr. Srikanth earlier referred, was from the past administration and that staff had not received comparable information from the Biden administration

Mr. Srikanth confirmed that this was correct, although he also noted that the federal metropolitan planning regulations had not changed for several administrations.

Mr. Kannan said the TPB needs an "all-hands-on-deck" approach to addressing its responsibility as a board to meet climate change goals. He said that the market share of electric vehicles is currently 0.3 percent. He acknowledged the importance of fleet electrification, noting that 90% of vehicles must be electrified by 2050 if the region is to meet its GHG emissions targets. He suggested the TPB either needs to adjust its baseline expectations for meeting this level of electrification, or it needs to consider other tools in addition to electrification.

Ms. Sinner asked if an extension of the long-range planned deadline would also include extensions of other federally required actions that might be affected by the status of the TPB's long-range plan, such as NEPA requirements.

Mr. Srikanth said the letter from AMPO asked about a range of requirements and deadlines, including some that pertain more directly to state DOTs. He said that his inquiry with U.S.DOT focused solely on MPO requirements, to which the TPB is subject, specifically conformity analysis and the long-range plan.

Ms. Kostiuk said she was interested in exploring a potential extension of the long-range plan deadline. She said it could provide an opportunity to look more closely at climate impacts, and it particularly could be used to integrate findings from the climate change study that is underway. She asked what the genesis was for the letter submitted by AMPO that requested the deadline extensions.

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Mr. Srikanth said that when the pandemic began last spring there were disruptions to a variety of activities conducted by transportation agencies at all levels and those by MPOs as well. He noted that, for example, the TPB did not have a process for meeting virtually and the bylaws had to be amended to permit such meetings. He said that MPOs around the country faced issues related to various requirements – such as long-range plan updates, TIP updates, and funding updates -- and they were concerned about potentially missing federal deadlines. Therefore, AMPO sought a federal deadline extension.

Mr. Lewis picked up on the theme of electric vehicles, noting that although the number of electric vehicles in the region is still small, the share of electric vehicles in the regional fleet is growing at a rapid pace. He further noted that the electric vehicle program in the Biden infrastructure bill would be very large.

Ms. Taveras noted that a Prince George's County electric bus was featured in the event announcing the president's infrastructure plan.

## **6. CHAIR'S REMARKS**

Chair Allen noted that many participants in the meeting had already attended a 90-minute work session that morning regarding the inputs for the constrained element of the long-range plan. He said there was not enough time at the meeting to fully discuss all questions and comments, so he asked staff to schedule additional opportunities for such input. He thanked staff for providing new opportunities for discussion about the project submissions and the inputs for air quality conformity analysis. He noted that the board has been very clear that it would take seriously its role in addressing climate change as it relates to the region's transportation infrastructure.

## **7. CRRSAA FUNDING RECOMMENDATIONS AND A FY 2019-2024 TIP AMENDMENT TO INCLUDE THE PROJECTS**

Referring to the posted material, Ms. Winchell-Mendy provided a basic overview of the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) and presented information on the projects recommended for funding. She explained that this funding would help organizations that provide travel assistance to older adults and people with disabilities who have been adversely impacted by the pandemic. She said that an internal selection committee of five members from COG and TPB staff met on April 7 and developed the recommendations for six projects.

Ms. Winchell-Mendy said staff recommended approval of R17-2021 and an amendment of the FY 2019-2024 TIP, to include the six projects.

Chairman Allen made a motion to adopt Resolution R17-2021 to approve funding recommendations, and amendment of the FY 2021-2024 Transportation Improvement Program to include the projects.

The motion was seconded by Ms. Sebesky and was approved unanimously.

## **8. FY 2022 TLC TECHNICAL ASSISTANCE RECIPIENTS**

Ms. Rother, who served as a member of the TLC selection panel, shared a quick overview on the panel's review and process.

Referring to the posted material, Mr. Swanson shared an overview of the TLC program. He presented information on the 11 projects recommended for funding.

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Chairman Allen made a motion to approve the project recommendations and approve TLC technical assistance recipients under the FY 22 TLC program.

The motion was seconded by Mr. Snyder and was approved unanimously.

#### **9. VISUALIZE 2045: BRIEFING ON PROJECT INPUTS AND DRAFT SCOPE OF WORK FOR THE AIR QUALITY CONFORMITY ANALYSIS FOR THE 2022 UPDATE TO VISUALIZE 2045 AND THE FY2023-2026 TIP**

Referring to the presentation, Ms. Cook reviewed some background information about the constrained element of Visualize 2045 and the Air Quality Conformity process.

Mr. Austin reviewed some of the major projects that have been submitted as inputs to the plan.

Ms. Posey reviewed the Air Quality Conformity scope of work and federal requirement for the Air Quality Conformity analysis.

Ms. Newton referred to the work session held prior to the meeting. She asked her colleagues to take another look at the Maryland I-270 project. She stated that the City of Rockville is opposed to the changes and supports bringing more transit to the area.

Mr. Lewis explained that the I-270 corridor is served by three commuter bus routes that currently are affected by congestion.

Ms. Kostiuk noted that the board must consider the project inputs as a whole, but the board also looks at individual projects, and these two tasks can be difficult to pursue simultaneously. She said she agreed with Ms. Newton concerning the I-270 project. She said that she wondered what the standard is that is being used in this air quality conformity analysis, and whether there could be a look at it from a more restrictive ozone requirement, as she understood that president Biden had indicated an interest in tougher ozone standards.

Mr. Srikanth said that the prospects for tougher ozone standards exist. He explained the current (2015) ozone standards and the process for how the EPA establishes regulations for national air quality standards. He next outlined how multi-sector air quality modeling is done for state implementation plans and how the on-road motor vehicle emissions levels are set for use in the MPO's regional air quality conformity modeling. For the transportation sector, the TPB must use the standards and the calculations established by the EPA for on-road emissions. He said that given the various combinations and factors that go into air quality planning, it would be challenging to conduct a scenario analysis just for the transportation sector.

Ms. Kostiuk thanked Mr. Srikanth for the explanation and asked whether some of the work done for air quality conformity analysis might be applied to the GHG analysis.

Mr. Srikanth clarified that these federal standards do not include GHG; they only apply to the criteria pollutants, including ozone, that are specified in federal law. But he did note that emissions forecasting can be done for GHG and the TPB does perform such analysis.

Mr. Wojahn said he agreed with his colleagues from Rockville and Takoma Park. He said he said that to reach our climate goals the region must look at GHG and at how projects in the long-range plan impact land-use patterns so that people are not forced to drive.

Mr. Lewis referred to a Maryland law calling for a reduction in GHG between 2006 and 2030. He asked Mr. Srikanth to explain the region's goals for ozone reductions over time.



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Mr. Srikanth explained that there have been three different ozone standards since 1995. Each one has been progressively tougher, and the region was not in attainment of these standards when they were first established, but then proceeded to attain the standards. He said that for the fourth ozone standard, the 2015 one, the region is currently not in attainment.

Mr. Lewis noted that the region has never backed away from tough environmental standards. He also noted that it is important to remember that the high cost of housing in the region compels many people to move farther out and to have longer commutes.

Mr. Korman noted that he agreed with the board members from Rockville and Takoma Park. He noted that the HOV lanes that currently operate as general-purpose lanes 18 hours a day would be converted to HOT lanes 24 hours a day. He asked that the project description be more accurate.

Mr. Allen noted that a general theme from the work session and board discussion was a request for more information.

Mr. Kannan agreed with Mr. Lewis that the best transportation strategy is a land-use strategy. He also noted that while the EPA does not require the region to attain certain GHG or carbon emissions as part of the air quality conformity analysis, it may still be something the region should strive to achieve.

Mr. Allen noted that there had been a robust discussion and a need for more information and discussion. He also noted that the board may need more time to get the information it needs prior to approval. He requested another work session be scheduled prior to the May meeting to provide more time for the board to ask questions and hold its discussion.

Mr. Srikanth noted that the materials for the item regarding the Climate Study are available for review with the board materials.

#### **10. TPB CLIMATE CHANGE MITIGATION STUDY OF 2021**

This item was deferred to the May meeting.

#### **11. ADJOURN**

No other business was brought to the board. The meeting adjourned at 2:04 P.M.

## Meeting Highlights TPB Technical Committee – May 7, 2021

The Technical Committee met on Friday, May 7, 2021 in an online-only session. Meeting materials can be found here: <https://www.mwcog.org/events/2021/5/7/tpb-technical-committee/>

The following items were reviewed for inclusion on the TPB's May agenda.

### **ENHANCED MOBILITY SOLICITATION**

The committee was provided an overview of the federal Section 5310 Enhanced Mobility grants solicitation process, which begins with pre-application conferences in May and solicitation period in June.

### **VISUALIZE 2045: WORK SESSION, REGIONAL POLICY QUESTIONS, SUMMARY OF COMMENTS ON THE DRAFT INPUTS TO THE PLAN AND AQC ANALYSIS**

Ms. Cook reviewed the draft agenda for the May 19 TPB Work Session, during which the TPB and the agencies sponsoring the projects will continue the discussion regarding technical inputs to Visualize 2045 and the TIP. Ms. Cook also reviewed the draft documentation that will provide the TPB technical agency staff responses to regional/federal policy questions for all existing and proposed capital projects. Staff highlighted the primary themes of comments received during the comment period.

The following items were presented for information and discussion:

### **AIR QUALITY 101**

Ms. Posey discussed the importance of the air quality conformity process for transportation planning in the metropolitan Washington region.

Under the federal Clean Air Act (CAA), areas that have not attained National Ambient Air Quality Standards (NAAQS) for one or more air pollutants are designated by the EPA as nonattainment areas and must develop a State Implementation Plan (SIP) for reducing the associated air pollutant(s). Before a new LRTP or TIP in a nonattainment area can be approved by the FHWA and the FTA, the MPO must conduct a regional air quality conformity emissions analysis that demonstrates that the projected emissions from the entire transportation system are consistent with the Motor Vehicle Emissions Budgets established in the SIP.

### **AMERICAN RESCUE PLAN ACT OF 2021 (ARP)**

A second round of Federal stimulus dollars under ARP will be made available to current and recent subrecipients of the Enhanced Mobility Program. Funding available, eligibility, and selection criteria mirror the recent CRRSAA solicitation and selection. Staff briefed the committee on the solicitation and selection timeline.

### **REGIONAL SAFETY STUDY: EQUITY EMPHASIS AREA ANALYSIS**

The committee was briefed on the results of a crash data analysis of our region's Equity Emphasis Areas. The Analysis compared crash types and crash rates to other areas within the metropolitan region to establish trends and determine if greater focus is needed in the EEA's.

## **TRANSIT EQUITY WHITE PAPER**

The committee was briefed on a white paper being prepared on transit equity in the region, looking specifically at local bus service coverage and frequency in relation to the travel needs of traditionally disadvantaged populations. The results could assist in determining priorities for restoration of bus service following the impacts of the pandemic.

## **PERFORMANCE-BASED PLANNING AND PROGRAMMING (PBPP) UPDATE**

The committee was updated on the federally required performance-based planning and programming process. This included select calendar year 2020 performance data, progress towards the four-year targets adopted in 2018 for the period 2018 through 2021, and plans for the upcoming four-year targets to be adopted in 2022 for the period 2022 through 2025. In addition, the requirements for inclusion of PBPP in next year's Visualize 2045 long range plan and TIP were reviewed.

## **MARYLAND HOUSE BILL 1236**

The committee received a briefing from MDOT/MTA on Maryland House Bill 1236 involving the proposed expansion of commuter rail service into Delaware and Virginia. The committee was given a brief overview of the purpose of the bill and activities MDOT/MTA is taking to meet the requirements of the bill.

## **OTHER BUSINESS**

- FAMPO on TPB agenda
- Federal RAISE grants (TIGER/INFRA)
- Transit within Reach - May 3
- Visualize 2045 Phase 2 public outreach
- Vision Zero Workshop
- Street Smart
- Regional Roadway Safety Program
- TAP application opportunities
- Jurisdiction Level Voices of the Region Survey Summary
- Resiliency Study Update
- CAV webinar
- DOD Military Installation Resilience Review
- Climate and Energy Leadership Awards

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## COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

May 19, 2021

*Nancy Abeles, CAC Vice-Chair*

The Community Advisory Committee (CAC) to the TPB met on Thursday, May 13, for an online-only meeting. Most of the meeting was devoted to an in-depth discussion about the long-range transportation plan and the process for its development. Also at the meeting, staff briefed the CAC on the upcoming TPB agenda.

### VISUALIZE 2045 DISCUSSION

In April, the CAC received a full briefing from Transportation Planner Stacy Cook on Visualize 2045. This month, committee members were given the opportunity to continue their discussion about the plan. At the beginning of the meeting, staff broke the committee into small groups (using Microsoft Teams) and gave them three questions to discuss. TPB staff did not participate in these breakout sessions. Once the full committee reconvened, Karen Armendariz, public engagement specialist, facilitated report-outs from each group and a full group discussion that gave the committee an opportunity to ask questions of staff and clarify their points.

The input from the breakout groups is summarized below:

**Why is Visualize 2045 is important?** Committee members provided the following responses:

- Visualize 2045 should serve as a master plan that pulls together elements of various transportation plans developed at the state and local levels. The plan should provide a common language to discuss transportation as multi-faceted, multi-modal system.
- The plan should provide a means for coordinating planning efforts across the region. Different states and jurisdictions may have different standards and approaches to planning. A common regional plan helps to coordinate those differences.
- The long-range transportation planning process should help the TPB identify and advocate for regionally focused projects and programs that will benefit the entire region.
- The plan provides an opportunity to educate the public about future challenges and solutions. The planning process should engage the public by showing them how the future might look.

**As we move past the constrained element of Visualize 2045, what are some ways we can weave equity into the plan?** Committee members provided the following responses:

- Equity can mean different things to different people. We should reach out to people in underserved communities to find out what they want and need from the transportation system. Is it access to jobs? Access to goods and services?
- Perhaps the TPB should consider setting standards and measurements for equity, and a way to measure progress.
- The TPB might consider setting aside a budget for work and/or projects focused on equity.
- The TPB could encourage agencies that implement transportation projects to give preferences or percentages in contracting to minority-owned firms.
- It is important to understand and remember the purview of the TPB on issues of equity (and other issues as well); if we try to be everything, we could end up being nothing. It is important to target actions toward outcomes.

**As we move past the constrained element of Visualize 2045, what are some ways we can address climate change in the plan?** Committee members provided the following responses:

- The TPB should explore and identify new ways to incorporate considerations of greenhouse gas emissions into the plan.
- There needs to be a greater emphasis on transportation policies to mitigate climate change, such as increased support for alternative-fuel vehicles and mass transit. Leaders should consider establishing incentives/disincentives for various modes.
- The TPB should encourage community improvements using a “Complete Streets” approach that make walking and biking more attractive.
- The region’s problem with affordable housing is both an equity issue and a climate change concern. Increasingly, people can only afford to live in places that are farther out and more auto-dependent.
- The region needs to make infrastructure more resilient to climate change through better design, drainage, and permeable surfaces.

Some broader points raised by committee members included:

- Changes in road space during the pandemic – such as the establishment of outdoor dining spaces and increased pedestrian and bicycle access – should be continued into the future. TPB Transportation Planner Stacy Cook responded that the Voices of the Region survey found that there was high support for the continuation of those kinds of changes. She said that Visualize 2045 will reflect this finding.
- The American Jobs Plan, the infrastructure legislation proposed by the new Administration, offers a rare opportunity to shape transportation for generations to come. The TPB should get involved in shaping this legislation, as much as possible and appropriate. Lyn Erickson of the TPB staff answered that the TPB is prohibited from lobbying, but in the past the TPB has developed policy principles on federal legislative proposals.
- Transportation planning nationally and in our region has become too politicized. The TPB should seek to de-politicize the planning process and policy making by emphasizing data and known equity and climate impacts.

The committee also discussed ways the TPB can incorporate public input into the planning process.

- Members suggested that the CAC can be a liaison between the TPB and communities in the region.
- They also suggested that the CAC should have representation on task forces and other special committees to be sure “Voices of the Region” continue to be heard.

Finally, regarding the recent public comment period for the project inputs to Visualize 2045, a CAC member asked the following questions:

- How many comments had been received and how many mentioned equity? Stacy Cook answered that 206 comments had been received. Approximately 180 of these comments were broad and many mentioned equity in some fashion.
- Has the TPB asked for an extension to the deadline for approval of Visualize 2045? Ms. Cook answered that the TPB has submitted a letter to the federal transportation oversight agencies regarding an extension and is awaiting a response.

## OTHER BUSINESS

Lyn Erickson, TPB Plan Development and Coordination Program Director, walked the committee through the May TPB agenda.

During the Staff Update Mr. Swanson updated the committee on COG's plans for re-entry to the building and plans for partial in-person meetings starting in the Fall.

## ATTENDEES

<b>Members</b>	
Nancy Abeles	Katherine Kortum
Ashley Hutson	Michael Arston
Dan Papiernik	Lorena Rios
Delia Houseal	Ra Amin
Delishia Pittman	Robert Jackson
Eyal Li	Ron Sktz
Jeff Jamawat	Solomon Haile
Jeff Parnes	Michael Arston
Tracy Duvall	Jemila Kia James
Rafael Sampayo	Justin Isbell
<b>Guests</b>	
Bill Orleans	
<b>Staff</b>	
Abigail Zenner	Stacy Cook
John Swanson	Lyn Erickson
Karen Armendariz	



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Steering Committee Actions and Report of the Director  
**DATE:** May 13, 2021

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There were no actions at the Steering Committee meeting on May 7, 2021.

The attached materials include:

- Letters Sent/Received
- Announcements and Updates



**MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Letters Sent/Received  
**DATE:** May 13, 2021

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





National Capital Region  
**Transportation Planning Board**

May 10, 2021

Mr. Christopher Lawson  
Division Administrator  
Federal Highway Administration  
1200 New Jersey Ave., SE  
Washington, DC 20590

Ms. Terry Garcia Crews  
Region 3 Administrator  
Federal Transit Administration  
1835 Market Street, Suite 1910  
Philadelphia, PA 19103

Re: Request for extension of due date to complete quadrennial update of MPO LRTP, TIP, and Air Quality Conformity analysis.

Dear Administrator Lawson and Administrator Crews:

We are writing on behalf of the National Capital Region Transportation Planning Board (TPB), the metropolitan planning organization (MPO) for the metropolitan Washington area. The TPB thanks you and your offices for the assistance provided to the TPB in conducting the federally mandated metropolitan planning process, particularly during the trying times of the COVID-19 pandemic.

As you are aware, the nation's MPOs serve a critical role in the stewardship of the country's transportation network — ensuring a state of good repair as well as equitable and effective mobility and accessibility to support various socio-economic and environmental goals. In addition to the federal planning factors, the TPB has adopted, over the past two decades, a set of policy priorities to inform and guide its long-range transportation plan (LRTP) and transportation improvement program (TIP). Last year, reflecting the national reckoning on race-based inequities and the latest findings of the grave threat posed by climate change, the TPB reaffirmed equity and climate change as priority policy objectives.

In July 2020, the TPB adopted a resolution stating that equity, as a foundational principle, will be woven throughout the TPB's analyses, operations, procurement, programs, and priorities to ensure a more prosperous, accessible, livable, and sustainable future for all residents. Along with our staff, we commit that our work will advance equity by considering it in every debate we have and every decision we make as the region's MPO.

Similarly, as part of its commitment to combatting climate change, the TPB adopted a resolution in October 2020 affirming the region's interim climate change mitigation goal of reducing greenhouse gas (GHG) emissions by 50% compared to 2005 levels, by 2030, and becoming a Climate Ready Region. The TPB has begun a technical analysis to further explore specific actions within the transportation sector that previous work had identified to have the greatest potential to reduce greenhouse gases. Using a series of scenarios, the analysis will specify sets of GHG reduction strategies and estimate what it would take (i.e., the levels of implementation and associated outcomes) to achieve the region's GHG reduction goals and be a climate ready region by 2030. The TPB believes this analysis will help its member jurisdictions prioritize their transportation investments and project selections for inclusion in the LRTP and TIP.

The TPB faces a December 13, 2022 deadline to update its LRTP, TIP, and the associated regional air quality conformity analysis. The TPB believes it would need more time than in the past to receive the results of its climate change technical analysis and re-examine the projects in its current LRTP,

Mr. Christopher Lawson; Ms. Terry Garcia Crews  
May 10, 2021

TIP, and conformity analysis. As the TPB undertakes this substantive re-examination of its LRTP and TIP, we are concerned that a delay in meeting the regulatory requirements and deadlines could potentially lead to project approval and funding delays, among other challenges.

Therefore, we are requesting that the Department of Transportation provide much needed regulatory relief by means of granting a six-month extension of the date by which to receive the approval of our updated LRTP, TIP, and air quality conformity analysis.

The TPB believes that it is very important for its LRTP and TIP to be fully aligned with the President's vision and urgency to address climate change. At the signing the Tackling the Climate Crisis at Home and Abroad executive order (No. 14008) on January 27, 2021, President Biden called on the nation to "confront the existential threat of climate change." The TPB also recognizes the President and the U.S. Department of Transportation intend to make climate change and equity considerations central elements of its programs when it proposed the American Jobs Plan.

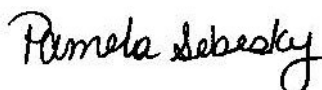
Having the additional time to meet federal metropolitan planning requirements and the deadline will provide us with an opportunity to shape even more forward-looking plans aligned with our priorities and allow us better to meet the call for action issued by the President. Secretary Buttigieg has recognized the importance of proactively focusing on climate change when he said, "Every dollar we spend rebuilding from a climate-change disaster is a dollar we could have spent building a more competitive, modern, and resilient transportation system that produces significantly lower emissions." TPB is committed to helping our member jurisdictions build that modern, resilient transportation system, and this additional six months will allow us the time we need to get on the right track.

We trust you will find the above request timely and reasonable and anticipate your positive response. Please contact Kanti Srikanth, TPB Director at (202) 962-3257 or ksrikanth@mwkog.org if you have any questions. Thank you for your consideration.

Sincerely,



Charles Allen  
Chair  
District of Columbia



Pamela Sebesky  
Vice Chair  
City of Manassas



Reuben Collins  
Vice Chair  
Charles County

cc: Ms. Sandra Jackson, FHWA, Washington, D.C.  
Mr. Daniel Koenig, FTA, Washington, D.C.



National Capital Region  
**Transportation Planning Board**

April 26, 2021

The Honorable Jennifer Wexton  
U.S. House of Representatives  
1217 Longworth House Office Building  
Washington, DC, 20515-4610

RE: Virginia Department of Transportation (VDOT) Project in the City of Manassas

Dear Congresswoman Wexton:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, regarding a project that will construct a two-lane roundabout intersection located at Sudley Road and Centreville Street within the City of Manassas, Virginia.

The City of Manassas has identified this project as a priority as it is part of the greater Mathis Corridor Revitalization effort. The project proposed for this grant has been included in the Washington region's long-range transportation plan, *Visualize 2045, since 2018*. While the project is not currently included in the region's approved FY 2021-2024 Transportation Improvement Program (TIP), as with all projects that have identified source(s) of funding, this project will be included in the TIP through the monthly amendment process once funding becomes available.

Sincerely,

Kanathur N. Srikanth, Staff Director  
National Capital Region Transportation Planning Board



National Capital Region  
**Transportation Planning Board**

April 27, 2021

The Honorable David Trone  
United States House of Representatives  
1110 Longworth House Office Building  
Washington, DC 20515

RE: The City of Frederick, Maryland - Rosemont Avenue Intersection Realignment

Dear Congressman Trone:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, regarding a project that will realign the intersection of Rosemont Avenue with Baughman's Lane and Military Road in the City of Frederick, Maryland.

The project was identified as a priority through the Fort Detrick Bike/Pedestrian/Transit Improvement Study, funded through the TPB's Transportation Land Use Connection Program and informed by extensive public comment. Staff have determined that this project can be added to the Washington region's long-range transportation plan, *Visualize 2045*, and the Transportation Improvement Program (TIP), without being included in the lengthy air quality conformity analysis process. The project is not currently included in the region's approved FY 2021-2024 TIP, however, as with all projects that have identified source(s) of funding, this project can quickly and easily be included in the TIP through the monthly amendment process once funding becomes available, which typically takes less than 30 days to process.

Sincerely,

Kanathur N. Srikanth, Staff Director  
National Capital Region Transportation Planning Board



National Capital Region  
**Transportation Planning Board**

April 27, 2021

The Honorable Gerald Connolly  
U.S. House of Representatives  
2238 Rayburn House Office Building  
Washington, DC 20515

RE: Prince William County Project - Route 123/Old Bridge Road Innovative Intersection Improvements

Dear Congressman Connolly:

I am writing on behalf of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, regarding a project that will implement innovative improvements at the intersection of Virginia Route 123 and Old Bridge Road in Prince William County, Virginia.

Prince William County has identified this project as a local priority as it is part of a larger Virginia Department of Transportation planning effort to improve operations and reduce congestion in the Route 123 corridor at I-95. The project documentation notes the intersection improvements support several of the TPB's regional goals identified in the Washington region's long-range transportation plan, *Visualize 2045*, including: the promotion of non-auto travel and/or a reduction in vehicle miles traveled; enhancement of roadway maintenance and/or preservation; a reduction in the number of fatalities and injuries among motorists, pedestrians, and bicyclists; and an expectation to contribute towards the reduction of emissions of greenhouse gases by 50% below 2005 levels by 2030.

Staff have determined that this project can be added to *Visualize 2045* and the Transportation Improvement Program (TIP) without being included in the lengthy air quality conformity analysis process. The project is not currently included in the region's approved FY 2021-2024 TIP, however, as with all projects that have identified source(s) of funding, this project can quickly and easily be included in the TIP through the monthly amendment process once funding becomes available, which typically takes less than 30 days to process.

Sincerely,

Kanathur N. Srikanth, Staff Director  
National Capital Region Transportation Planning Board



National Capital Region  
**Transportation Planning Board**

May 7, 2021

Mr. Christopher P. Logan  
Acting Assistant Administrator  
Grant Programs Directorate  
Federal Emergency Management Agency  
U.S. Department of Homeland Security  
Washington, DC 20472

Dear Mr. Logan:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Prince George's County, Maryland, Department of Public Works and Transportation (DPW&T) for federal funds under the Federal Emergency Management Agency's Transit Security Grant Program. DPW&T is seeking three and a half million dollars (\$3.5 M) to enhance security infrastructure at the County's sole bus garage in Forestville, Maryland. The TPB supports DPW&T's effort to ensure that the County's transit system facility meets and exceeds the Department of Homeland Security standards.

The project proposed for this grant is consistent with the regional transportation goals and priorities reflected in the Washington region's long-range transportation plan, *Visualize 2045* and the TPB's *Unified Planning Work Program*. The TPB has long supported increased investment of transportation dollars to support improvements in the region's transit system. Safer and more secure transit facilities will provide benefits to the region's citizens and visitors through higher quality and more reliable public transportation service. The support and promotion of public transportation is a key strategy of our adopted Regional Transportation Priorities Plan.

We urge your favorable consideration of Prince George's County's request, as it directly responds to regional transportation goals and priorities adopted by the Transportation Planning Board and identified in the Washington region's long-range transportation plan. I anticipate that upon a successful grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for this project.

Sincerely,

Charles Allen  
Chair, National Capital Region  
Transportation Planning Board

Cc: Mr. Terry Bellamy, Director, Prince George's County Department of Public Works & Transportation



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Announcements and Updates  
**DATE:** May 13, 2021

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



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lynn Winchell-Mendy, Transportation Planner IV  
**SUBJECT:** Solicitation Notice for Funding for the Federal Transit Administration's American Rescue Plan Act of 2021 (ARPA)  
**DATE:** May 13, 2021

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The purpose of this notice is to provide details about the availability of supplemental funding for 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program under the American Rescue Plan Act of 2021 (ARPA), and outline TPB/COG's plan to allocate the apportionment of \$591,362 for the DC-MD-VA urbanized area.

### BACKGROUND INFORMATION

On March 11, 2021, President Biden signed ARPA into law. It includes \$30.5 billion in federal funding to support the nation's public transportation systems as they continue to respond to the COVID-19 pandemic and to support vaccination. \$50 million is to be distributed to the 5310 Enhanced Mobility of Seniors and Individuals with Disabilities program through formula grants.

The apportionment for the Washington, DC/VA/MD urbanized area is \$591,362 (Federal) and will be made available through an application in TrAMS to the Designated Recipient for 5310 Enhanced Mobility funds, TPB with COG as the administrative agent.

The purpose of ARPA funding is to support [expenses eligible under Enhanced Mobility](#), which aim to improve mobility for seniors and individuals with disabilities in the DC-MD-VA urbanized area, but recipients are directed to prioritize payroll and operational needs faced due to the impacts of the COVID-19 pandemic.

This purpose and program guidance for this second round of supplemental funds under ARPA is vastly similar to those for the first round of funding made available under the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). As such, staff recommends using the same solicitation process, eligibility criteria, and selection process that was used for the first round of supplemental funds.

The following additional eligibility and requirements apply to the supplemental funding:

- 100% Federal, no match required
- Pre-award authority is retroactive to January 20, 2020
- Must follow the existing Coordinated Human Service Transportation Plan
- Providing transportation for seniors and individuals with disabilities to COVID-19 vaccination sites is an eligible expense



- Administrative requirements are the same as for the Enhanced Mobility program (application in TrAMS, Program of Projects, quarterly Milestone Progress Reports, quarterly Federal Financial Reports, compliance, etc.)
- Requires an update to the TIP/STIP depending on the type of projects

The net amount of grant funding awarded will be \$532,226 after providing for grant administration (by COG staff). All suballocations will be reviewed and approved by FTA within TrAMS, per standard award procedure.

Additional information regarding stimulus funding from the FTA can be found in FAQs published here: <https://www.transit.dot.gov/frequently-asked-questions-fta-grantees-regarding-coronavirus-disease-2019-covid-19#COVID-19AdminRelief>.

## ELIGIBILITY CRITERIA

Like CRRSAA, to ensure the funds are distributed in an expeditious manner to programs disrupted by COVID-19 but not eligible to apply for CARES Act relief, the following eligibility criteria will apply to ARPA:

- Funding will be made available to existing subrecipients and recent subrecipients of Enhanced Mobility (or JARC and New Freedom projects funded under an Enhanced Mobility solicitation) who qualify.
- The application must be for the benefit of the same project as the existing or recently closed award, and/or for transportation to COVID vaccination sites. If for vehicles already delivered, it should be to support the purpose of the vehicles, i.e. driver salaries, coordination staff, operating costs, etc.
- Applicants will be required to document impact, specifically the need to end or limit activities or services and lay off or furlough staff.
- Applicants will be required to document that any CARES act dollars received have been fully expended or were not used for the project in the application
- It is recommended that the request be at least \$75,000 - \$100,000 for ease of management but does not preclude applying for funding for lower amounts.

NOTE: the regularly scheduled biennial Enhanced Mobility solicitation, for approximately \$6.3 million federal, will occur from July 1 – September 1, 2021.

## NEXT STEPS

- Staff has developed a streamlined solicitation, which mirrors CRRSAA, for implementation through the Foundant grants management system.
- Existing subrecipients, regardless of current “active” project status, will be notified of the opportunity to apply and parameters.
- The solicitation launch is May 21.
- The application deadline is June 21, at 3pm.

- Staff will convene internal selection committee in late June/early July.
- The TPB Officers and AFA Chair will be briefed in early July.
- TPB approval of projects recommended for funding will be sought and an update to the TIP will be requested in July.
- The application will be completed in TrAMS to receive the funds from FTA and contract with selected subrecipients to manage the award after as soon as possible following the July TPB meeting.

cc: Kanti Srikanth, Deputy Executive Director for Metropolitan Planning  
Lyn Erickson, Director, Plan Development and Coordination  
Nicholas Ramfos, Director, Transportation Operations Programs  
Dan Sheehan, Transportation Program Operations Manager

Program Management Plan

<https://www.mwcog.org/coordinated-human-service-transportation-plan/> - 2018 update

Coordinated Human Service Transportation Plan

<https://www.mwcog.org/documents/2016/10/21/program-management-plan-for-enhanced-mobility-of-seniors-and-individuals-with-disabilities-funds-section-5310/>

The competitive selection process includes an internal COG/TPB staff selection committee. Members will review the applications based on the selection criteria and will make a set of funding recommendations to the TPB. The TPB will be asked to approve the recommendations based on the selection committee's deliberations.

The selection criteria are based on the TPB's experience in awarding and beginning to administer CRRSAA projects. The selection criteria include a maximum of 100 total points:

**Project Focus (45 points)**

This criterion looks at how the project meets the intent of the funding and addresses a demonstrated need, in consultation with the target population. Per FTA guidance, projects that request payroll and operational funding will take priority and may score higher. Transportation to vaccination sites is an eligible expense under ARP. Applications that address this important need and serve equity emphasis areas on the process may score higher.

**Project Feasibility (25 points)**

This criterion looks at how well the application addresses how the project will be implemented, including defined roles and responsibilities and an action plan that is achievable within an 18-month timeframe.

**Institutional Capacity to Manage and Administer an FTA grant (20 points)**

This criterion considers the availability of sufficient management, staff, and resources to implement an FTA grant and past grant performance.

**Partnerships/Coordination (10 points)**

This criterion considers projects that coordinate efforts or develop partnerships that aid older adults and people with disabilities in accessing mobility services during the pandemic. Additional points will be awarded to partnerships across departments or jurisdictions.



## **MEMORANDUM**

**TO:** National Capitol Region Transportation Planning Board  
**FROM:** Nicholas Ramfos, Director, Transportation Operations Programs  
**SUBJECT:** Bike to Work Day 2021  
**DATE:** May 13, 2021

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Bike to Work Day will be held on Friday, May 21, 2021. There are over 90 “pit stop” locations throughout the region that will be participating. Employees across the region are being encouraged to either bike into work if they are able to, or if working from home, to bike to a pit stop near their home. May is Mental Health Awareness month and encouraging workers to get a bit of fresh air and pick-up a free t-shirt and register for prizes through the use of a bicycle is one way to help mitigate the effects of the pandemic. Feel free to use the attached flyer to promote the event on your social media pages or throughout your jurisdiction.

Additionally, Commuter Connections has been working on the preparation of a regional bike map which will be printed and distributed to all of the pit stops during Bike to Work Day. The new map covers significant bike routes and facilities throughout the region. For more detailed routing information, commuters can set up a free Commuter Connections account and take advantage of the region’s Bicycle Route Finder that enables cyclists to plan their bicycle commute or recreational ride using an expanded database with more than 2,150 miles of trails, on-street lanes, bike paths and facilities; 33,371 path segments and 35,485 path junctions.

# BIKE TO WORK DAY

Friday, May 21  
FREE EVENT - REGISTER AT  
[BikeToWorkMetroDC.org](http://BikeToWorkMetroDC.org)

Pre-Register by  
May 14 for **FREE T-SHIRT\***  
& **BIKE RAFFLE**

# 2021

20th Anniversary

Still working from home? No problem! Bike to your local "pit stop" for your free T-shirt and back home again.



URBANSTEMS



Printed on recycled paper

Register free at  
[BIKETOWORKMETRODC.ORG](http://BIKETOWORKMETRODC.ORG)  
800.745.7433

Visit [biketoworkmetrodc.org](http://biketoworkmetrodc.org) for pit stop locations and times.  
\*T-Shirts available at pit stops to first 15,000 registrants.  
Pit stops in D.C., Maryland, and Virginia!  
Staggered hours and a strict COVID policy will be in place.

  #BTWD2021

Bike to Work Day is funded by DDOT, MDOT, VDOT, and USDOT.





## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Nicole McCall, TPB Transportation Planner  
John Swanson, TPB Transportation Planner  
**SUBJECT:** Solicitation for Applications: The Transit Within Reach Program  
**DATE:** May 13, 2021

---

The application period for the TPB's new Transit Within Reach Program opened on Monday May 3. The deadline for applications is July 1. The deadline for submitting abstracts for proposed projects, which is an optional step, is May 18.

Any local jurisdiction in the National Capital Region that is a member of the TPB is eligible to apply. Recipients will receive short-term consultant services and no direct financial assistance. Approximately \$80,000 will be available per project. For this initial round, the TPB will allocate approximately \$250,000.

## **PROGRAM OVERVIEW**

The Transit Within Reach Program funds design and preliminary engineering projects to help improve bike and walk connections to existing high-capacity transit stations or stations that will be open to riders by 2030. The program places special emphasis on projects that improve access in TPB Transit Access Focus Areas (TAFAs), which have been identified as prime locations for small capital improvements—such as sidewalks, trails, crosswalks—that will make it safer and easier to walk or bike to train stations and bus stops.

Moving beyond conceptual planning, Transit Within Reach funds can help projects achieve up to 30 percent design and otherwise make progress toward construction/implementation (see categories listed below). Local governments that are members of the TPB are eligible to apply. Services are provided by consultants on a short-term basis—typically one year or less. To be eligible, projects must have already undergone a local planning process and be ready to move toward implementation. Project categories may include (but are not limited to):

### Cost estimates of improvements

- Engineering systems description and analysis
- Preliminary or schematic drawings with site plans and elevations
- Renderings of site massing, elevation, or facility interior/exterior spaces
- Site surveys

The Transit Within Reach program advances a regional policy priority to improve walk and bike access to transit, which was one of seven Aspirational Initiatives approved by the TPB in 2018.

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. But unlike Transit Within Reach, the TLC Program funds planning projects, as well as design. And, while the TLC Program also promotes access to transit, its projects typically address other topics as well.

## **BACKGROUND**

Approved in 2018, the TPB's long-range transportation plan, Visualize 2045, included an Aspirational Initiative calling upon the region to improve pedestrian and bicycle access to transit. The region is currently expected to have 225 High-Capacity Transit Stations by 2030, but many of the areas around these stations are not conducive to walking and biking. These station areas include Metrorail, commuter rail, light rail, streetcar, bus rapid transit, and multimodal stations.

Following the approval of Visualize 2045, the TPB asked staff to prioritize a set of transit station areas where pedestrian and bicycle access improvements would have the greatest potential to utilize available ridership capacity and increase transit ridership. In response, TPB staff conducted the Transit Within Reach study, which combined regional analysis with member outreach to develop a regional list of 49 Transit Access Focus Areas (TAFAs). The board determined that these locations present the greatest need and opportunity to improve pedestrian and bicycle access to transit. The TAFAs are distributed across the TPB's jurisdictions, serve a variety of transit systems, and all are located within a half mile of one of the region's Activity Centers. Forty-three out of 49 TAFAs are in Equity Emphasis Areas, which have high concentrations of low-income population and communities of color.

In July 2020, the TPB adopted Resolution R4-2021, which adopted the TAFAs and asked TPB member jurisdictions to prioritize projects, programs, and policies that will implement improvements in the TAFAs. In order to further advance its work with TAFAs and more broadly to promote implementation of the Aspirational Initiative to promote bike/ped access to transit, the TPB has established the Transit Within Reach Program to move small high-impact projects into preliminary design or preliminary engineering (30%).

## **APPLICATION PROCESS**

Any TPB member jurisdiction or agency that is a member of the Transportation Planning Board is eligible to apply. This solicitation will be conducted every two years between FY 2021 and FY 2026. Approximately \$80,000 will be available per project; for each biennial solicitation approximately \$250,000 will be allocated to three projects. Recipients will receive short-term consultant services, not direct financial assistance.

The current application period will be open between May 3, 2021 and July 1, 2021. Applicants may submit an optional abstract by May 18, 2021. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal. In advance of convening a selection panel, TPB staff will ask state and regional agencies to comment on the applications.

The selection panel will include individuals with pedestrian, bicycle, and transit expertise. The panel will be encouraged to select projects representing a variety of different types of transit – Metrorail, commuter rail, bus rapid transit, etc. The TPB is scheduled to approve projects for funding in September or October of 2021.

## SCHEDULE

- Application period opens: May 3, 2021
- Abstracts due (optional): May 18, 2021
- Applications due: July 1, 2021
- Selection panel recommendations: July to August 2021
- TPB approves projects: September to October 2021
- Task Orders developed for projects: November to December 2021
- Project kickoff meetings: January 2022
- Project completion: December 2022

## FUNDING PRIORITIES

Applications will be scored according to eligibility criteria listed in the application. Projects will receive higher scores for aligning with one or more of the following priorities:

- ***Improvements in ped/bike access to high-capacity transit, and, in particular, in Transit Access Focus Areas***  
Applications for pedestrian and/or bicycle improvements that will expand bicycle and pedestrian access to one or more of the region's 225 HCT station areas that will be open to riders by 2030, priority will be given to the TPB's 49 Transit Access Focus Areas (TAFA).
- ***Increase in transit ridership and/or utilization of available ridership capacity***  
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase transit ridership and/or utilize available ridership capacity at the station.
- ***Access for low-income communities and communities of color***  
Applications are encouraged that demonstrate how planned pedestrian and/or bicycle capital improvements will increase access for low-income communities or communities of color, particularly in Equity Emphasis Areas (EEAs).
- ***Collaboration with other agencies and/or jurisdictions***  
Applications are encouraged that demonstrate how successful collaboration among agencies and/or jurisdictions will be achieved.
- ***Strategies to advance project, including funding and construction***  
Applications are encouraged that demonstrate that projects are on a realistic trajectory toward construction. In addition, applications are encouraged that will use the program as seed funding to complement or leverage other funding sources.

## FOR MORE INFORMATION

The Transit Within Reach application can be downloaded at:

[www.mwcog.org/transportation/programs/transit-within-reach-program](http://www.mwcog.org/transportation/programs/transit-within-reach-program)

For more information, contact

- Nicole McCall, [nmccall@mwcog.org](mailto:nmccall@mwcog.org)
- John Swanson, [jswanson@mwcog.org](mailto:jswanson@mwcog.org)





## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** John Swanson, Transportation Planner  
Arianna Koudounas, Regional Planner  
**SUBJECT:** Virginia Solicitation for Applications for the Transportation Alternatives Set-Aside Program  
**DATE:** May 13, 2021

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For Virginia, the application period for the Transportation Alternatives Set-Aside (TA Set-Aside) Program began on May 17, 2021. The application deadlines are listed below:

- Virginia Transportation Alternatives Set-Aside:
    - Pre-applications: May 17 – July 1, 2021 (Note: Pre-applications are mandatory)
    - Applications: Due October 1, 2021 (Note: Virginia is on a two-year funding cycle)
- See [www.virginiadot.org/business/prehancegrants.asp](http://www.virginiadot.org/business/prehancegrants.asp)

The TA Set-Aside is a federal program that funds smaller-scale capital improvement projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS) projects, environmental mitigation, and other community improvements. Information on the program is available from FHWA at: [https://www.fhwa.dot.gov/environment/transportation\\_alternatives/](https://www.fhwa.dot.gov/environment/transportation_alternatives/).

Applications must be submitted through the state DOTs, which are responsible for selecting projects on a statewide basis using some TA Set-Aside funding. However, under federal law, another portion of the program's funds are suballocated to the TPB, which is responsible for selecting additional projects for our region's portions of DC, Maryland, and Virginia. The FY 2022 application period for Maryland ends on May 17. For DC, the application period ended on May 12. The TPB is currently expected to approve funding on July 21, 2021 for projects in D.C. and Maryland.

For Virginia, the TPB is tentatively scheduled to approve the next of projects in February of 2022.

Past recipients of technical assistance through the TPB's Transportation Land Use Connections (TLC) Program are encouraged to consider seeking funding for capital improvements through the TA Set-Aside Program. The TPB also encourages TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan.

For more information about the TPB's role in this program, please contact John Swanson ([jswanson@mwkog.org](mailto:jswanson@mwkog.org); 202-962-3295) or Arianna Koudounas ([akoudounas@mwkog.org](mailto:akoudounas@mwkog.org); 202-962-3312).



## **ANNOUNCEMENT**

# **TRANSPORTATION PLANNING BOARD CONNECTED AND AUTOMATED VEHICLES (CAV) WEBINAR SERIES**

## **WEBINAR #4: CAV PLANNING CONSIDERATIONS – WHITE PAPER FINDINGS AND RECOMMENDATIONS**

Tuesday, May 25, 2021\*  
10:00 A.M. - 11:30 A.M.

Registration Information:

Registration is free of charge, but advanced registration is required.

Please use this link to register: [CAV Webinar #4 Registration](#)

Please join us for the rescheduled fourth webinar in the series dealing with Connected and Automated Vehicles' impacts on the Transportation Planning Board's and member agencies' activities. All are welcome, especially TPB member agency and committee personnel involved in or with an interest in the topic.

Featured will be a presentation on the CAV White Paper undertaken in 2020 to look at planning issues that will arise with CAV's as they are introduced to the National Capital Region. Incorporating CAV planning into the TPB's *Visualize 2045* long-range plan update will be discussed as well.

TPB is planning more CAV webinars, stay tuned for announcements on future events.

Please refer any questions or comments to:

Andrew Burke  
Transportation Engineer  
Department of Transportation Planning  
[aburke@mwkog.org](mailto:aburke@mwkog.org)

*\*Rescheduled from the originally announced date of March 25, 2021.*

# CLIMATE & ENERGY LEADERSHIP AWARDS

RECOGNIZING INNOVATIVE SOLUTIONS TO KEY CLIMATE AND ENERGY ISSUES IN METROPOLITAN WASHINGTON.



Metropolitan Washington  
Council of Governments



## ACCEPTING APPLICATIONS APRIL 22 - JUNE 30, 2021

### PURPOSE

The Metropolitan Washington Council of Governments' (COG) Climate and Energy Leadership Awards recognize organizations that develop climate stewardship projects and programs that engage and serve the region's underserved communities. The awards program highlights a broad range of climate solutions for their unique engagement practices as well as their results, creativity, and replicability.

### RECOGNITION

Climate and Energy Leadership awardees will be recognized in front of local, regional, and national officials. COG will showcase awardees to bring recognition to their successes and to serve as a role model for metropolitan Washington. This type of public acknowledgment can encourage continued and enhanced efforts of communities and organizations. Awardees will also be presented with a unique, environmentally-friendly award that is hand-crafted by a local artist.

### ELIGIBILITY

Two applicants from metropolitan Washington will be recognized with a Climate and Energy Leadership Award for leading practices in greenhouse gas reduction, built environment and infrastructure, renewable energy, transportation, land use, sustainability or resilience programs. Scoring places an emphasis on creative, impactful projects that engage and support underserved communities. COG will provide awards to one organization (or partnership) in each of the following categories:

- **Government Agency** (*local, state, regional, quasi-govt, utilities, or authorities*)
- **Non-Governmental Organization** (*non-profit, citizen, or community-based groups*)

### HOW TO APPLY

Applications can be submitted at [www.mwcog.org/climateawards](http://www.mwcog.org/climateawards) or emailed to [lboggs@mwcog.org](mailto:lboggs@mwcog.org) no later than June 30, 2021. Applications must include a 1-3 page project summary file that gives clear description on how it meets the four judging criteria listed below. Engagement will be weighed more heavily and account for 40% of the total score and the other categories will account for 20% each.

- **Engagement** (engage underserved communities) - 40%
- **Results** (results, achievements, measured outcomes like cost-effectiveness) - 20%
- **Creativity** (innovative, resourceful or unique aspects) - 20%
- **Model** (replicability to other communities/organizations) - 20%

Full details on judging criteria, judging process, and application requirements are available in the Procedures and Guidelines on the awards website.

## RECOGNIZE

Environmental Achievement

## ENCOURAGE

Advancement of Regional Goals

## FOSTER

Healthy Competition

## LEARN

From Each Other

[WWW.MWCOG.ORG/CLIMATEAWARDS](http://WWW.MWCOG.ORG/CLIMATEAWARDS)

May 17, 2021

The Honorable Charles Allen  
Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E., Suite 300  
Washington DC 20002

Dear Chairman Allen:

I am writing to update the National Capital Region Transportation Planning Board (TPB) on Maryland's I-495 & I-270 Public Private Partnership (P3) Program. Included with this letter is the Maryland Department of Transportation's (MDOT) recent fact sheet announcing a new recommended preferred alternative (RPA) for the I-495 & I-270 Managed Lanes Study (MLS) to deliver Phase 1 South: American Legion Bridge I-270 to I-370. This study was previously updated to be more consistent with key elements of Visualize 2045 including adding high-occupancy toll (HOT) lanes, an integrated regional commuter bus network, increased access to transit, and improved bicycle and pedestrian connections throughout the region.

While the February 2021 revisions to the project submission for inclusion in the Air Quality Conformity Analysis remain unchanged - changing Express Toll Lanes (ETL) to HOT lanes - additional changes *not reflected* in that submission are now proposed. These key revisions include changing the phases from I-495 east of MD 187 to the Woodrow Wilson Bridge and I-270 east spur from east of MD 187 to I-495 from construction to study status only. This change will allow MDOT to continue further analysis and collaboration with the public, stakeholders, and agency partners until we have enough support to advance congestion relief improvements on this section of the interstate system. The remaining phases including I-495 from the American Legion Bridge to east of MD 187 and I-270 from I-495, including the I-270 west spur, to I-70, which are part of the Phase 1: American Legion Bridge I-270 to I-70 Relief Plan currently being solicited for a Progressive P3/predevelopment agreement, will remain as construction at an estimated cost of \$6.0 billion.

As you know, for almost three years the MDOT State Highway Administration (MDOT SHA) has been conducting a thorough review, study, detailed traffic analysis, environmental analysis, financial analysis, and capital cost analysis while continually gathering input from the public, regulatory agencies and other important stakeholders. Based on all of this work, on January 27 MDOT SHA formally recommended **Alternative 9**, adding two HOT lanes on I-495 across the American Legion Bridge to west of MD 5, and adding a HOT lane and converting the existing high-occupancy vehicle (HOV) lane into a HOT lane north on I-270 to I-370 for the MLS.

Under the *new* RPA, the same improvements associated with Alternative 9 are proposed but only within the limits of Phase 1 South. The Phase 1 South limits extend on I-495 from the George Washington Memorial Parkway, across the American Legion Bridge, to east of MD 187 and on I-270, including the west spur, to I-370 and on the I-270 east spur from east of MD 187 to I-270. Under this alternative, a new American Legion Bridge will be provided and buses and vehicles with three or more people will be able to travel the new HOT lanes free of charge, reducing dependence on single-occupant vehicles and providing opportunities for faster, more reliable bus transit service, carpooling and vanpooling throughout the region. All existing general-purpose lanes will continue to be free to travelers. The RPA will provide long-needed congestion relief to travelers in both the HOT lanes and general-purpose lanes within Phase 1 South.

This MDOT RPA is consistent with key elements of the Visualize 2045 long-range plan, which calls for the addition of new HOT lanes on I-495 and I-270 in Maryland, and an integrated regional commuter bus network. MDOT SHA is proposing to use the new HOT lanes not only to provide traffic relief, but also to improve the speed and reliability of regional bus service by using the new HOT lanes to provide improved connectivity and transit services between key economic centers in both corridors. MDOT SHA announced new commitments for the bicycle and pedestrian community as part of the program including: improved bicycle and pedestrian connections and trail connectivity across the American Legion Bridge; regional transit improvements such as expanded bus capacity at Shady Grove Metro; expanded park-and-ride facilities; and environmental enhancements.

Visualize 2045 came about because traffic modeling analysis of the previous long-range plans indicated a dramatic worsening of congestion by 2040, even if everything in those previous plans were built. The American Legion Bridge I-270 to I-70 Relief Plan is an integral part of the Expanded Regional Express Lane Network in Visualize 2045, as it will provide new regional transit options and dramatically improve congested conditions around major chokepoints like the American Legion Bridge and I-270. As the region seeks to reduce our dependence on driving alone, the RPA will encourage carpooling by exempting cars with three or more passengers and buses from the tolls.

We fully recognize that COVID-19 is impacting all Marylanders today – in how we work, in how we spend our free time, and in how we travel. Traffic volumes have so far returned to roughly 90% of pre-COVID-19 levels, and by the time the new HOT lanes are operational, the volumes are fully expected to return and grow based on the region's projections. The National Capital Region is projected to add 1.3 million more residents by 2045. Multiple studies over the last decade have shown that the National Capital Region is already one of the most congested metropolitan regions in the nation, and Marylanders faced the second highest commuting times in the country. The American Legion Bridge I-270 to I-70 Relief Plan is a long-term regional plan that allows MDOT to prepare for projected increasing traffic volumes and commute times between now and 2045.

The Honorable Charles Allen  
Page Three

We will continue to update the TPB as we move forward with this program. We appreciate your coordination, and if you need further assistance, please contact Ms. Heather Murphy at 410-865-1275 or via email at [hmurphy@mdot.maryland.gov](mailto:hmurphy@mdot.maryland.gov). She will be happy to assist you.

Sincerely,



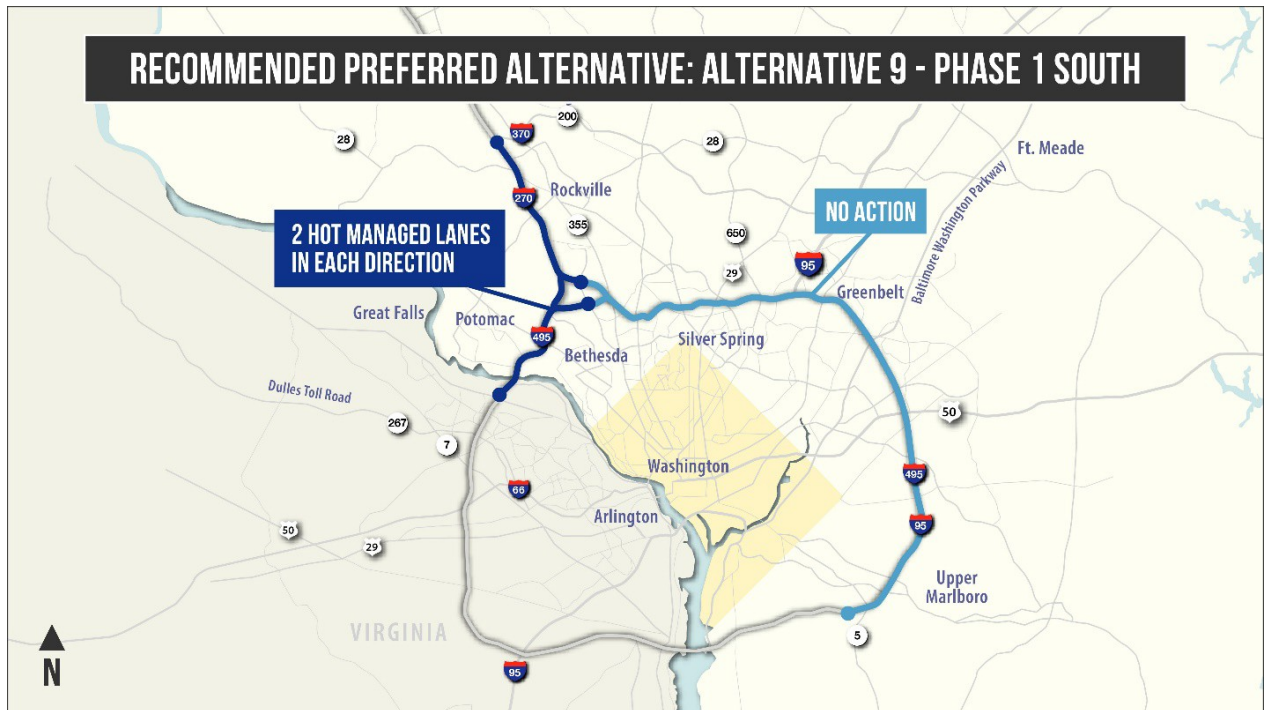
R. Earl Lewis, Jr.  
Deputy Secretary

Attachment

cc: Ms. Heather Murphy, Director, Office of Planning and Capital Programming,  
MDOT

## Fact Sheet

### **New Recommended Preferred Alternative to Deliver Phase 1 South: American Legion Bridge I-270 to I-370**



#### **New Recommended Preferred Alternative**

After several months of continuous collaboration and listening to agency partners, public officials and stakeholders, the Federal Highway Administration (FHWA) and the Maryland Department of Transportation State Highway Administration (MDOT SHA) have identified Alternative 9: Phase 1 South as the new Recommended Preferred Alternative (RPA) for the Managed Lanes Study (MLS). The new RPA focuses solely on building a new American Legion Bridge and delivering two high occupancy toll (HOT) managed lanes in each direction on Phase 1 South: American Legion Bridge I-270 to I-370 with no action at this time on I-495 east of the I-270 eastern spur.

In late summer 2021, FHWA and MDOT SHA will issue a Supplemental Draft Environmental Impact Statement (SDEIS) for Alternative 9: Phase 1 South for public and agency comment. Consistent with Alternative 9 in the Draft Environmental Impact Statement (DEIS) published in July 2020, the RPA, Alternative 9: Phase 1 South, proposes adding two HOT managed lanes in each direction from the George Washington Memorial Parkway in Virginia to east of MD 187 on I-495. On I-270 from I-495 to north of I-370 and on the I-270 eastern spur from east of MD 187 to I-270, the new alternative proposes adding one HOT managed lane and converting the existing high-occupancy vehicle (HOV) lane into a HOT managed lane, resulting in a network of two HOT managed lanes in each direction.

MDOT SHA and FHWA continue to consider all comments that were received as part of the DEIS and public hearings held last fall and continue to work with agencies and stakeholders to avoid and minimize impacts to the environment and the communities in the study area. The agencies will respond to substantive comments received on both the DEIS and the SDEIS in the study's combined Final Environmental Impact Statement/Record of Decision (FEIS/ROD).

## **Who can use the HOT Lanes?**

In the Alternative 9: Phase 1 South RPA, existing general-purpose travel lanes throughout the corridor will be retained and will remain free for use by all motorists. Drivers with less than three occupants in the vehicle would only pay if they choose to use the HOT lanes. HOV3+ will allow carpools, vanpools and other vehicles carrying three or more people to travel faster and more reliably in the new HOT lanes free of charge any time of day. Buses and motorcycles also will be granted free passage on the new HOT lanes free of charge, providing opportunities for a faster, more reliable trip.

## **Benefits of New RPA**

The new RPA will address existing traffic and long-term traffic growth, enhance trip reliability, provide additional travel options and improve the movement of goods and services within Phase 1 South. This new RPA will provide significant pedestrian and bicycle commitments to improve the connectivity of area sidewalks and trails, including the addition of a multi-use trail on the new American Legion Bridge across the Potomac River.

## **Future Action**

This RPA does not suggest that improvements will not be needed on the top side and east side of I-495. If the new RPA is selected at the conclusion of the MLS, consideration of improvements to remaining parts of the interstate system would advance separately, subject to additional environmental studies, analysis and collaboration with the public, stakeholders and agency partners.

Click [HERE](#) for more details about the new RPA, the MLS or predevelopment work.

# # #



## **ITEM 7 – Action**

May 19, 2021

### Administrative Update to the 2004 TPB/FAMPO Agreement

**Action:** Approve Resolution R18-2021 to approve the 2021 TPB-FAMPO MOU and to authorize Chair Allen to execute the agreement on behalf of the TPB.

**Background:** The board will be asked to approve the update to the TPB/FAMPO Agreement, which is an administrative agreement to more clearly document current practices and procedures that each MPO is responsible for conducting, specifically for the shared urbanized area (a portion of Stafford County).

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

**RESOLUTION TO APPROVE THE 2021 TRANSPORTATION PLANNING BOARD (TPB)-  
FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO)  
MEMORANDUM OF UNDERSTANDING**

**WHEREAS**, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) is the federally designated MPO for the Washington (DC-MD-VA) urbanized area and has the responsibility under the provisions of the Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the Metropolitan Area; and

**WHEREAS**, as a result of the 2000 Census, the Washington D.C. urbanized area (UZA) extended into the northern portion of Stafford County which is part of the Fredericksburg Area Metropolitan Planning Organization's (FAMPO) metropolitan planning area; and

**WHEREAS**, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the portion of the Washington UZA that overlaps with the FAMPO planning area (northern portion of Stafford County); and

**WHEREAS**, the 2019 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review of the TPB and FAMPO recommended updating this MOU;

**WHEREAS**, between September 2019 and February 2021, the TPB and FAMPO have worked in cooperation with legal counsel, the Virginia Department of Transportation, Federal Highway Administration, and staff to develop and refine a draft MOU; and

**WHEREAS**, the TPB Technical Committee has received regular updates on the status of the development of the draft MOU, received the draft MOU on April 2, 2021, and the committee recommended approval by the TPB at its meeting on May 7; and

**NOW, THEREFORE, BE IT RESOLVED THAT** the National Capital Region Transportation Planning Board hereby approves the 2021 TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the TPB.



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Kanti Srikanth, TPB Staff Director  
**SUBJECT:** Fredericksburg MPO Agreement Update  
**DATE:** April 15, 2021

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The National Capital Region Transportation Planning Board (TPB) and the Fredericksburg Area Metropolitan Planning Organization (FAMPO) are two adjacent metropolitan planning organizations (MPOs) which have a special relationship as defined in the “2004 Agreement for Cooperatively Conducting the Metropolitan Transportation Planning and Programming Process in the Portion of the Metropolitan Washington Urbanized Area within the Fredericksburg Area Metropolitan Planning Organization’s Boundaries” (2004 TPB/FAMPO MOU). Simply put, FAMPO and the TPB share the federally prescribed responsibilities for conducting the metropolitan transportation planning process for the Washington D.C. Urbanized area, with FAMPO responsible for the urbanized area portion of Stafford County.

The TPB’s metropolitan transportation planning process was reviewed and certified by Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) in Spring of 2019. The FHWA and FTA have strongly recommended that the 2004 TPB/FAMPO MOU be updated by June 2020. Since 2019, FAMPO and TPB staff have been coordinating a draft update to the MOU. FAMPO approved a final draft on March 15, 2021 (see attached FAMPO resolution and updated MOU). The TPB is being asked to review and approve the attached MOU that was approved by FAMPO at the TPB meeting on May 19. The agreement is administrative in nature and provides clearer and updated documentation for current practices and procedures that are already in place.

### **BACKGROUND**

The purpose of the 2004 TPB/FAMPO MOU was to identify roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the Washington D.C. Urbanized Area (UZA). This became necessary when the Washington D.C. UZA (that the TPB conducts the metropolitan planning process for) expanded with the 2000 census into the northern portion of Stafford County. The U.S. Census Bureau defines (or redefines) urbanized areas typically following a decennial census.

At that time, Stafford County had a choice regarding its metropolitan transportation planning process: join the TPB (the designated MPO of the expanded UZA) or remain part of FAMPO with responsibility to conduct some additional metropolitan planning activities. Stafford County expressed a desire to remain part of FAMPO, the MPO for the adjacent Fredericksburg UZA. FAMPO indicated its willingness to accept the additional responsibilities to conduct the metropolitan planning process for the portion of Stafford County found to be contiguous with Washington UZA. TPB responsibilities are slightly different and include more tasks than what FAMPO’s responsibilities are for the rest of its planning area.

Based on discussions with its membership, input from its federal partners, and having determined FAMPO's ability to provide for the planning process for the urbanized portion of Stafford County, the TPB supported the County and FAMPO's request. The MOU outlines these provisions.

## **2019 FEDERAL CERTIFICATION REVIEW**

Every 4 years, large MPOs must be certified by FHWA and FTA. This certification involves a close examination of all products and processes produced and conducted by the MPO to certify if the federal regulations are met. As defined by the 2004 TPB/FAMPO MOU, FAMPO is conducting metropolitan planning for the northern portion of Stafford County that is part of the Washington D.C. UZA. Therefore, FAMPO products and processes were also part of the review.

While the 2004 TPB/FAMPO MOU has been reviewed on a periodic basis through the 4-year certification review cycle in 2006, 2010, and again in 2014, no updates were made. However, the most recent federal transportation authorization (FAST Act) has made changes to MPO requirements, including the addition of a new requirement to provide written provisions on PBPP implementation. Since the 2004 TPB/FAMPO MOU does not reflect these additional requirements, the FHWA and FTA recommended the following be executed by June 4, 2020.

1. The **2004 TPB/FAMPO MOU be updated** to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year Federal surface transportation legislation to ensure that on-going roles and responsibilities are consistent with regional, State, and Federal expectations.
2. The TPB, FAMPO, State, and providers of public transportation, **develop agreed upon specific written provisions** for cooperatively developing and sharing information **related to Performance Based Planning and Programming (PBPP) requirements**, including transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the National Highway System.

## **STATUS OF RECOMMENDATIONS**

### **Performance Based Planning and Programming Letter of Agreement**

A letter of agreement detailing specific provisions for the TPB and FAMPO to cooperatively develop and share information related to the PBPP requirements was **executed in May 2020**.

### **2004 TPB/FAMPO MOU Update**

**Work on an update to the 2004 TPB/FAMPO MOU has proceeded and is now in the final form seeking the TPB's approval.**

TPB staff provided a first draft for USDOT, FAMPO staff, FAMPO members and VDOT review. After several iterations, FAMPO and TPB staff agree that this version addresses all of the comments and inputs and best meets the needs of both MPOs, accurately reflects current practices and procedures, and meets the latest federal requirements.

The main changes between the 2004 version and the 2021 version are as follows:

- The preamble was updated to reflect past actions and the justification for having the agreement in place;
- All previous sections in Article 1 that contained reference to the “process” were consolidated into Article 1 Section A “Transportation Management Areas responsibilities and process” and in Article 2;
- Per USDOT recommendation, a new section describing how federal Surface Transportation Block Grant (STBG) Funds and projects are programmed and prioritized by FAMPO (new in Section C “Programming Surface Transportation Block Grant (STBG) Funds” and Section D “Selection of Projects”) has been added;
- Reference to the letter of agreement between FAMPO and TPB for Performance Based Planning and Programming was added; and
- All references to air quality responsibilities have been removed since they no longer apply to FAMPO.

This update is administrative in nature and does not change the coordination process currently in place. Upon execution of this updated MOU, TPB will be in full compliance with the 2019 Federal Certification Review. The FAMPO board approved the attached version of the updated MOU on March 15, 2021 through FAMPO Resolution 21-23. Staff recommends approval of the updated 2021 TPB/FAMPO Agreement at the May 19, 2021 TPB meeting. Upon TPB approval, Chair Allen will sign the MOU and staff will send it back to FAMPO for their final signature to complete the process.

**FAMPO RESOLUTION 21-23**

**APPROVING THE TRANSPORTATION PLANNING BOARD (TPB)-FREDERICKSBURG  
AREA METROPOLITAN PLANNING ORGANIZATION (FAMPO) MEMORANDUM OF  
UNDERSTANDING**

**WHEREAS**, metropolitan planning organizations (MPOs) are responsible for carrying out a continuing, cooperative, and comprehensive (3-C) planning process for urbanized areas (UZAs) in the United States; and

**WHEREAS**, the National Capital Region Transportation Planning Board (TPB) serves as the MPO for Washington D.C. UZA; and

**WHEREAS**, as a result of the 2000 Census, the Washington D.C. UZA extended into the northern portion of Stafford County which is part of FAMPO; and

**WHEREAS**, a memorandum of understanding (MOU) was established in 2004 between TPB and FAMPO to determine how the metropolitan planning process would be performed for the transportation management area (TMA) in Stafford County; and

**WHEREAS**, the 2018 Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) certification review recommended updating this MOU;

**WHEREAS**, between September 2019 and February 2021, FAMPO has worked with legal counsel, VDOT, FHWA, and staff to develop and refine a draft MOU in cooperation with the TPB.

**NOW, THEREFORE, BE IT RESOLVED** that the Fredericksburg Area Metropolitan Planning Organization hereby approves the TPB-FAMPO MOU (Attachment 1) and authorizes its Chair to execute the agreement on behalf of the Policy Committee.

Adopted by the Policy Committee at its meeting on March 15, 2021.



Cindy Shelton, Chair  
Fredericksburg Area Metropolitan Planning Organization  
Policy Committee

Attachment 1 – TPB-FAMPO MOU

**AN AGREEMENT FOR COOPERATIVELY CONDUCTING THE METROPOLITAN  
TRANSPORTATION PLANNING AND PROGRAMMING PROCESS IN THE  
PORTION OF THE METROPOLITAN WASHINGTON, DC-VA-MD URBANIZED AREA  
WITHIN THE FREDERICKSBURG AREA METROPOLITAN PLANNING  
ORGANIZATION'S BOUNDARIES**

**THIS AGREEMENT**, made and entered into as of this \_\_\_\_\_ day of [Month] 2021 by and between the FREDERICKSBURG AREA METROPOLITAN PLANNING ORGANIZATION, hereinafter referred to as FAMPO and the NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD, which is the metropolitan planning organization for Northern Virginia (the jurisdictions contained in Virginia Planning District 8), Washington, D.C. and the suburban Maryland jurisdictions, and hereinafter referred to as the TPB, for the purpose of identifying the roles and responsibilities for cooperatively conducting the metropolitan transportation planning and programming process in the FAMPO portion of the metropolitan Washington, DC--VA--MD Urbanized Area (Washington D.C. UZA).

**WHEREAS**, 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 mandate the establishment of a metropolitan planning organization (“MPO”) in each US Bureau of Census defined “urbanized area” with a population of more than 50,000 individuals and as a condition to the receipt of Federal capital or operating assistance, which shall have a continuing, cooperative and comprehensive transportation (3-C) planning process carried out by a MPO in cooperation with the States and their local jurisdictions that results in plans and programs consistent with the planned development of the “urbanized area” pursuant to the foregoing statutes; and

**WHEREAS**, since 1965 the TPB has been the designated MPO for the Washington, DC-MD-VA UZA, and FAMPO the designated MPO for the Fredericksburg urbanized area, each with its own and distinct metropolitan planning area (MPA) including the respective urbanized areas and its vicinity, as depicted in figure 1, and have, pursuant with 23 CFR 450, independently executed a federal planning agreement (herein referred to as the 3-C agreement) among the MPO, the State(s), and the providers of public transportation serving the planning area identifying their mutual responsibilities in carrying out the metropolitan transportation planning process; and

**WHEREAS**, based on US Census since the Washington, DC-MD-VA UZA population exceeded 200,000 it was classified as a Transportation Management Area (TMA) with additional metropolitan planning requirements placed on the TPB, while the Fredericksburg urbanized population, thru the 2010 US Census, was below 200,000 and hence was not designed a TMA and FAMPO had no additional metropolitan planning requirements beyond that of a MPO; and

**WHEREAS**, the additional responsibilities for a TMA specifically includes responsibilities to have a Congestion Management Process pursuant to 23 U.S.C. 134 and 49 U.S.C. 5303, programming Surface Transportation Program (STP) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STP funds sub-allocated to a TMA as per 23 C.F.R. 450.332.(c) , as amended; and

**WHEREAS**, based on the year 2000 census data, the US Bureau of Census updated the urbanized area boundaries and included the northern portion of Stafford County as part of the Washington, DC-MD-VA UZA; and

**WHEREAS**, the northern portion of Stafford County added to the Washington, DC-MD-VA UZA was of FAMPO's metropolitan planning area (not urbanized area) as depicted in Figure 2; and

**WHEREAS**, as part of the process of re-evaluation of the MPO planning boundaries after the year 2000 census and as an outcome of discussions between the representatives of the TPB, Commonwealth of Virginia, Maryland, and Washington D.C. transportation department, **Federal Highway Administration (FHWA)**, **Federal Transit Administration (FTA)**, FAMPO and Stafford County held, in 2004; and

**WHEREAS**, pursuant to provisions of 23 U.S.C. 134, and 49 U.S.C. 5303 and applicable federal regulations and guidance it was collectively agreed to not expand the TPB's planning boundary and instead have the FAMPO continue conducting the metropolitan planning functions for Stafford county with the additional requirement that FAMPO undertake the additional responsibilities TMA applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

**WHEREAS**, the parties executed an agreement for cooperatively conducting the metropolitan planning and programming process in the portion of the metropolitan Washington Urbanized area within the FAMPO planning boundary on November 17, 2004 (Attachment A), herein referred to as 2004 TPB-FAMPO agreement; and

**WHEREAS**, pursuant to provisions of 23 U.S.C. 134, 23 U.S.C. 150, and 49 U.S.C. 5303 and applicable federal regulations, FAMPO has continued to conduct the metropolitan planning process for all of Stafford County, including the additional TMA responsibilities applicable to the northern portion of Stafford County that is part the Washington, DC-MD-VA UZA; and

**WHEREAS**, the FHWA and FTA MPO certification review process of 2014 and 2018 recommended that the 2004 TPB-FAMPO agreement be updated to reflect, among other things, a description of the additional responsibility for programming Surface Transportation Block Grant (STBG) funds sub-allocated to the TMAs pursuant to 23 U.S.C. section 133, as amended, and a process for selecting projects for receipt of STBG funds sub-allocated to a TMA as per 23 U.S.C. 134, as amended as applicable to the northern Stafford County TMA area; and

**WHEREAS**, there being, at this time, no change to the metropolitan planning areas of the TPB or the FAMPO and to the arrangement of FAMPO taking additional TMA responsibilities for conducting the metropolitan planning process for the northern Stafford area that is part of the Washington, DC-VA-MD urbanized area; TMA.

NOW, THEREFORE, FAMPO and TPB do hereby agree to the following updated responsibilities:

## **ARTICLE I**

### **FAMPO AREA TRANSPORTATION PLANNING AND PROGRAMMING PROCESS**

- A. Transportation Management Area responsibilities and process: Under federal regulations where an urbanized area has a population greater than 200,000 and is therefore designated a



Transportation Management Area (TMA) by the U.S. Secretary of Transportation, the designated TMA is responsible for meeting additional transportation planning requirements beyond those of Metropolitan Planning Organizations (MPO's) having an urbanized area under 200,000 in population. The Washington, DC-MD-VA UZA exceeds 200,000 in population and the Washington D.C. UZA has been designated a TMA. Because of the action of the U.S. Bureau of the Census in its determinations for the 2010 Census of Population, the Washington, DC-MD-VA UZA extends into the northern portion of Stafford County - a member of FAMPO. The FAMPO Policy Committee has agreed to conduct additional metropolitan planning activities required of a TMA, pursuant to 23 C.F.R § 450 as amended, including those described in sections B, C and D below, for the TMA portion of Stafford County (northern parts of Stafford County as specified in Figure 1 while continuing to provide the general metropolitan transportation planning and programming functions for all of Stafford County pursuant to 23 C.F.R § 450 as amended.

- B. Congestion Management Process: FAMPO shall maintain a Congestion Management Process (CMP) for the northern portion of Stafford County that is included in the Washington, DC-MD-VA UZA, in accordance with applicable federal law and regulation, including 23 C.F.R. § 450.322, as amended. FAMPO will coordinate its development and update activities with the TPB, including those related to federally-required Performance-Based Planning and Programming (PBPP) process under 23.U.S.C. 150.
- C. Programming Surface Transportation Block Grant (STBG) Funds: FAMPO shall develop and adopt a process for programming decisions for the STBG funds attributable to the northern portion of Stafford County that is included in the Washington D.C. UZA, pursuant to federal law and regulations including 23 U.S.C. 134 (K)(4), as amended. FAMPO shall allocate the TMA-attributed STBG funds for the benefit of the TMA, consistent with 23 U.S.C. § 133.d.(2), as amended.
- D. Selection of Projects: FAMPO shall comply with all applicable federal laws and regulations related to its process for selecting projects to receive federal funds. FAMPO shall adhere to a project selection process for the STBG funds that prioritizes projects that are within or directly benefit the TMA, pursuant to 23 U.S.C §134.j.(5), k.(4), as amended.
- E. Unified Planning Work Program: FAMPO will maintain a Unified Planning Work Program (“UPWP”), developed in cooperation with the State and Providers of Public Transportation, that meets the requirements of 23 C.F.R part 450, subpart C. Implementation of the functions, responsibilities, and duties identified in this agreement shall be described specifically in the annual unified planning work program for FAMPO and the TPB.
- F. Performance Based Planning and Programming: Pursuant with 23 U.S.C. 150, 23 C.F.R. 490 and 23.C.F.R. Subpart G 490.703, the TPB and FAMPO are required to establish performance targets for the traffic congestion component of the National Performance Management Measure for Assessing the Congestion Mitigation and Air Quality Improvement Program established for their respective urbanized areas. As noted in earlier sections of this agreement. the Washington, DC-MD-VA UZA is served by two MPOs, the TPB and FAMPO. Federal regulations (23 CFR §450.314(h)), note that when more than one MPO serves an urbanized area, the MPO(s), TPB and FAMPO in this case, State(s) and Providers of Public Transportation “shall jointly agree upon and develop specific written provisions for cooperatively developing and

sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, and the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region.” The TPB and FAMPO have jointly developed and executed a letter of agreement for this purpose and it is included as Attachment B.

**ARTICLE 2**  
**COORDINATION OF PLANNING ACTIVITIES**

TPB and FAMPO will maintain coordinated, cooperative and continuing planning processes. TPB and FAMPO shall coordinate their planning processes and produce and share required planning documents on the same cycle.

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), the TPB, as a TMA, will undergo a joint certification review by the FHWA and FTA. Such a federal review is intended to ensure full compliance with the metropolitan planning requirements for a UZA. Since the TPB and FAMPO are jointly responsible for the metropolitan planning activities of the Washington, DC-MD-VA UZA, TPB and FAMPO will coordinate and participate in the joint federal certification process. The TPB will also participate and assist FAMPO in its certification review process as required.

**ARTICLE 3**  
**TIME FRAME OF THE PROCESS**

The metropolitan transportation planning and programming process shall be established as a continuing procedure effective the date of the execution of this AGREEMENT by all participants.

**ARTICLE 4**  
**TERMINATION**

This AGREEMENT shall be terminated upon the occurrence of any of the following:

There ceases to exist a federal or state requirement for this agreement, such as when the responsibilities to conduct the federal metropolitan planning process for the Washington D.C-VA-MD urbanized area is not shared by the TPB and FAMPO, and/or,

The Commonwealth of Virginia or its designee, the FHWA and FTA, the TPB and FAMPO mutually agree to conclude and thereby terminate this agreement.

In the event of termination of this agreement, by the mutual agreement of the FAMPO and the TPB, a written notice of not less than ninety (90) days shall be provided to the other party and to the FHWA and FTA.

**ARTICLE 5**  
**AMENDMENTS**

Amendments to this AGREEMENT, as mutually agreed to, may only be made by written agreement between the parties of this AGREEMENT and subject to review and approval by FHWA and FTA.

IN WITNESS WHEREOF, all concerned parties have executed this AGREEMENT on the day and year first written above.

\_\_\_\_\_  
Chairman, FAMPO

WITNESSED BY: \_\_\_\_\_  
Administrator, FAMPO  
Date: \_\_\_\_\_

\_\_\_\_\_  
Chairman, NCR-TPB

WITNESSED BY: \_\_\_\_\_  
Director, NCR-TPB  
Date: \_\_\_\_\_

Figure 1 Current Washington D.C.-VA-MD and Fredericksburg Urbanized Areas

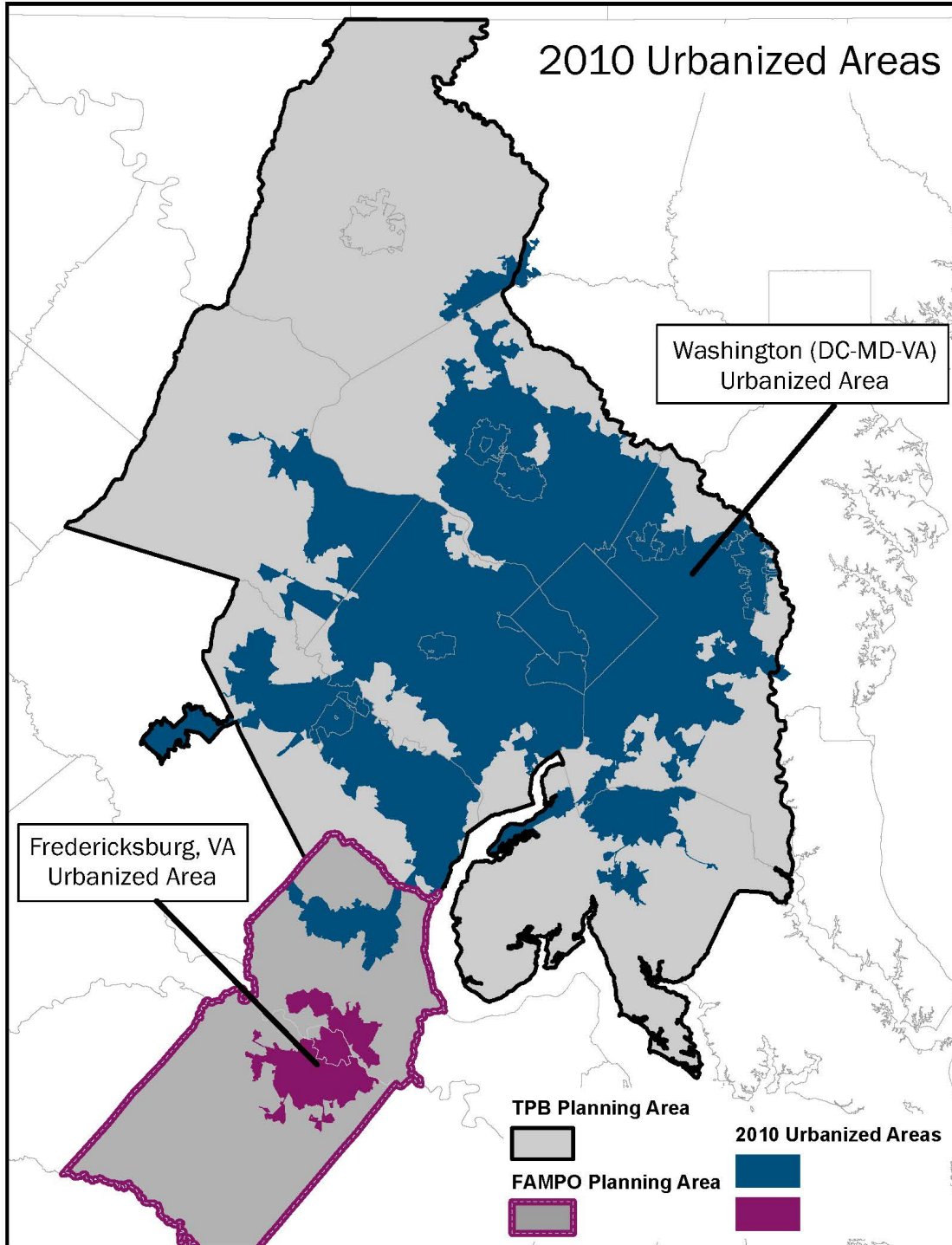
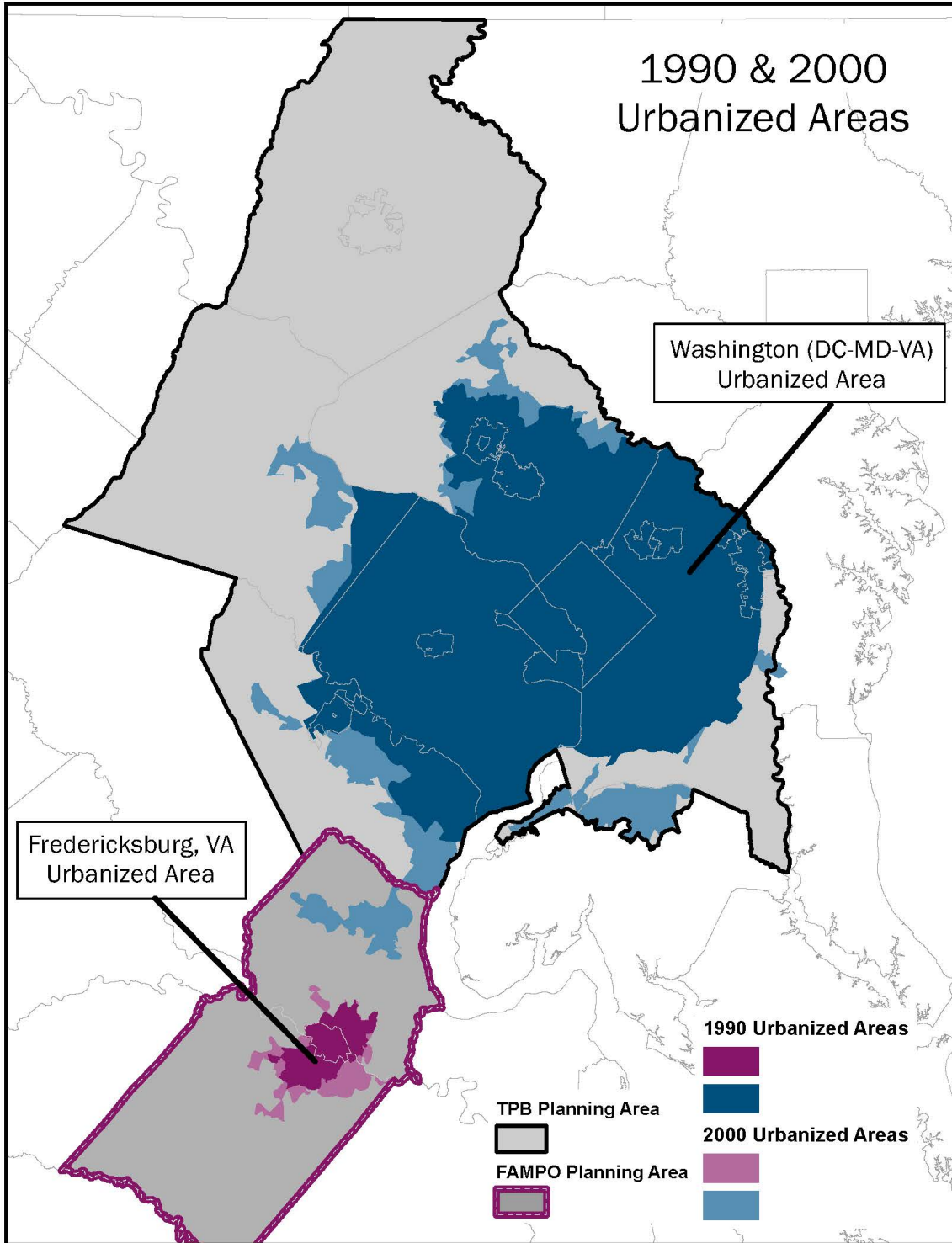


Figure 2 Washington D.C.-VA-MD and Fredericksburg Urbanized Areas - 1990 Vs 2000



## **ITEM 8 – Notice**

May 19, 2021

### Enhanced Mobility Solicitation

**Background:**

The Board will be provided an overview of the federal Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities grants solicitation process, beginning with pre-application conferences in June and a solicitation period from July 1 - September 1.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Lynn Winchell-Mendy, TPB Transportation Planner  
Sergio Ritacco, TPB Transportation Planner  
**SUBJECT:** Solicitation for Applications for Enhanced Mobility Grants  
**DATE:** May 13, 2021

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## PURPOSE

The purpose of this memo is to announce and request assistance from the TPB in publicizing the solicitation for grant applications under the Federal Transit Administration (FTA) Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (referred to as “Enhanced Mobility”).

The Enhanced Mobility program aims to fill gaps in transportation for older adults and people with disabilities by providing matching grants for services and activities that go above and beyond traditional public transit and the Americans with Disabilities Act (ADA) complementary paratransit service. Eligible projects include travel training, vehicle acquisition, and volunteer driver programs specifically serving people who have mobility impairments.

## SUMMARY

On July 1, 2021, the TPB will begin soliciting applications for Enhanced Mobility grant funding with a deadline of September 1, 2021 at 3 PM. Five pre-application conferences are scheduled between June 3 and July 19, 2021 and, due to the ongoing uncertainty caused by the COVID-19 pandemic, all pre-application conference will be held virtually (see the schedule on page 3). Eligible applicants include non-profit agencies, private providers, transit agencies, and local governments. Eligible projects must benefit populations in the Washington DC-VA-MD Urbanized Area, which is shown in Figure 1 (for interest in projects serving the Waldorf, MD or Frederick, MD Urbanized Areas, please contact staff who can forward you to the appropriate Maryland Transit Administration staff). You can help by distributing the attached flyer to potential applicants within your communities. The flyer includes information on eligibility, the competitive selection process, and the dates and locations of the mandatory pre-application conferences. Additional details can be found at [mwkog.org/enhancedmobility](http://mwkog.org/enhancedmobility).

## BACKGROUND

COG, as administrative agent for the TPB, is the designated recipient for the Enhanced Mobility program for the Washington DC-VA-MD Urbanized Area. The program provides approximately \$6 million every two years in matching federal grants for non-profit organizations, local governments, transit agencies, and private for-profit providers through matching grant funds for capital and

operating expenses. The FTA grant funding is meant to incentivize coordination of services; the intent is for agencies to work together to provide specialized transportation to clients and to eliminate any duplication and to potentially save on costs. Federal and state regulatory barriers make coordination of actual services across state lines in a multi-state region difficult to achieve. However, the TPB has had success with funding grants that promote the coordination of services within a single jurisdiction or a single state.

The TPB has conducted four solicitations for Enhanced Mobility grants since 2017 and funded 71 projects totaling over \$25 million. Prior to the Enhanced Mobility program, the TPB facilitated seven solicitations for FTA's JARC and New Freedom programs, funding 59 projects totaling over \$22 million. A small handful of projects are still active and in the process of spending down.

#### *The Coordinated Plan*

The federally required Coordinated Human Service Transportation Plan ("Coordinated Plan") guides the implementation of the Enhanced Mobility program and is updated every four years. The Coordinated Plan identifies the unmet transportation needs of people with disabilities and older adults, strategies and priority projects for addressing the unmet needs, and outlines the competitive selection process for grant funding. The TPB adopted the 2018 Update to the Coordinated Human Service Transportation Plan for the National Capital Region, which was developed under the guidance of the Access for All Advisory Committee. Every two years the TPB issues a solicitation for Enhanced Mobility grant applications.

## **2021 ENHANCED MOBILITY GRANT SOLICITATION**

The TPB will conduct a solicitation for grant applications from July 1 to September 1, 2021. Approximately \$6.3 million in federal funds is available for capital and operating grants that improve transportation for people with disabilities and older adults. Important elements include:

- Funds must be matched by the applicant by the of application:
  - 20% for capital or mobility management grants
  - 50% for operating grants.<sup>1</sup>
- Projects must benefit populations within the Washington DC-VA-MD Urbanized Area as shown in Figure 1. For interest in projects serving the Waldorf, MD or Frederick, MD Urbanized Areas, please contact staff who can forward you to the appropriate Maryland Transit Administration staff.
- Grants are for two-years of funding and Federal rules require that at least 55% of the funds be spent on capital projects for non-profit agencies and qualifying local governments.

### **Competitive Selection Process and Priority Projects**

The Coordinated Plan outlines the selection process for Enhanced Mobility grants. An independent selection committee, chaired by a TPB member, will be comprised of local and national experts in transit, human services, disabilities and aging who will review the applications and make recommendations for funding to the TPB. Selection Committee members evaluate applications on the selection criteria listed here and further described at [mwcog.org/enhancedmobility](http://mwcog.org/enhancedmobility):

- Coordination among agencies;
- Responsiveness to the TPB's Coordinated Human Service Transportation Plan (Strategies and/or Priority Projects);
- Institutional capacity to manage and administer an FTA grant (includes past grant performance);

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<sup>1</sup> FTA defines mobility management as short-range planning and management activities and grants for improving coordination among public transportation and other transportation service providers.



- Project feasibility;
- Regional need;
- Equity Emphasis Areas; and
- Customer focus.

The TPB’s Coordinated Plan identifies the following priority projects to make the best use of limited grant funding. Applications that respond to any of the priority projects will receive up to 12 points in the selection process scoring which is comprised of seven criteria that total to a maximum of 100 points. Applicants can still propose eligible projects other than the priority projects. For specific eligibility guidance, see the FTA circular 9070.1G<sup>2</sup> or contact TPB staff. More details on priority projects can be found here:

[mwcog.org/assets/1/6/Priority Projects from ADOPTED COORDINATED PLAN 12.19.18.pdf](http://mwcog.org/assets/1/6/Priority%20Projects%20from%20ADOPTED%20COORDINATED%20PLAN%2012.19.18.pdf).

**Priority Projects**

- Mobility Management
- Coordinated Planning Efforts
- Travel Training
- Door-through-Door or Escorted Transportation Service
- Increase Access to Transit Stations
- Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services
- Volunteer Driver Programs
- Tailored Transportation Service for Clients of Human Service Agencies

**Pre-Application Conferences**

TPB staff will be holding five virtual pre-application conferences to provide potential applicants with information on eligible projects, the online application process, how to use the grant budget templates, the federal requirements, and the TPB’s selection process. Every applicant must register and attend a session; details are at [mwcog.org/enhancedmobility](http://mwcog.org/enhancedmobility).

**Thursday, June 3, 2021**  
10:00 AM to 12:00 PM

**Thursday, June 24, 2021**  
10:00 AM to 12:00 PM

**Wednesday, June 16, 2021**  
10:00 AM to 12:00 PM

**Monday, July 19, 2021**  
10:00 AM to 12:00 PM

**Tuesday, June 22, 2021**  
12:00 PM to 2:00 PM

**SOLICITATION OUTREACH AND ADVERTISING**

Staff will announce this grant opportunity in several ways: today’s presentation to the TPB, the Access for All Advisory committee, email announcements, and other TPB communication channels including mentions in *TPB News*, social media posts, and limited media placement.

To ensure as many potential applications as possible are aware of this opportunity throughout the region, staff requests that TPB members also share the attached Solicitation-at-a-Glance flyer to promote in your communities.

<sup>2</sup> FTA Circular 9070.1G is at <https://www.federalregister.gov/documents/2014/06/06/2014-13178/enhanced-mobility-of-seniors-and-individuals-with-disabilities-final-circular>

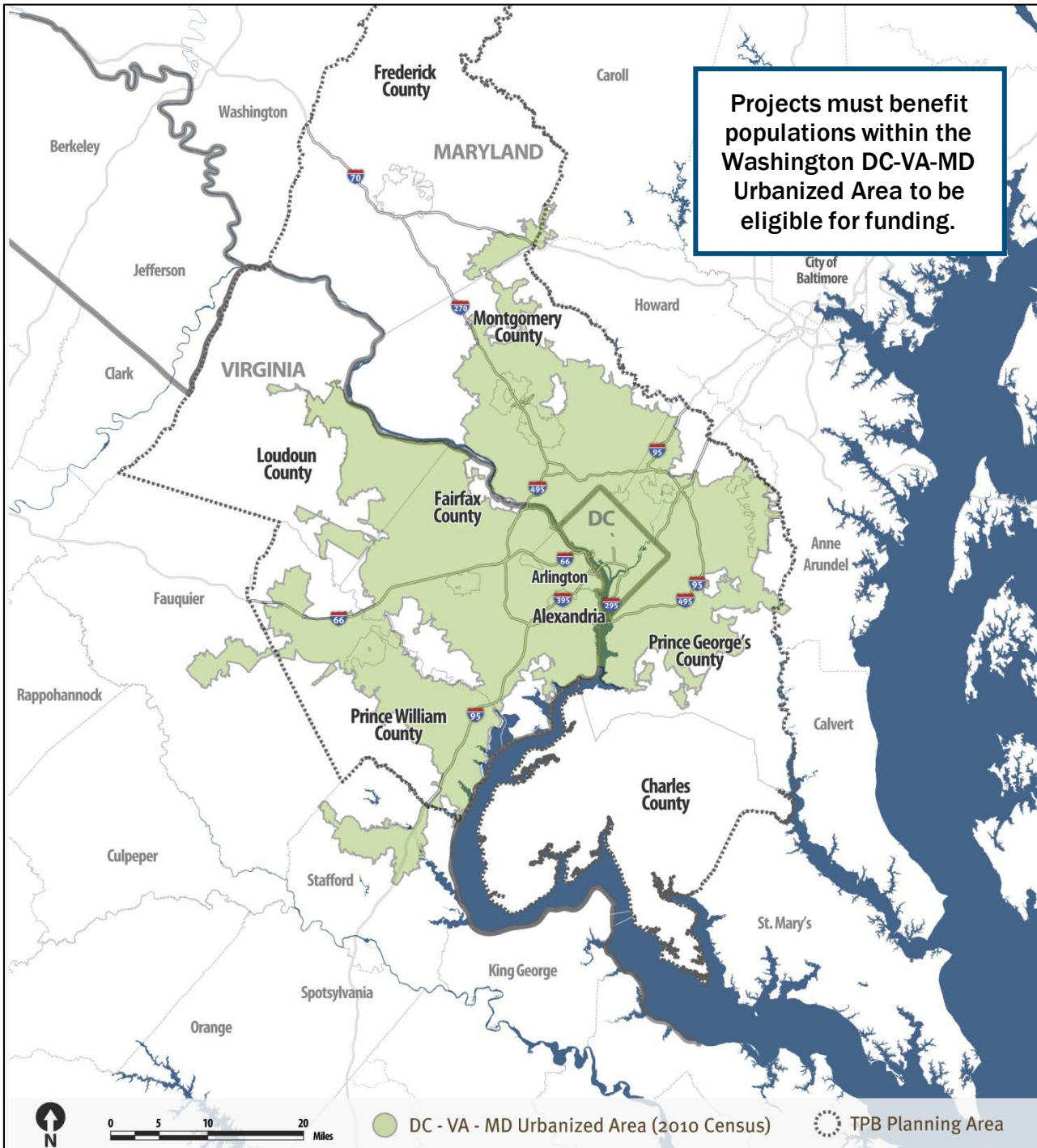
## **TIMELINE**

The TPB will be asked to approve the Selection Committee's recommendations for grant funding (anticipated for November or December 2021). TPB staff will notify applicants in writing and those selected for funding will have approximately 30 days to complete the required FTA documents. Following FTA approval, COG will provide sub-grant agreements to the recipients. Depending on the timing of FTA approval and the final signature of the sub-grant agreements, grantees can expect to begin project implementation in late 2022/early 2023.

## **FOR MORE INFORMATION**

Please contact Lynn Winchell-Mendy ([lmendy@mwkog.org](mailto:lmendy@mwkog.org), (202) 962-3253) or Sergio Ritacco ([sritacco@mwkog.org](mailto:sritacco@mwkog.org), (202) 962-3232) with questions.

**FIGURE 1: THE WASHINGTON DC-VA-MD URBANIZED AREA**



For detailed jurisdictional maps with zip codes, visit: [mwkog.org/transportation/programs/enhanced-mobility/solicitation-process/eligible-urbanized-area/](http://mwkog.org/transportation/programs/enhanced-mobility/solicitation-process/eligible-urbanized-area/)



## ENHANCED MOBILITY PROGRAM: 2021 GRANT SOLICITATION

The National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) will conduct a solicitation for applications for the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program from July 1 through September 1, 2021 with pre-application conferences starting in June 2021.

### Funding Amounts

Approximately \$6.3 million in federal funds will be available; funds must be matched by the applicant: 20% for capital or mobility management grants and 50% for operating grants. Matching funds must be identified by the time of application.

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The Enhanced Mobility of Seniors and Individuals with Disabilities program enhances mobility for seniors and people with disabilities by providing matching grants for transportation services that go above and beyond traditional public transit and paratransit service.

### Eligibility

Non-profit agencies, private providers, transit agencies and local governments are eligible. Both capital and operating projects are eligible, but the project must serve the Washington DC-VA-MD Urbanized Area; detailed maps are at [mwcog.org/enhancedmobility](https://mwcog.org/enhancedmobility). For specific eligibility guidance, see the FTA circular 9070.1G or contact staff.

### Priority Projects

Priority Projects have been identified to address significant gaps in transportation for people with disabilities and older adults. The eight priority projects include travel training, mobility managers, and taxi and shuttle services among others and can be found at [mwcog.org/enhancedmobility](https://mwcog.org/enhancedmobility). Applications responding to priority projects can receive additional points in the selection scoring process, which includes seven criteria totaling a maximum of 100 points.

## Pre-Application Conferences

Applicants must attend a pre-application conference. Due to the COVID-19 pandemic all pre-application conferences will be virtual only.

Register at [mwcog.org/transportation/programs/enhanced-mobility/solicitation-process/pre-application-conferences/](https://mwcog.org/transportation/programs/enhanced-mobility/solicitation-process/pre-application-conferences/)

**Thursday, June 3, 2021**  
10:00 AM – 12:00 PM

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**Monday, July 19, 2021**  
10:00 AM – 12:00 PM

**Tuesday, June 22, 2021**  
12:00 PM – 2:00 PM

## Competitive Selection Process

An independent selection committee will make recommendations for funding to the TPB based on the seven selection criteria that total a maximum of 100 points. The selection criteria can be found at [mwcog.org/enhancedmobility](https://mwcog.org/enhancedmobility) and include the following:

- Demonstration of coordination among agencies and/or jurisdictions;
- Responsiveness to the TPB's Coordinated Human Service Transportation Plan (Strategies and/or Priority Projects); and
- Institutional capacity of the applicant to manage and administer an FTA grant including prior grant performance (if applicable).

### **FOR MORE INFORMATION OR TO BE ADDED TO THE E-MAIL LIST, PLEASE CONTACT:**

Lynn Winchell-Mendy, Transportation Planner: [lmendy@mwcog.org](mailto:lmendy@mwcog.org), 202-962-3253

Sergio Ritacco, Transportation Planner: [sritacco@mwcog.org](mailto:sritacco@mwcog.org), 202-962-3232

# 2021 SOLICITATION FOR GRANT APPLICATIONS

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## Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) Program

Lynn Winchell-Mendy  
Transportation Planner

Transportation Planning Board  
May 19, 2021



# Purpose

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- Provide brief overview of program and upcoming solicitation to prepare interested applicants in applying



# FTA Enhanced Mobility Program

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“Improve mobility for seniors and individuals with disabilities...by removing barriers to transportation services and expanding the transportation mobility options available.”

- Matching grants that go above and beyond traditional public transit and ADA complementary paratransit service





# Upcoming Solicitation Details

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- Pre-Application Conferences:  
**June - July 2021**
- Solicitation dates:  
**July 1 – September 1, 2021**
- Funding:  
**Approximately \$6.3 million**



# Upcoming Solicitation Details, Cont'd.

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- Matching funds (identified by application):
  - Operating: **50%**
  - Capital and Mobility Management: **20%**
- Funding period: **2 years**



# Upcoming Solicitation Details, Cont'd.

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- Who can apply?  
**Non-profit agencies, private providers, transit agencies, and local governments**
- What type of projects?  
**Capital and operating grants that improve transportation for people with disabilities and older adults**



# Upcoming Solicitation Details, Cont'd.

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- Mandatory Virtual Pre-Application Conferences:

**Thursday, June 3, 2021  
10:00 AM to 12:00 PM**

**Thursday, June 24, 2021  
10:00 AM to 12:00 PM**

**Wednesday, June 16, 2021  
10:00 AM to 12:00 PM**

**Monday, July 19, 2021  
10:00 AM to 12:00 PM**

**Tuesday, June 22, 2021  
12:00 PM to 2:00 PM**



# Application Process: On-line System

- Application process and required documentation is extensive and comprehensive

Metropolitan Washington Council of Governments  
One Region Moving Forward

Metropolitan Washington Council of Governments Sergio Ritacco

Search Tools Communications Reporting

Application Preview As Administrators Question List

Process Manager / 2017 Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310) - Non-vehicle / Application for Projects Other than Vehicles - Enhanced Mobility 2017 / Preview

Fields with an asterisk (\*) are required.

Opening Questions

**DUNS Number**  
Please provide your unique nine digit D-U-N-S identification number.

If you do not have a DUNS number at this time you can leave this section blank. However, if your application is approved for funding you will need to have a DUNS number in order to receive FTA funds from MWCOG/TPB.

#

Administrator Comments

**Authorizing Resolution\***

As part of the application process your agency's governing body, such as a Board of Directors, is required to adopt a resolution authorizing your agency to apply for an FTA grant, approve the local match funding, and agree to comply with Federal requirements. If your organization does not have a governing body, the CEO or other official with the authority to enter into a contract with COG can provide a letter with these authorizations.

For an example of an authorizing resolution, please contact TPB staff listed under Technical Assistance.

If your Board is unable to adopt the resolution until after the application deadline, a draft resolution may be uploaded until your Board approves it. An authorizing resolution or letter will be required before a grant can be awarded.

Upload a file [1 MB allowed]

Administrator Comments

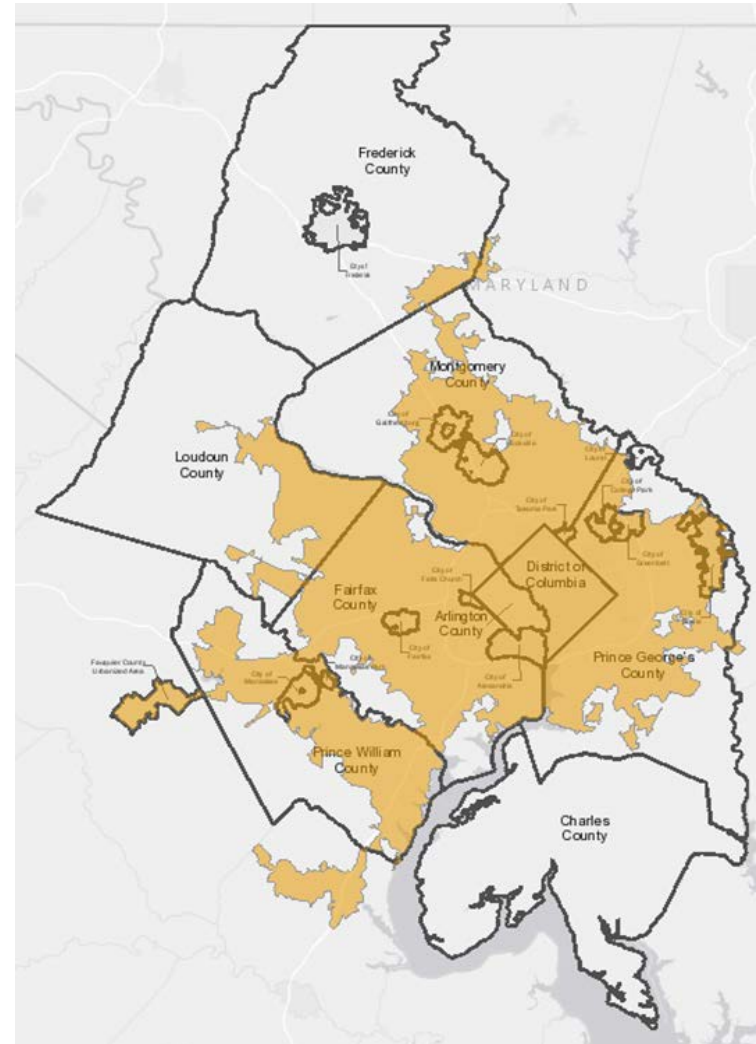
Grant Management Software provided by Foundant Technologies © 2017



# Washington DC-VA-MD Urbanized Area

**Projects must benefit  
populations in the  
Washington DC-VA-MD  
Urbanized Area**

See interactive map:  
[mwcog.org/enhancedmobility](http://mwcog.org/enhancedmobility)



# Selection Process

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- Selection Committee of local representatives and national experts; chaired by a TPB member
- Established by the Coordinated Human Service Transportation Plan
- Schedule:
  - **TPB action to approve by Nov. or Dec. 2021**



# Selection Process

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- Selection Criteria include seven categories:
  - Coordination among agencies
  - Responsiveness to Coordinated Plan (includes scoring for priority projects)
  - Capacity to manage an FTA grant
  - Project feasibility
  - Regional need
  - Equity Emphasis Areas
  - Customer focus





# Priority Projects

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Priorities confirmed by AFA Committee to respond to the most significant unmet transportation needs:

- Mobility Management
- Coordinated Planning Efforts
- Travel Training
- Door-through-door or Escorted Transportation Service
- Increase Access to Transit Stations
- Increase Wheelchair-Accessible Options in Taxi and Ride-Hailing Services
- Volunteer Driver Programs
- Tailored Transportation Service for Clients of Human Service Agencies (Vehicle Acquisition)



# Learn More and Help Spread the Word

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1. For more information:  
[mwcog.org/enhancedmobility](https://mwcog.org/enhancedmobility)
2. Help TPB staff promote the grant opportunity in your communities



## **Lynn Winchell-Mendy**

Transportation Planner

(202) 962-3253

[lmendy@mwkog.org](mailto:lmendy@mwkog.org)

## **Sergio Ritacco**

Transportation Planner

(202) 962-3232

[sritacco@mwkog.org](mailto:sritacco@mwkog.org)

[mwkog.org/TPB](http://mwkog.org/TPB)

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Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region  
Transportation Planning Board



## ENHANCED MOBILITY PROGRAM: 2021 GRANT SOLICITATION

The National Capital Region Transportation Planning Board (TPB) at the Metropolitan Washington Council of Governments (COG) will conduct a solicitation for applications for the Federal Transit Administration's Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) grant program from July 1 through September 1, 2021 with pre-application conferences starting in June 2021.

### Funding Amounts

Approximately \$6.3 million in federal funds will be available; funds must be matched by the applicant: 20% for capital or mobility management grants and 50% for operating grants. Matching funds must be identified by the time of application.

---

**The Enhanced Mobility of Seniors and Individuals with Disabilities program enhances mobility for seniors and people with disabilities by providing matching grants for transportation services that go above and beyond traditional public transit and paratransit service.**

### Eligibility

Non-profit agencies, private providers, transit agencies and local governments are eligible. Both capital and operating projects are eligible, but the project must serve the Washington DC-VA-MD Urbanized Area; detailed maps are at [mwcog.org/enhancedmobility](http://mwcog.org/enhancedmobility). For specific eligibility guidance, see the FTA circular 9070.1G or contact staff.

### Priority Projects

Priority Projects have been identified to address significant gaps in transportation for people with disabilities and older adults. The eight priority projects include travel training, mobility managers, and taxi and shuttle services among others and can be found at [mwcog.org/enhancedmobility](http://mwcog.org/enhancedmobility). Applications responding to priority projects can receive additional points in the selection scoring process, which includes seven criteria totaling a maximum of 100 points.

## Pre-Application Conferences

Applicants must attend a pre-application conference. Due to the COVID-19 pandemic all pre-application conferences will be virtual only.

Register at [mwcog.org/transportation/programs/enhanced-mobility/solicitation-process/pre-application-conferences/](http://mwcog.org/transportation/programs/enhanced-mobility/solicitation-process/pre-application-conferences/)

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## Competitive Selection Process

An independent selection committee will make recommendations for funding to the TPB based on the seven selection criteria that total a maximum of 100 points. The selection criteria can be found at [mwcog.org/enhancedmobility](http://mwcog.org/enhancedmobility) and include the following:

- Demonstration of coordination among agencies and/or jurisdictions;
- Responsiveness to the TPB's Coordinated Human Service Transportation Plan (Strategies and/or Priority Projects); and
- Institutional capacity of the applicant to manage and administer an FTA grant including prior grant performance (if applicable).

### **FOR MORE INFORMATION OR TO BE ADDED TO THE E-MAIL LIST, PLEASE CONTACT:**

Lynn Winchell-Mendy, Transportation Planner: [lmendy@mwcog.org](mailto:lmendy@mwcog.org), 202-962-3253

Sergio Ritacco, Transportation Planner: [sritacco@mwcog.org](mailto:sritacco@mwcog.org), 202-962-3232

## **ITEM 9 – Information**

May 19, 2021

### **TPB Climate Change Mitigation Study of 2021**

#### **Background:**

The goal of this study is to demonstrate potential pathways for the region to reduce on-road transportation sector greenhouse gas (GHG) emissions to meet regional GHG reduction goals in 2030 and 2050. The study is divided into two phases: Phase 1, conducted by TPB staff, is a summary of major findings from past work done in this area by TPB and COG. Phase 2 will be a technical analysis conducted by a consultant. At today's meeting, TPB staff will summarize the findings of the Phase 1 report, which was presented to the Technical Committee in draft form in February and will be used as reference for Phase 2 of the study.

# TPB CLIMATE CHANGE MITIGATION STUDY OF 2021

## Phase 1 Report

Greenhouse Gas Emissions Reductions Strategies: Findings from Past Studies

March 2, 2021



National Capital Region  
**Transportation Planning Board**

## **TPB CLIMATE CHANGE MITIGATION STUDY OF 2021 PHASE 1 REPORT**

March 2, 2021

### **ABOUT THE TPB**

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 24 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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# Introduction

In October 2020, the Metropolitan Washington Council of Governments (COG) Board of Directors approved and the National Capital Region Transportation Planning Board (TPB) affirmed the Interim 2030 Greenhouse Gas (GHG) Reduction Goals for the region. Consistent with these actions and TPB's own interest in climate change planning, TPB staff outlined a plan for climate change mitigation planning activities in calendar year 2021 that was shared with the TPB in December 2020.<sup>1</sup>

This report is the first product of the planned TPB Climate Change Mitigation Study (CCMS) of 2021 ("Review of Past COG and TPB Studies related to Climate Change"). This report reviews studies by TPB and COG that quantified greenhouse gas emissions (GHG) reductions from regional on-road transportation projects, programs, and policies. The three studies are the "What Would it Take?" scenario study (WWIT), the Multi-Sector Working Group (MSWG) study, and the Long-Range Plan Task Force (LRPTF) study. This report expands upon the summary of these studies that was provided to the TPB in October 2020 at the TPB Work Session on Climate Change Planning in the National Capital Region.<sup>2</sup>

This report also discusses the collaborative actions proposed to reduce GHG emissions from the on-road transportation sector that were identified in the Metropolitan Washington 2030 Climate and Energy Action Plan (CEAP) to support the region in achieving its 2030 GHG emission reduction goals.

The findings from the studies and the CEAP provide a useful reference regarding the potential effectiveness of strategies to reduce GHG emissions and will inform the second phase of the TPB's climate change mitigation study, which will be a scenario analysis to quantify levels of outcomes needed from on-road transportation strategies to achieve regional greenhouse gas reduction goals.

## Section A: Background

Climate change mitigation is the effort to reduce GHG emissions. The COG Board of Directors adopted the following GHG reduction goals for the region:

- By 2012, GHG levels will be 10% below "business as usual" forecasts
- By 2020, GHG levels will be 20% below 2005 levels
- By 2030, GHG levels will be 50% below 2005 levels
- By 2050, GHG levels will be 80% below 2005 levels

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1 Vuksan, Dusan and Mark S. Moran. Memorandum to the Transportation Planning Board. "Overview of Upcoming Planned Climate Change Planning Work Activities in the Metropolitan Washington Region." Memorandum, December 10, 2020. <https://www.mwcog.org/file.aspx?&A=CQB0w%2f9%2bWdl6C3uNhXMwmHK583WxgZ3MnDzxrC9aXs%3d>

2 Srikanth, K. Memorandum to the Transportation Planning Board. "Overview of COG and TPB Climate Change Planning Work Activities in the Metropolitan Washington Region." Memorandum, October 15, 2020. <https://www.mwcog.org/file.aspx?&A=IXr81RdQN3mqk%2bsh0xOy7lpWrxfo7oywjYOo12NYsw%3d>

The 2012, 2020, and 2050 goals were established with the adoption of the National Capital Region Climate Change Report in November 2008.<sup>3</sup> The TPB accepted these in 2010 and affirmed those goals again in December 2014.<sup>4</sup>

The 2030 goal was adopted by the COG Board at the recommendation of its Climate, Energy, and Environment Policy Committee (CEEPC) in October 2020.<sup>5</sup> The 2030 goal was then endorsed by the TPB, also in October 2020.<sup>6</sup>

CEEPC was established in 2009 by the COG Board and is responsible for managing implementation of the National Capital Region Climate Change Report. In making its recommendation for adopting a 2030 goal, CEEPC reviewed the updated Intergovernmental Panel on Climate Change (IPCC) guidance and Global Covenant of Mayors for Climate and Energy (GCoM) protocols. COG and its members were recognized by GCoM as a U.S. Metro-Scale Climate Leader in 2019 and CEEPC became a GCoM Signatory committing to follow global best practices in climate planning.

Consistent with the GCoM climate change planning protocol, CEEPC developed the **Metropolitan Washington 2030 Climate and Energy Action Plan** (CEAP) in November 2020.<sup>7</sup> The CEAP outlines a Regional Mitigation Strategy that identifies a set of collaborative actions across all sectors that have the highest potential to reduce GHG emissions. The purpose of this plan is to “establish priority collaborative actions for COG and its members to work on together over the next ten years to help move the region towards meeting the 2030 goals” (p. 1) and notes that “achieving the regional goals would require unprecedented, aggressive cross-sectoral action from all COG members and its state and federal partners” (p. 1).

As shown in Figure 1, based on the latest analysis from **Visualize 2045**, which was published in 2018, between 2005 and 2019, GHG emissions from on-road transportation have decreased by 7%.<sup>8</sup> By 2045, the latest analysis from Visualize 2045 forecasts GHG emissions to be 23% below 2005 emissions levels (16% below 2019 levels), with a slight uptick between 2040 and 2045. The region is forecast to experience a 23% growth in population and a 29% growth in employment between 2019 and 2045.

The GHG emissions reductions forecasted for the Visualize 2045 plan are largely attributable to increased fuel efficiency standards, but the uptick between 2040 and 2045 occurs as cleaner vehicles have saturated the fleet, and the benefits from fuel efficiency standards can no longer keep pace with growth-induced increases in vehicle-miles of travel (VMT).

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<sup>3</sup> National Capital Region Climate Change Report. Washington, D.C.: Prepared by the Climate Change Steering Committee for the Metropolitan Washington Council of Governments Board of Directors. November 12, 2008. <https://www.mwcog.org/documents/2008/11/12/national-capital-region-climate-change-report-climate-change/>

<sup>4</sup> TPB R10- 2015: Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Goals for Reducing Greenhouse Gases. Washington, D.C.: National Capital Region Transportation Planning Board. December 17, 2014. <https://www.mwcog.org/file.aspx?&A=NQRpyfkLR1A9O4KiCx0%2bhAVEs%2fy07kl1bNCWYEIttoHU%3d>

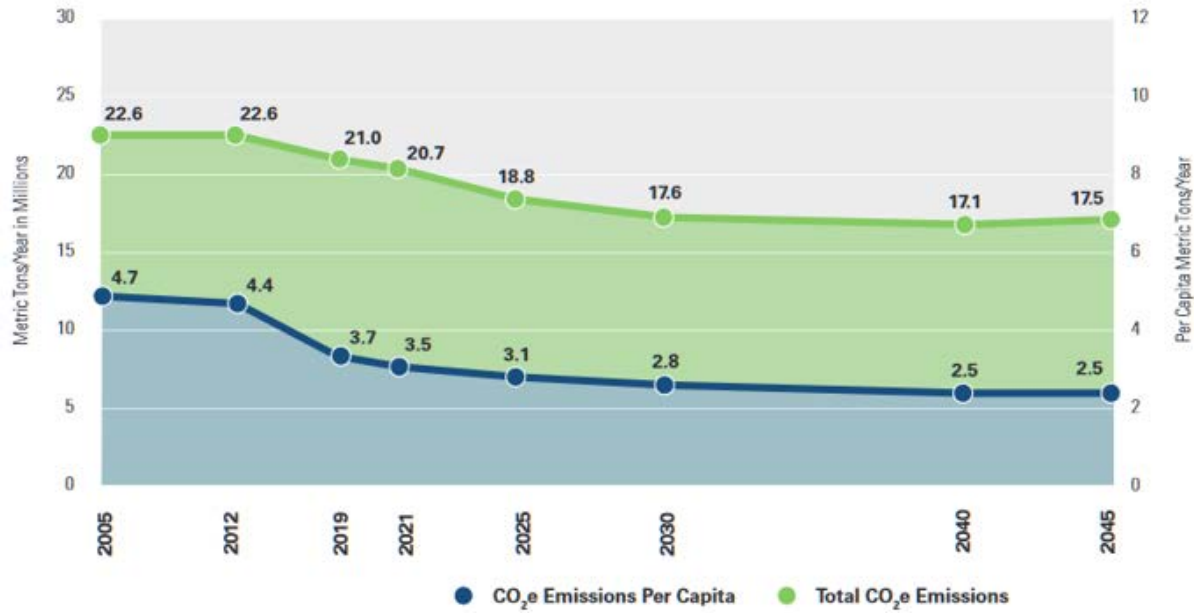
<sup>5</sup> COG R45-2020: Resolution Endorsing Regional Climate Mitigation and Resiliency Goals. <https://www.mwcog.org/documents/2020/10/14/certified-resolution-r45-2020--endorsing-regional-climate-mitigation-and-resiliency-goals/>

<sup>6</sup> TPB Resolution R8-2021: Interim 2030 Regional Greenhouse Gas Reduction Goal. Washington, D.C.: National Capital Region Transportation Planning Board. October 21, 2020. <https://www.mwcog.org/file.aspx?&A=ccJq0SmcRHpcRYOyJqF3NDMMJvruFbAily3FhFIY%2f6o%3d>

<sup>7</sup> Metropolitan Washington Council of Governments. “Metropolitan Washington 2030 Climate and Energy Action Plan”. Washington, D.C. November 2020. <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>

<sup>8</sup> Visualize 2045: A Long-Range Transportation Plan for the National Capital Region. Washington, D.C.: National Capital Region Transportation Planning Board. October 17, 2018. [https://www.mwcog.org/assets/1/28/Visualize\\_2045\\_Plan\\_2018\\_10\\_23\\_No\\_Crops\\_Single.pdf](https://www.mwcog.org/assets/1/28/Visualize_2045_Plan_2018_10_23_No_Crops_Single.pdf)

**Figure 1: Greenhouse Gas On-Road Mobile Source Emissions from Visualize 2045**



According to the CEAP:

*COG’s greenhouse gas inventories show that the region’s progress to date towards the GHG emission reduction goals has been mixed. The region exceeded its 2012 goal but is lagging on progress towards its 2020 goal. The most recent inventory indicates that 2018 GHG emissions in the region decreased by approximately 13 percent below 2005 levels, despite a 19 percent growth in population. Per capita emissions decreased between 2005 and 2018 from 15.6 metric tons of carbon dioxide equivalent (MTCO<sub>2</sub>e) in 2005 to 11.4 MTCO<sub>2</sub>e in 2018. Expedited and concerted actions will be needed throughout the region to achieve future goals of 50 percent GHG emission reduction by 2030 and 80 percent by 2050...*

*The inventories measure GHG-emitting activities undertaken by residents, businesses, industry, and government located in metropolitan Washington, as well as emissions from visitors. More than 90 percent of metropolitan Washington’s GHG emissions come from residential and commercial building energy consumption and transportation. Building energy consumption accounts for 50 percent and 40 percent is from transportation.<sup>9</sup> The*

<sup>9</sup> Transportation emissions in the regional GHG inventory for 2018 include emissions from on-road transportation (34%), commuter rail (1%), aviation (3%), and other non-road sources (3%; e.g. construction vehicles and water transportation). (Davis, Maia. Email to Kanti Srikanth. “Question on CEAP Document Citation,” February 1, 2021.) For additional details on the regional GHG inventory for 2018, please refer to Appendix F: Metropolitan Washington Council of Governments. “Metropolitan Washington 2030 Climate and Energy Action Plan Appendices”. Washington, D.C. November 2020. <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>

*remainder of emissions comes from other activities and sources including solid waste, wastewater treatment, agriculture, and fugitive emissions.*<sup>10</sup> (p. 3)

The CEAP's Regional Mitigation Strategy contains collaborative, voluntary actions in all sectors to move the region towards its 2030 goals. A planning level analysis of the various actions in all sectors was undertaken to illustrate how the region could achieve the 2030 GHG reduction goal. Details of the development of the baseline inventory, future projections, and the assumptions in the scenario analysis can be found in the technical appendices to the CEAP.<sup>11</sup>

For on-road transportation, actions fall into two categories: Zero Emission Vehicles (ZEV) and Mode Shift and Travel Behavior (MSTB). While ZEV strategies reduce GHG emissions by changing the type of fuel consumed (fossil fuel to clean fuel) for vehicular travel, the MSTB strategies reduce GHG emissions by reducing the amount of fossil fuel consumed by reducing the amount of travel. The actions, along with examples of how COG member jurisdictions can support implementation, are:

### **Zero Emission Vehicles**

1. ZEV-1: Expand Light-Duty Electric Vehicle (EV) Deployment
  - Implement community-wide electric vehicle (EV) buying co-ops
  - Promote state and national incentives and mandates for purchasing EVs
  - Transition fleets to zero emission vehicles. Adopt green fleet policy and plans or participate in cooperative procurement opportunities for public fleets to support transition
2. ZEV-2: Accelerate Electrification of Medium- and Heavy-Duty Vehicles
  - Transition public fleet medium- and heavy-duty vehicles (MHDVs) to electric
  - Connect private fleets with partners and opportunities to educate and incentivize electrification
3. ZEV-3: Build Out Regional Electric Vehicle Charging Network
  - Require new developments to install EV infrastructure or be EV-Ready
  - Provide or promote incentives for EV infrastructure deployment in the community
  - Develop EV infrastructure plans for community deployment
  - Develop EV infrastructure strategy for the public fleet and deploy EV infrastructure at public facilities, garages, and refueling facilities
  - Partner with utilities, transit agencies, and EV infrastructure providers to deploy in community
  - Implement innovative pilot initiatives to advance new technologies, including vehicle-to-grid, regenerative power, and solar-powered EV infrastructure

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<sup>10</sup> Fugitive emissions are emissions that are not physically controlled but result from the intentional or unintentional release of GHGs. They commonly arise from the production, processing, transmission, storage and use of fuels or other substances, often through joints, seals, packing, gaskets, etc. Examples include hydrofluorocarbons (HFCs) from refrigeration leaks, SF<sub>6</sub> from electrical power distributors, and CH<sub>4</sub> from solid waste landfills. (ICLEI - Local Governments for Sustainability)

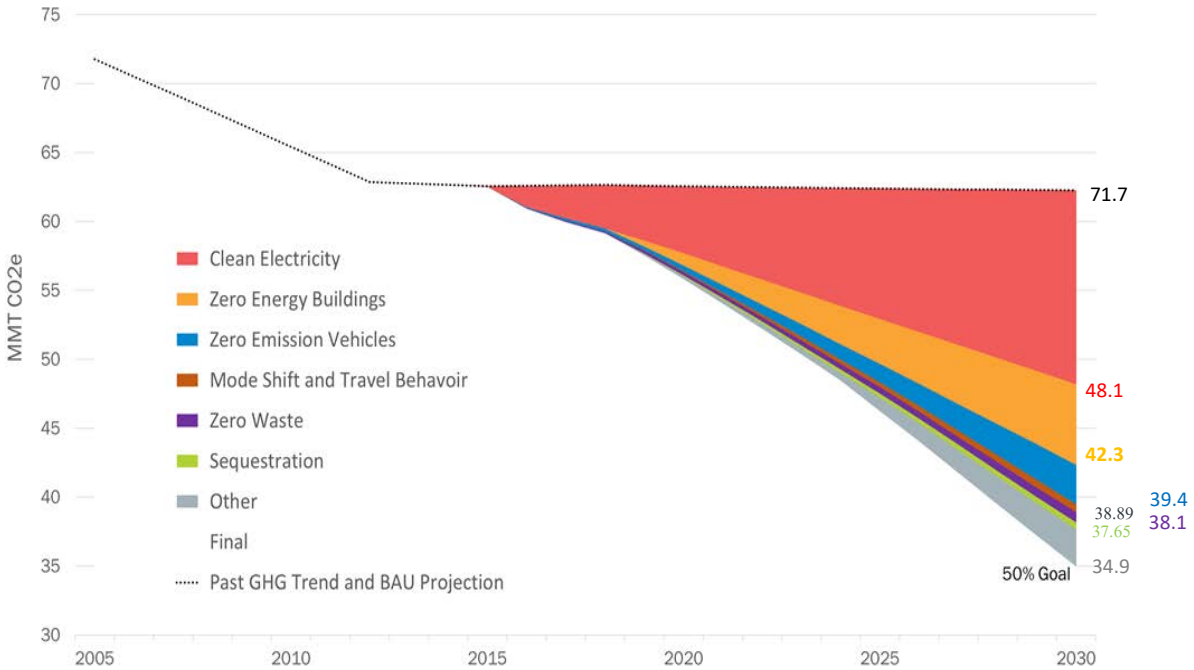
<sup>11</sup> Metropolitan Washington Council of Governments. "Metropolitan Washington 2030 Climate and Energy Action Plan Appendices". Washington, D.C. November 2020. <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>

## Mode Shift and Travel Behavior

1. MSTB-1: Invest in Infrastructure that Increases Transit, Carpooling, and Non-Motorized Travel
  - Expand bus rapid transit and transitways
  - Expand express highway (toll) network
  - Move more people on Metrorail
  - Improve walk and bike access to transit
  - Complete the National Capital Trail Network
2. MSTB-2: Bring Jobs and Housing Closer Together
  - Take actions to achieve regional housing targets
  - Coordinate local policy revisions to zoning and plans to allow more people to live closer to their job.
3. MSTB-3: Enhance Options for Commuters
  - Continue, expand, or initiate transit benefits and teleworking for public sector employees
  - Support teleworking and transit benefits programs for private sector employees
  - Discontinue free parking at employment sites within Activity Centers and near high capacity transit stations

Figure 2 shows the results of the 2030 CEAP scenario analysis.

**Figure 2: 2030 Scenario Results from CEAP Analysis**



Source: Page 5 of the CEAP

The 2030 CEAP scenario analysis identified potential reductions from various strategies in the ZEV category of actions based on the EV adoption rates in the National Renewable Energy Laboratory’s “Electrification Futures Study” which had low, medium, and high levels. For the CEAP’s ZEV-1 and ZEV-2 strategies, the analysis assumed the “high EV adoption rates,” i.e., adoption rates of greater than 20 percent for light-duty cars, 9 percent for light-duty trucks, 4 percent for medium/heavy-duty trucks, and 30 percent for transit buses. These levels of EVs informed the implementation action for ZEV-3.

The 2030 CEAP scenario analysis identified potential reductions from various MSTB strategies based primarily on the MSWG study with supportive actions based on the TPB’s Aspirational Initiatives, which were analyzed in the LRPTF study. The MSTB strategies include increasing transit, carpooling, and non-motorized travel; bringing jobs and housing closer together; and travel demand management (teleworking, transit benefits). While the analysis from the MSWG study was used to identify the level of implementation for strategies derived from the MSWG study, the level of implementation for the Aspirational Initiatives was not explicitly identified in the CEAP.

Sections B-E of this report will present the major findings from the past TPB and COG studies, all of which studied similar actions, and provide discussion of the potential for GHG reductions from various transportation strategies to help inform the development of scenarios to be analyzed now.



## Section B. Past TPB and COG Studies

In 2008, the TPB began a scenario study to see how the region could achieve the regional GHG reduction goals in the transportation sector. The “**What Would it Take?**” **Scenario Study** (WWIT) was completed in 2010 and showed the challenge of meeting those goals.<sup>12</sup>

In 2015, the TPB partnered with the Metropolitan Washington Air Quality Committee (MWAQC) and CEEPC to form the **Multi-Sector Working Group** (MSWG), which was tasked with identifying potentially viable and implementable local, regional, and state strategies for reducing GHG emissions across key sectors - Energy, the Built Environment, Land Use, and Transportation.<sup>13</sup>

In 2016, the TPB convened its **Long-Range Plan Task Force** (LRPTF) to identify projects, programs, and policies to improve the performance outcomes of the region’s transportation system.<sup>14</sup> While the work of the Long-Range Plan Task Force was not specifically focused on climate change, many of the initiatives that were analyzed contained projects, programs, and policies that have been shown to reduce GHG emissions and the analysis, completed in 2017, reported estimated CO2 emissions.

The summary of findings from the three above studies is described in Section C, and the key differences between the studies are described in Section D. Additionally, Appendix A lists the major findings from the three studies, Appendix B contains detailed strategy descriptions, and Appendix C details the technical approach and documentation for each study. Each study quantified the potential greenhouse gas reductions from various on-road transportation projects, programs, and policies, often referred to as strategies. Depending on how the study is designed, a strategy could be a single project, program, or policy, or a few similar projects, programs, and policies combined for analysis purposes.

Strategies are often categorized based on how they reduce greenhouse gas emissions. Different studies have grouped strategies in different ways, but for the purpose of this report, these three categories will be used:

1. **Fuel efficiency, fuel content, and vehicle technology** – Greenhouse gas emissions from on-road transportation are the result of the combustion of fossil fuels (e.g. gasoline, diesel, natural gas).<sup>15</sup> Switching from carbon-intensive fossil fuel to less carbon-intensive fuels and reducing the amount of fossil fuel used (in the short term) by improving the fuel efficiency of conventional vehicles or developments in vehicle technology, such as electric vehicles, reduces greenhouse gas emissions.
2. **Automobile travel reduction** – Reducing vehicle-miles traveled (VMT) and vehicle trips reduces the amount of fossil fuels burned by conventional vehicles, thus reducing GHG

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12 Final Report: What Would It Take? Transportation and Climate Change in the National Capital Region. Washington, D.C.: Metropolitan Washington Council of Governments. May 18, 2010. <https://www.mwcog.org/documents/2010/05/18/what-would-it-take-scenario-land-use-projects/>

13 Final Technical Report: Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region. Washington, D.C.: Metropolitan Washington Council of Governments (submitted by ICF International). January 31, 2016. <https://www.mwcog.org/documents/2016/08/01/multi-sector-approach-to-reducing-greenhouse-gas-emissions-in-the-metropolitan-washington-region-final-technical-report/>

14 An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the Long-Range Plan Task Force. Washington, D.C.: National Capital Region Transportation Planning Board (prepared by ICF International). December 20, 2017. <https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/>

15 US Environmental Protection Agency (EPA). “Greenhouse Gas Emissions from a Typical Passenger Vehicle.” EPA Office of Transportation and Air Quality. EPA-420-F-18-008. March 2018. <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100U8YT.pdf>

emissions. Travel reduction strategies can shorten trips, encourage shifts to less polluting modes, or eliminate a trip altogether.

3. **Operational efficiency** – Greenhouse gas emissions from conventional vehicles are highest during idling and at very low speeds,<sup>16</sup> thus reducing idling and highly congested conditions by improving transportation system operations can potentially reduce GHG emissions.

Each of the three studies looked at strategies to reduce automobile travel and improve operational efficiency. The WWIT and MSWG studies also looked at fuel efficiency and vehicle technology strategies.

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<sup>16</sup> See for, example Matthew Barth and Kanok Boriboonsomsin, "Traffic Congestion and Greenhouse Gases," ACCESS Magazine, Fall 2009, <https://www.accessmagazine.org/fall-2009/traffic-congestion-greenhouse-gases/>; OR Adriano Alessandrini et al., "Driving Style Influence on Car CO2 Emissions," in 2012 International Emission Inventory Conference Website (2012 International Emission Inventory Conference, Tampa, Florida, August 13-16, 2012, Tampa, Florida, 2012), <https://www3.epa.gov/ttn/chief/conference/ei20/>.

## Section C. Summary Findings of Past Studies

Below is a summary of some of the findings, from all three studies, regarding individual on-road transportation strategies grouped under the above mentioned three categories. It is important to note that the three studies were conducted in different periods of time, using different sets of assumptions, methodologies and analysis tools. As such, comparing the effectiveness of a particular strategy among other strategies across studies, for example, is not advisable. The substantive differences between the three studies are listed later in this section.

### 1. Fuel efficiency, fuel content, and vehicle technology

- **Fuel Efficiency:** The MSWG study showed a significant GHG emissions reduction from the light-duty CAFE standards that were phased in with model years 2012-2025 and the MHDV fuel efficiency standards that were phased in with model years 2014-2018. Compared with the business-as-usual (BAU) projections, in 2040, the analysis showed that the regional GHG emissions would decrease by 14% and emissions within the transportation sector by 53% with the “current policies” projection.
- **Fuel Content:** The low-carbon fuel standard (TLU-6) was the most impactful transportation-only strategy studied by the MSWG. The low-carbon fuel standard contributed a 5% reduction in GHG emissions from the transportation sector total in 2040, but overall, less than a 1% reduction from the region’s BAU forecast for 2040.
- **Vehicle Technology:** Additional accelerated deployment of zero-emission vehicles examined in the MSWG (TLU-3) was the most impactful transportation-only strategy studied. TLU-3 contributed a 5% reduction in GHG emissions from the transportation sector’s BAU forecast for 2040, but overall, it is only a 1% reduction from the region’s BAU forecast for 2040. Electric vehicles do not have tailpipe GHG emissions that would be included in on-road vehicle emissions inventories; however, there are GHG emissions from the electric generation needed for charging the vehicles.<sup>17</sup> In the MSWG study and the CEAP 2030 analysis, the GHG emissions produced to generate the electricity needed to charge electric vehicles were accounted for, thus reducing the net GHG reduction benefit of electric vehicles.

### 2. Automobile travel reduction

#### a. Shifting Land Use Patterns:

- Both the MSWG (TLU-2) and LRPTF (Initiative 8) studies showed that shifting future projected growth to locate jobs and households closer together in regional Activity Centers and near high-capacity transit reduces automobile travel. The MSWG study specifically assumed bicycle and pedestrian enhancements.
- The LRPTF study showed a 4% reduction in CO<sub>2</sub> emissions, 18% reduction in daily vehicle hours of delay (VHD), 3% reduction in daily VMT, 6% reduction in daily VMT per capita, and a 29% increase in non-motorized trips compared to the Constrained Long-Range Plan (CLRP) in 2040. The MSWG study showed

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<sup>17</sup> US Environmental Protection Agency (EPA). “Greenhouse Gas Emissions from a Typical Passenger Vehicle.” EPA Office of Transportation and Air Quality. EPA-420-F-18-008. March 2018. <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P100U8YT.pdf>

an 11.6% reduction in daily VMT compared to the “current policies” (CLRP) forecast in 2040.

- It should be noted that the land use strategies in the MSWG and LRPTF were evaluated using different assumptions and different modeling tools, which accounts for the difference in forecasted VMT and GHG reductions due to shifting future land use patterns. The MSWG analysis used a tool developed by the consultant while the LRPTF analysis used the TPB regional travel demand model and sketch planning tools.

b. **Travel Demand Management:** Both the MSWG (TLU-9) and LRPTF (Initiative 10) studies showed promising GHG reductions from employer-based travel demand management including transit subsidies and priced parking in Activity Centers. The LRPTF analysis also included a 40% office worker telework rate (i.e., an increase from the overall pre-Covid telework rate for all jobs from 10% to 20%). The LRPTF study showed a 7% reduction in CO2 emissions, 24% reduction in VHD, 6% reduction in daily VMT, 6% reduction in daily VMT per capita, and 20% reduction in single-occupant vehicle work trips compared to the CLRP in 2040. Because of the increase in teleworking, there was a 9% reduction in transit work trips.

c. **Pricing**

- Pricing strategies had mixed results depending on the assumptions. The most impactful was in the WWIT study and based on the 2009 Annual Energy Outlook’s “High Price Case”. That strategy included \$7/gallon gasoline, which led to a 6% reduction in VMT between 2010 and 2030 compared to the CLRP baseline. It should be noted that the 6% VMT reduction is a result from the national level models employed by the U.S. Department of Energy.
- The road pricing strategy (TLU-12) in the MSWG study included a cordon price of \$5/trip into downtown DC in 2040 and the cordon price plus a VMT tax of 10 cents/per mile everywhere in 2050. The sketch planning analysis for this strategy showed significant VMT reductions (7.8% annually compared to the current policies forecast) in 2050 due to the VMT tax; however, it did not show significant GHG reductions due to the improved fuel efficiency of the fleet.
- A strategy that is more incentive-based, such as pay-as-you-drive insurance in the WWIT study, showed promise in reducing emissions among the automobile travel reduction strategies, although much less than fuel efficiency strategies.

d. **Transit**

- Each of the studies had multiple strategies that improved transit service, expanded transit service, or lowered the cost of transit service. Overall, these strategies tended to do fairly well among the project-focused strategies in their respective studies but could be expensive to implement. For example, the Metrorail regional core capacity improvements in the LRPTF study (Initiative 6) ranked a distant third behind TDM and land use for GHG reduction, but ahead of other project-focused initiatives. The Metrorail core capacity improvements reduced CO2 by 2%, daily VHD by 9%, daily VMT by 1%, daily VMT per capita by 1%, and increased transit commute mode share

by 2.8 percentage points compared to the CLRP in 2040 (i.e., transit mode share increased from 24.6% to 27.4%).

- Both the MSWG (TLU-11) and LRPTF (Initiative 9) studies examined policies that reduce transit fares. The transit fare policies examined in the LRPTF reduced CO2 by 1%, daily VHD by 2%, daily VMT by 1%, and daily VMT per capita by 1% compared to the CLRP in 2040.

**e. Bicycle and Pedestrian**

- The WWIT study showed benefits of an accelerated completion of the 2010 Bicycle and Pedestrian Plan compared to other local/state/regional strategies.
- The MSWG study did not analyze separate bicycle and pedestrian strategies. Instead, it simply assumed that safe and expanded bicycle and pedestrian infrastructure is essential to the success of the concentrated land use strategies.
- The LRPTF study assumed that transit investments will be supported by improvements in bike/walk infrastructure, facilitating access to those transit services.

**3. Operational efficiency:**

- a. **Operational Efficiency:** The findings on operational efficiency strategies are mixed, likely due to the fact that, in the MSWG and LRPTF studies, all of the operational efficiency strategies under consideration are grouped into one strategy, unlike the transit strategies. Travel efficiency fared only a bit better in the MSWG study (TLU-7) than in the LRPTF study (Initiative 2), likely due to the inclusion of eco-driving, which promotes driving patterns to reduce rapid acceleration/deceleration and extended idling, and assumptions about system efficiency improvements through connected vehicles. Overall, though, operational efficiency improvements show only modest GHG reductions.
- b. **Express Highway (Toll) Network Expansion:** The LRPTF study found that expanding the express highway network and express bus service (Initiative 1) did not lower GHG emissions, but did leave GHG emissions unchanged while increasing daily VMT and daily VMT per capita each by less than one percent and decreasing daily VHD by 11% compared to the CLRP in 2040. In addition to express buses, the express lanes can be available to carpool and vanpool users without charge, increasing options for reliable non-single-occupant vehicle travel. The revenue generated by the tolls charged to SOVs can be invested in high-quality regional bus service.

## Section D. Key Differences Between Past Studies

These three studies were conducted over a period of almost a decade. When each study was conducted, the latest planning assumptions (long-range transportation plan and land use forecasts), modeling tools (travel demand model and emissions model), and federal policies (light-duty fuel economy standards and medium and heavy-duty fuel efficiency standards) were assumed.

These are some of the key differences in the studies that should be kept in mind when reviewing the major findings below, and especially when reviewing the more detailed technical information in the appendices:

- The WWIT and LRPTF studies reported carbon dioxide (CO<sub>2</sub>) emissions which is the primary greenhouse gas. There are other greenhouse gases including methane and nitrous oxides. The MSWG study reported emissions from three GHG gases, CO<sub>2</sub>, methane, and nitrous oxide, and expressed these as an equivalent amount of CO<sub>2</sub> (CO<sub>2</sub>e or CO<sub>2</sub>-equivalent) based on their global warming potential. For purposes of this report, emissions from all three studies are referred to as GHG emissions in the narrative in the discussion section.
- The WWIT study estimated cumulative reductions over a 20-year period; The MSWG and LRPTF studies estimated annual emissions for the specified analysis year(s).
- Each study assumes the light-duty corporate average fuel economy (CAFE) standards that were in place at the time of the study. The WWIT study assumes GHG emissions equivalent of 35.5 miles-per-gallon (mpg) by 2016; the MSWG and LRPTF studies assume GHG emissions equivalent of CAFE standards of 54.5 mpg by 2025. The current GHG emissions standards, promulgated in 2020 with the SAFE Vehicles Rule, call for GHG emissions equivalent of CAFE standards of 47.7 mpg for passenger cars by 2026.<sup>18</sup>
- The MSWG and LRPTF assume the medium and heavy-duty fuel efficiency standards that phase in between model years 2014 and 2018, after the WWIT study was completed.
- WWIT and LRPTF only examined on-road transportation strategies. The MSWG study considered non-road transportation existing policies and regional strategies and grouped those with energy and built environment. All of the “transportation/TLU” strategies in the MSWG were on-road.
- The LRPTF study calculates percentage reductions relative to a Constrained Long Range Plan (CLRP) forecast; the estimates in the WWIT and MSWG studies are compared to the 2005 “Business as Usual” (BAU) forecast from the 2008 National Capital Climate Change Report, which was updated with the current modeling tools for the MSWG study.
- Strategies chosen for analysis and the level of implementation for those strategies differs between studies.
- Each study used different planning tools to estimate GHG reductions for strategies. The WWIT and MSWG studies relied primarily on spreadsheet-based sketch planning tools. The LRPTF used both sketch planning and the regional travel demand model.
- The WWIT and MSWG studies reported primarily on GHG reductions; the LRPTF study focused on travel metrics with an emphasis on reducing congestion reported as vehicle-hours of delay (VHD).

As these planning assumptions and modeling tools change over time, the analysis of a strategy could have a slightly different outcome. Furthermore, each study was developed differently. Thus, **comparing the effectiveness of a particular strategy and comparing its exact ranking among other strategies across studies, for example, is not advisable.** However, despite these caveats, TPB staff maintain confidence in the major findings of the studies.

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<sup>18</sup> Srikanth, Kanti and Steve Walz. Memorandum to Kelly Russell, Chair, TPB. “Preliminary assessment of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Final Rule for Model Years 2021-2026.” Memorandum, May 12, 2020.  
<https://www.mwco.org/file.aspx?&A=duwNsxz2%2Fxd%2F2DXHZ14CUvhFvLvEezgHB%2BzndnNpkvg%3D>

## Section E. Conclusion

Findings from the “What Would it Take” Scenario Study, the Multi-Sector Working Group Study, and the Long-Range Plan Task Force Study can assist the TPB in developing a scenario study to evaluate what the on-road transportation sector needs to do to work towards meeting the regional goal of reducing GHG emissions 50% below 2005 levels by 2030. Due to the substantial differences in the assumptions, analysis methodology, and metrics extracted, a new analysis of the most promising transportation strategies is needed. This new analysis should be based on assumptions reflecting the current travel and policy environment, and should also account for actions that have been taken since these previous studies were conducted.

All three studies show that it is possible to reduce GHG emissions from the transportation sector; however, the MSWG study and the 2030 scenario analysis conducted for the CEAP found that other sectors like the energy and buildings sectors, have more potential for GHG emissions reductions in part because on-road transportation is already anticipated to achieve high levels of GHG emissions reductions due to policies in place to improve fuel efficiency.

The MSWG study showed that phased-in CAFE standards from model years 2012-2025 light-duty vehicles and phased-in fuel efficiency standards for model year 2014-2018 medium- and heavy-duty vehicles significantly reduced future GHG emissions projections as those more fuel-efficient vehicles become a larger share of the vehicles on the region’s roadways. Unfortunately, those future emissions reductions are not guaranteed. CAFE standards assumed in the current policies for the MSWG and LRPTF were rolled back when the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule was finalized in 2020.

While national-level strategies such as fuel economy and fuel efficiency standards have the highest potential for GHG reductions, they are slow to implement as they require the region’s vehicle fleet to turn over. Strategies that accelerate the deployment of zero-emission vehicles, such as electric vehicles, can help to bring about those reductions sooner, but will need supportive infrastructure, like charging stations, and the GHG reduction potential depends on the energy mix used to generate the electricity for the region.

At the regional and local levels, the studies show that land use policies that bring housing and jobs closer together and closer to transit reduce both GHG emissions and vehicle travel. Travel demand policies such as teleworking are also effective at reducing GHG emissions and vehicle travel and are also cost-effective. On the other side of the spectrum, the studies found that some of the ambitious projects, such as Initiative 1 (Regional Express Travel Network) and Initiative 7 (Transit Rail Extensions including all Metrorail lines) in the LRPTF study had very little impact on VMT and GHG emissions, with VMT actually increasing slightly in Initiative 1.

The region has already begun to implement some of the strategies that have been studied in past studies. TPB staff have conducted multiple site visits with member jurisdictions and led other efforts regarding the implementation of the Visualize 2045 Aspirational Initiatives.<sup>19</sup> Member jurisdictions and states have made progress toward transportation electrification.<sup>20 21</sup> At the same time, staff

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19 Visualize 2045: A Long-Range Transportation Plan for the National Capital Region. Washington, D.C.: National Capital Region Transportation Planning Board. October 17, 2018. [https://www.mwcog.org/assets/1/28/Visualize\\_2045\\_Plan\\_2018\\_10\\_23\\_No\\_Crops\\_Single.pdf](https://www.mwcog.org/assets/1/28/Visualize_2045_Plan_2018_10_23_No_Crops_Single.pdf)

20 Metropolitan Washington Council of Governments. “Metropolitan Washington 2030 Climate and Energy Action Plan”. Washington, D.C. November 2020. <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>

21 See, for example, Howard, B., S. Vaidyanathan, C. Cohn, N. Henner, and B. Jennings. 2021. The State Transportation Electrification Scorecard. Washington, DC: ACEEE.

recognize that some of the other potentially effective strategies that have been studied, such as \$7 a gallon gasoline or a VMT tax, may be more politically challenging or may take longer time to implement (in part because these pricing measures are viewed as regressive, so they would need to be crafted in a way to make them as equitable as possible).

While different strategies and actions that will be studied in the scenario study envisioned for this year may yield a different outcome, the categories of strategies, in order of effectiveness and ability to provide GHG emissions reductions, are provided below:

### **1) Fuel efficiency, fuel content, and vehicle technology**

These types of strategies and policies were found to have the greatest potential to reduce GHG emissions. For example, strategies could include new GHG emissions standards for light-duty vehicles, perhaps similar to (or more aggressive than) the standards promulgated in 2012, which called for the emissions equivalent to 54.5 miles per gallon CAFE Standards. The current GHG emissions standards, promulgated in 2020 with the SAFE Vehicles Rule, call for the emissions equivalent to 47.7 miles per gallon for passenger cars by 2026. Similarly, these strategies could also include higher rates of market penetration by electric vehicles and supportive actions to reduce the carbon emissions in the energy sector for charging those vehicles. While fuel efficiency strategies were shown in the studies to be the most effective in reducing GHG emissions, these strategies are dependent on, among other things, residents replacing their personal vehicles. This means that the reduction potential from these strategies may not be fully realized until the majority of the region's vehicle fleet is replaced. Prior studies have shown that equity implications of policies should be considered as well.<sup>22</sup>

Federal actions are largely responsible for the reduction in ozone emissions in this region and elsewhere.<sup>23</sup> For example, the 8-hour ozone design value for our region has decreased from 91 parts per billion to 72 parts per billion between 2005 and 2019. These design values represent averages based on the readings from air quality monitors that are located throughout our region. The decrease in ozone emissions occurred while VMT increased by nearly 10 million, or over 7%, during the same time period.<sup>24</sup>

### **2) Aggressive federal/local transportation and land use policy actions that could have a significant impact on travel behavior**

The studies showed that there are aggressive transportation and land use policy actions that have not been implemented in this region in the past, but that have the potential to significantly reduce VMT and GHG emissions. These actions could include significant shifts in land use to activity centers and high-capacity transit station areas, large increases in the price of gasoline, cordon pricing, a VMT tax, travel demand management (e.g., increased telework), and a substantial increases in the cost of parking.

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<sup>22</sup> See, for example, p. 105 of ICF International, "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region," Final Technical Report (Metropolitan Washington Council of Governments, January 31, 2016), <https://www.mwco.org/file.aspx?D=Uj%2f0vKporwCjlofmfR2gk7ay5EmB0b9a4UhR7cKKQig%3d&A=ITSigZNd01uWwMHJVzUV1WIPhZ9IDhMGqWIEQSF9CM%3d>.

<sup>23</sup> Kumar, Sunil. "Ozone Season Summary 2020." Presented at the July meeting of the Technical Advisory Committee of the Metropolitan Washington Air Quality Committee (MWAQC-TAC), Washington, D.C., July 14, 2020.

<sup>24</sup> Seifu, Meseret. Memorandum to Feng Xie. "Year 2019 Jurisdictional Weekday VMT Summaries." Memorandum, November 18, 2020.



None of the three studies analyzed carbon pricing, which a Brookings study found to be one of the most efficient ways to reduce GHG emissions.<sup>25</sup> Examples of carbon pricing include carbon taxes and cap-and-trade/cap-and-invest mechanisms. In December 2020, the Transportation and Climate Initiative (TCI) announced a multi-state cap-and-invest program to cap carbon dioxide emissions from transportation fuels and invest revenue from the program into programs and policies to further reduce greenhouse gas emissions from on-road vehicles. The District of Columbia, Massachusetts, Connecticut, and Rhode Island have already committed to participate in the program. Maryland and Virginia are in a group of eight states that have committed to continue collaboration with TCI and work to develop the model rule for the program.<sup>26</sup>

In contrast to most of the vehicle-related strategies, many of these policy actions can be implemented in a shorter timeframe contributing to critical near-term GHG reductions. The Transportation and Climate Initiative Program, for example, could begin as soon as January 2022. Prior studies have shown that equity implications of policies should be considered as well.<sup>27 28</sup>

### 3) New transportation projects

Construction and implementation of new highway and transit projects has a lower potential to significantly impact VMT and GHG emissions. The LRPTF study analyzed ambitious packages of initiatives that grouped together managed lanes projects and extensive transit service extensions, all of which had a fairly low level of impact on VMT (mainly within 1%). It is important to note that although individual projects / groups of projects may not have a significant impact on GHG emission reductions, many of them would benefit the residents of equity emphasis areas by providing additional access to jobs and other activities (health care providers, grocery stores, etc.).<sup>29</sup>

The technical analyses for these studies have limitations that should be considered when reviewing the findings from these studies and designing future studies. The strategies were analyzed individually, not taking into account that, due to synergy, some strategies can amplify total benefits, whereas other strategies can counteract each other, resulting in reduced total benefits. The LRPTF study, for example, lists potential compatibilities and conflicts.

Each study noted that most strategies have numerous co-benefits. Most of the strategies analyzed are not cost-effective as GHG reduction strategies alone,<sup>30</sup> but should be evaluated as part of an equitable regional transportation network.

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25 "Ten Facts about the Economics of Climate Change and Climate Policy." The Hamilton Project and the Stanford Institute for Economic Policy Research, October 2019. <https://www.brookings.edu/research/ten-facts-about-the-economics-of-climate-change-and-climate-policy/>

26 Morrow, E. Memorandum to the Transportation Planning Board. "Transportation and Climate Initiative (TCI): Memorandum of Understanding released." Memorandum, January 14, 2021. <https://www.mwcog.org/file.aspx?&A=vJzRrjQZi2Wleqwe80MmdahejC9TXOQKKBQJISRWX4%3d>

27 See, for example, p. 85 of ICF et al., "An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the TPB Long-Range Plan Task Force" (Metropolitan Washington Council of Governments, National Capital Region Transportation Planning Board, December 20, 2017).

28 Note that while some groups of strategies, such as addressing the land use disparities inherent in the East-West Divide and transit fare subsidies, would have positive equity impacts, other strategies, such as those involving parking pricing, could result in out-of-pocket cost burdens on low-income residents, if the policies are not designed using an equity lens.

29 See, for example, ICF International, "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region," 123.

30 See, for example, p. 33 of Monica Bansal and Erin Morrow, "What Would It Take? Transportation and Climate Change in the National Capital Region," Final Report (Washington, D.C.: National Capital Region Transportation Planning Board, Metropolitan Washington Council of Governments, May 18, 2010), <http://www.mwcog.org/uploads/pub-documents/qF5eXVw20110617114503.pdf>.

# APPENDIX A: MAJOR FINDINGS FROM PAST TPB AND COG STUDIES

## I. “What Would it Take?” Scenario Study (WWIT)

The WWIT study,<sup>31</sup> published in May 2010, is the oldest of the three studies and was one of the earlier MPO studies of its kind. The study asked what it would take if the newly adopted multi-sectorial greenhouse gas reduction goals had to be met within the transportation sector.

At the time of the study, the TPB long-range plan went out to 2030, so TPB staff did a straight-line interpolation to calculate a reduction goal of 40% below 2005 levels by 2030, which should be noted is less aggressive than the 50% reduction goal that was adopted by the COG Board in 2020.

The WWIT study examined strategies that could be taken at the local, state, and regional levels both in the short- and long-term including travel demand management, bicycle and pedestrian improvements, traffic signal optimization, and the purchase of more fuel-efficient transit vehicles. Note that if the WWIT study were conducted today, input assumptions made for many of the individual strategies, such as the eco-driving strategy, would likely be different.

Additionally, the study considered actions that would need to be taken at the federal level, which was dubbed the “high federal role.” The actions included significant increases to light-duty vehicle fuel economy (CAFE) standards in place at the time and implementing heavy-duty fuel efficiency standards. It should be noted that after the WWIT study was completed, the National Highway Traffic Safety Administration (NHTSA) and the Environmental Protection Agency (EPA) took actions to improve CAFE standards and medium- and heavy-duty vehicle fuel efficiency, which were later included in the MSWG and LRPTF studies. The WWIT study also considered the impact of the “high price case” from the US Department of Energy’s 2009 Annual Energy Outlook that contained \$200/barrel oil, which translated to \$7/gallon gasoline.

Due to technical limitations, the local/regional/state strategies were not combined with the high federal role strategies and are shown on Figure 3 and Figure 4, respectively.

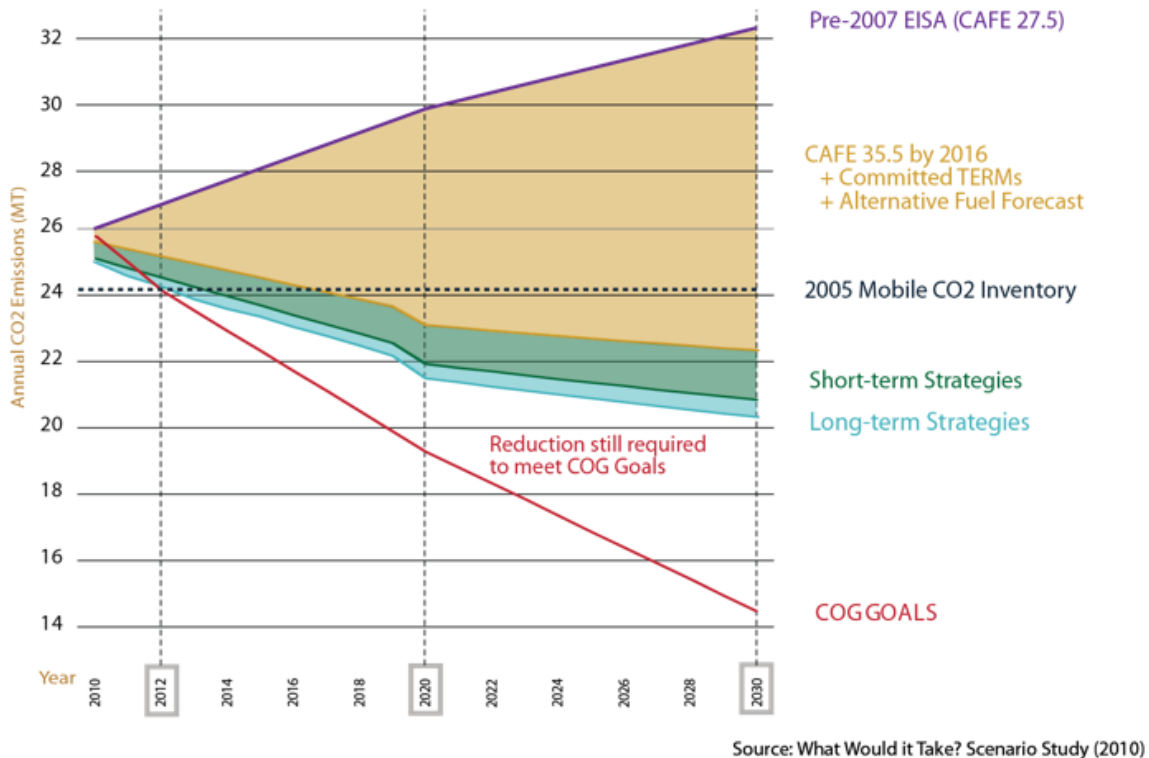
It is important to remember that the WWIT study was presented almost 11 years ago. The WWIT study is included in this report to illustrate the broader findings regarding the impacts of local/state/regional strategies versus national strategies and the impacts of strategies that can be implemented in the short-term versus the long-term, not to focus on the analysis of individual strategies.

The WWIT study found that neither grouping of strategies alone could achieve the 40% reduction goal by 2030. **Local/state/regional efforts (Figure 3) could help the region achieve short-term GHG reduction goals, but actions implemented at the federal level (Figure 4) would be required to meet long-term goals.** The federal strategies were found to be highly effective, due to the broadly impacted population in the region. Given that CO<sub>2</sub> emissions are directly linked to fuel consumption, increasing the efficiency of vehicles showed to be “a clear strategy for reducing mobile CO<sub>2</sub> emissions.”

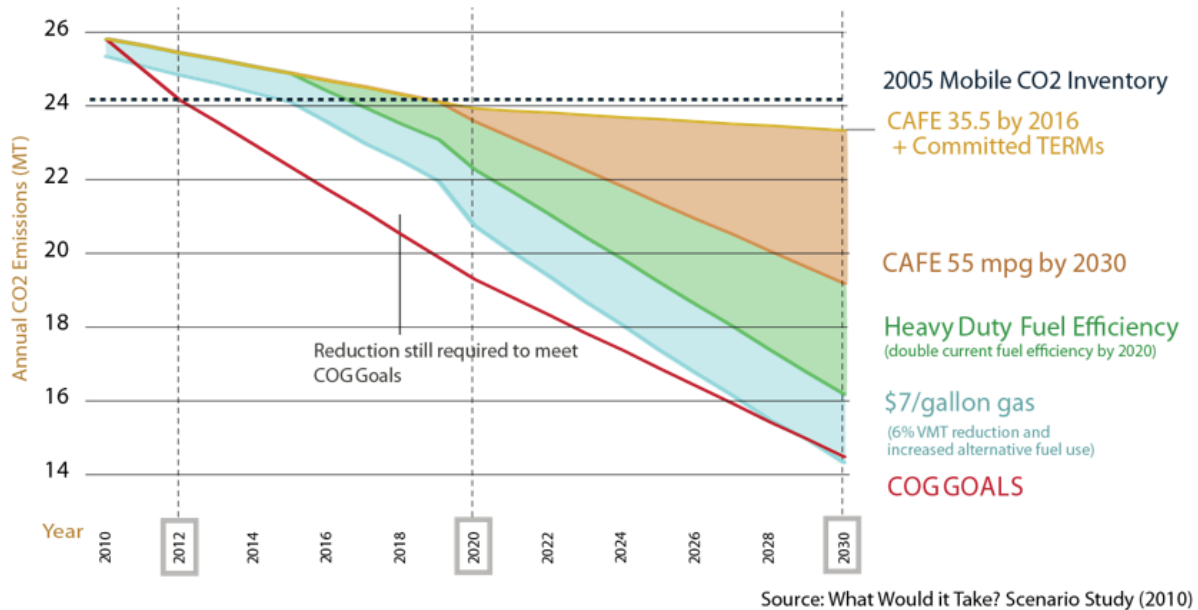
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31. Final Report: What Would It Take? Transportation and Climate Change in the National Capital Region. Washington, D.C.: Metropolitan Washington Council of Governments. May 18, 2010. <https://www.mwcog.org/documents/2010/05/18/what-would-it-take-scenario-land-use-projects/>

**Figure 3: GHG Reductions from Local/State/Regional Strategies (as defined in WWIT Study)**



**Figure 4: GHG Reductions from “High Federal Role” Strategies (as defined in WWIT study)**



The cost-benefit analysis conducted for the WWIT study found that:

*most measures demonstrated modest CO2 reduction potential and thus show high cost-per-ton values. Since CO2 emissions reductions are unlikely to be the sole justification for investing in transportation projects, other methods of weighing costs and benefits may be necessary. (p. 33)*

## II. Multi-Sector Working Group (MSWG)

The final technical report for the MSWG study was published in January 2016.<sup>32</sup> The technical analysis for the MSWG study was designed in a similar manner to the 2008 National Capital Region Climate Change Report, which used a 2005 “Business as Usual” (BAU) projection as baseline for analysis, i.e., the emissions projections if no new policies or programs to reduce GHG emissions were implemented after 2005. The BAU projection was updated for this study with the latest modeling tools and population projections. The analysis years for the study were 2020, 2040, and 2050. The assumptions for strategies in 2020 and 2040 were considered “viable.” The assumptions for 2050 were considered to be more aggressive or a “stretch.”

The analysis for the MSWG study was completed in three steps. First, the GHG emission reductions were estimated for policies and programs implemented between 2005 and 2015, the “current policies” at the time of the study. Second, the potential emissions reductions from regional strategies were estimated. Lastly, additional national-level strategies were considered to move the region towards its 2050 goal.

### 1. Policies implemented between 2005 and 2015 are making a difference.

The first step of the MSWG study was to examine the impact that the policies that were implemented between 2005 and 2015, when the study began, have on future emissions projected to 2050. For the transportation sector, this forecast is estimated with the same method as GHG emissions are estimated for the performance analysis of the long-range transportation plan, in this case the 2014 CLRP. At the time of this study, the horizon year for the long-range plan was 2040 and emissions for 2050 were estimated by growing emissions based on the rate of population growth. The study found that:

*the most significant reductions are in emissions from on-road transportation combustion, due to higher federal corporate average fuel economy (CAFE) standards, including light-duty vehicle GHG regulations that phase in for model years 2017-2025 cars and light trucks and heavy-duty engine and vehicle GHG regulations that phase in during model years 2014-2018. In addition, regional land use patterns, transportation investments, and policies in the Constrained Long Range Plan (CLRP) also will reduce the rate of growth of vehicle travel... Based on significant improvements in vehicle fuel economy and local policies, GHG emissions from on-road transportation combustion are projected to be 17% lower in 2050 than 2005 levels based on currently implemented policies and plans. (p. 5)*

The analysis noted that there was a small uptick in emissions between 2040 and 2050, which is similar to the uptick between 2040 and 2045 forecasted for Visualize 2045 that was noted earlier.

### 2. Additional regional strategies can reduce GHG emissions considerably, but do not achieve the 80% reduction goal by 2050.

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<sup>32</sup> Final Technical Report: Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region. Washington, D.C.: Metropolitan Washington Council of Governments (submitted by ICF International). January 31, 2016. <https://www.mwcog.org/documents/2016/08/01/multi-sector-approach-to-reducing-greenhouse-gas-emissions-in-the-metropolitan-washington-region-final-technical-report/>

The second step of the study analyzed the GHG emissions reduction potential for the strategies developed by the members of the MSWG. These strategies were divided into two groups - Transportation and Land Use (TLU) and Energy and Built Environment (EBE). The analysis found that potentially achievable and “stretch” reductions from the energy and built environment sector far surpassed the reductions that could be achieved by the transportation and land use sector.

*Overall, EBE strategies show significant potential, particularly in the later years, as longer-term implementation measures go into effect. While looking relatively small in the context of total GHG emissions, regional TLU strategies support continued reductions in on-road transportation combustion emissions and have multiple co-benefits. TLU strategies are estimated to achieve significant GHG reductions in the near-term (approximately 1.2 MMTCO<sub>2e</sub> reduction in on-road transportation combustion emissions by 2020, or 5.5% of emissions from this source under the “current policies” scenario) and are forecast to have the potential for significant further reductions in GHGs over the 2040 to 2050 time-horizon (up to 6.8 MMTCO<sub>2e</sub> in 2050, or 36% of on-road transportation emissions under the “current policies” scenario). (p. 10)*

Table 1 shows the reductions from the BAU projects from the current policies and the analyzed EBE and TLU strategies along with the reductions still needed to achieve the 2050 goal. Figure 5 shows that same information in graphic form. Table 2 shows the GHG reductions from TLU and EBE strategies in descending order of GHG benefits in 2050. Appendix A contains a detailed listing of the strategy assumptions. For the transportation sector, each strategy was analyzed individually and it is “important to note that these strategies implemented in combination will cumulatively yield less than the sum of each individual strategy (e.g., a more fuel efficient and lower-carbon vehicle fleet will mean that each mile reduced yields less GHG reduction).” (p. 17).

**Table 1: Estimated GHG Reductions from Current Policies and Potential Future Regional Strategies from MSWG Study**

	GHG Emissions (MMTCO <sub>2</sub> e)				
	2005	2012	2020	2040	2050
<b>2005 BAU Projections</b>	<b>74.5</b>	<b>82.3</b>	<b>91.3</b>	<b>103.3</b>	<b>106.3</b>
<b>Revised 2005 BAU Projections</b>	<b>74.5</b>	<b>82.2</b>	<b>91.0</b>	<b>106.9</b>	<b>113.3</b>
Impacts of Current EBE Policies	--	-5.9	-8.3	-15.2	-16.2
Impacts of Current TLU Policies		-2.5	-6.6	-15.3	-16.4
<b>2015 Current Policies Projection</b>	<b>74.5</b>	<b>73.7</b>	<b>76.1</b>	<b>76.4</b>	<b>80.8</b>
Impacts of additional regional EBE Strategies	--	--	-7.3	-26.1	-32.4
Impacts of additional regional Land Use Strategies <sup>^</sup>			-0.4	-1.5	-1.9
Impacts of additional regional Transportation Strategies <sup>^</sup>	--	--	-0.7	-2.4	-4.2
<i>Total Impacts of New Regional Strategies</i>	--	--	-8.4	-29.8	-38.3
<b>Net Projected Emissions</b>	<b>74.5</b>	<b>73.7</b>	<b>67.7</b>	<b>46.6</b>	<b>42.6</b>
<b>Goal Emissions*</b>	<b>74.5</b>	<b>74.0</b>	<b>59.6</b>	<b>29.8</b>	<b>14.9</b>
Further Reductions Needed to Meet Goal	--	-0.2	8.1	16.8	27.7
Projected Reductions from 2005 levels (%)			9%	37%	43%
Projected Reductions from 2005 BAU Projections (%)		10%	26%	56%	62%

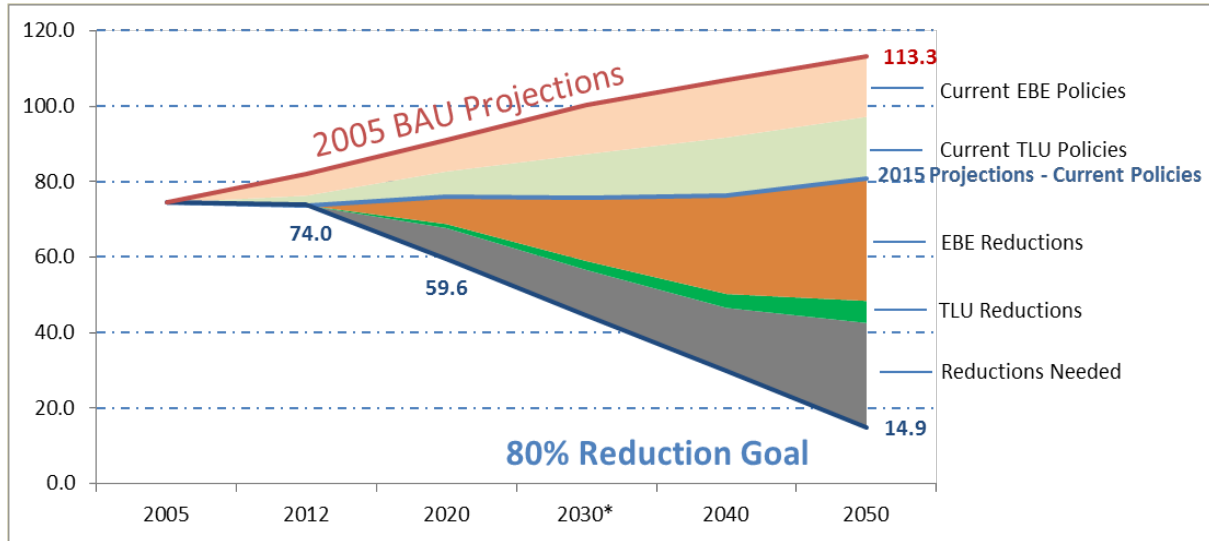
Note: Results are presented by type of strategy (rather than emissions source).

<sup>^</sup>Land use strategies impact includes reductions in on-road transportation combustion and building energy emissions; transportation strategies impact includes net impact of reductions in on-road transportation combustion and increase in electricity emissions. Carbon sequestration is not included in these figures since not part of the baseline inventory.

\*The goal emissions were determined by using the goal of reducing GHGs to 20% below 2005 levels by 2020 and to 80% below 2005 levels by 2050. The interim years were linearly interpolated based on these data points.

Source: Table 1, pp. 8-9 of ICF International. "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region." Final Technical Report. Metropolitan Washington Council of Governments, January 31, 2016.

**Figure 5: Estimated GHG Reductions from Current Policies and Potential Future Regional Strategies from MSWG Study**





**Table 2: Estimated GHG Reductions from Potential Future Regional Strategies (in Descending Order of GHG benefits in 2050) from MSWG Study**

Strategy	Strategy Name	GHG Reductions (MMTCO <sub>2e</sub> )		
		2020	2040	2050
EBE-6	Targeted reductions in power sector emissions	1.97	8.05	10.74
EBE-1	Reduce energy and water consumption in existing buildings	2.73	10.55	10.55
EBE-4	Improve new building energy and water efficiency performance	1.03	4.18	6.59
EBE-2	Support existing building-level renewable energy development	1.15	1.86	2.78
TLU-2	Sustainable development patterns & urban design (including enhancements for non-motorized modes)	0.34	1.32	1.67
TLU-6	Low carbon fuel standard	0	1.02	1.29
TLU-1	Increase tree canopy and reduce loss of vegetation through sustainable development patterns <sup>2</sup>	0.19	0.82	0.98
TLU-3	Improve fuel economy of light-duty vehicle fleet	0.09	0.50	0.88
TLU-7	Enhancing system operations	0.34	0.56	0.85
EBE-9	Reduce emissions from non-road engines	0.28	0.85	0.85
TLU-12	Road pricing	0	0.03	0.79
TLU-9	Travel demand management	0.13	0.24	0.54
EBE-3	Encourage development in activity centers	0.02	0.34	0.44
EBE-5	Achieve annual and cumulative reductions in fossil energy use by improving Infrastructure efficiency and increasing renewable energy use	0.05	0.23	0.32
EBE-8	Achieve targeted reduction in municipal solid waste	0.08	0.15	0.27
TLU-11	Transit incentives / fare reductions	0.12	0.10	0.19
EBE-7	Achieve targeted reductions in reduce natural gas pipeline leaks	0.02	0.11	0.11
TLU-4	Increase alternative fuels in public sector fleets	0.007	0.05	0.09
TLU-10	Transit enhancements	0.06	0.06	0.08
TLU-8	Reduce speeding on freeways	0.005	0.006	0.006
TLU-5	Truck stop electrification	<0.001	0.002	0.006

1 Note that the additive impact of individual strategies does not sum to the combined impact of implementing all strategies.

Also note that EBE-10/TLU-0 (Educate and motivate the public through community engagement) has not been presented separately in this table because its effects are supportive of and are subsumed in other strategies.

2 Carbon sequestration benefits are not counted against the 80% GHG reduction target; over half of the benefit is the prevention of loss of tree coverage and vegetation due to more compact development.

3 Net GHG reduction accounts for increase in power sector emissions for electric vehicles; the increase is highly dependent upon other power sector strategies (not accounted for here when analyzing strategies independently). TLU-3 results in a reduction of on-road transportation combustion emissions of 0.22, 1.23, and 2.14 MMT CO<sub>2e</sub> in 2020, 2040, and 2050 respectively; however, this strategy results in increased electricity consumption from electric vehicles.

Source: Table 2, p. 11 of ICF International. "Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region." Final Technical Report. Metropolitan Washington Council of Governments, January 31, 2016.

Table 3 shows the projection of on-road transportation sector BAU emissions, 2015 current policies emissions, and estimated reductions from regional TLU strategies. In the five-year period from the beginning of the analysis period (2015) to 2020, VMT reduction strategies have the highest reduction potential among the transportation strategies as many of those strategies can be implemented relatively quickly and produce results, although the relative magnitude of impact of all

on-road strategies is still fairly low in the short-term. In the long-term, in 2040 and 2050, vehicle and fuel strategies are forecasted to have slightly higher reductions as the vehicle fleet turns over. VMT strategies provide GHG reductions close to that of the vehicles and fuels strategies due to aggressive assumptions such as a 10 cent/mile VMT tax and significant shifts in land use projections; however, the lower emissions rates forecasted for the future vehicle fleet reduces the emissions savings for each mile of travel reduced.

**Table 3: Estimated GHG Reductions from Current Transportation and Land Use Policies and Potential Future Regional Transportation and Land Use Sector Strategies from MSWG Study**

On-Road Transportation Combustion Emissions	GHGs (MMTCO <sub>2e</sub> )				
	2005	2012	2020	2040	2050
<b>2005 BAU Projections</b>	<b>22.58</b>	<b>25.17</b>	<b>28.14</b>	<b>33.13</b>	<b>35.00</b>
<b>2015 Current Policies Projections</b>	<b>22.58</b>	<b>22.63</b>	<b>21.54</b>	<b>17.80</b>	<b>18.64</b>
VMT Strategies (including Land Use)	-	-	-0.64	-1.75	-3.27
Vehicle/Fuels Strategies*	-	-	-0.23	-2.30	-3.53
Operational Efficiency Strategies	-	-	-0.34	-0.57	-0.86
Total On-Road GHG Reductions+	-	-	-1.19	-4.30	-6.77
<b>Net Projected Emissions</b>	<b>22.58</b>	<b>22.63</b>	<b>20.35</b>	<b>13.50</b>	<b>11.86</b>
Projected Reductions from 2005 levels (%)			10%	40%	47%
Projected Reductions from 2005 BAU Projections (%)			28%	59%	66%
<b>Impacts to Other GHG Source Categories</b>					
<i>Increased emissions from electricity consumption*</i>			0.13	0.72	1.26
<i>Carbon sequestration benefits</i>			0.19	0.82	0.98
*Note that an increase in electric vehicles reduces on-road transportation combustion emissions but increases electric utility emissions; the level of increase in electric utility emissions will depend on many factors, including the implementation of EBE strategies. Also note that the total does not equal the sum of the individual types of strategies due to off-setting effects.					

The MSWG study examined aggressive strategies to reduce VMT. According to the final technical report:

*the aggressive land use strategies analyzed reduce VMT by 11.6% in 2040 and 14.1% in the 2050 stretch scenario, but have relatively modest effects in the near term due to the time-frame for development to occur. Other VMT reduction strategies generally reduce VMT by 2 to 4% from 2020 to 2040, but have a much more significant impact in the 2050 stretch scenario (a 13.5% reduction in VMT) due to assumptions of wide-scale implementation of pricing mechanisms, including VMT-based road pricing, parking pricing, and mandated employer-provided commute subsidies. In combination with land use, the analysis suggests nearly a 28% reduction in VMT compared to the “current policies” baseline.*

*... Viewed comprehensively, these levels of VMT reduction reduce the rate of growth in regional VMT over the analysis period through 2040; the 2050 stretch scenario actually reduces total VMT within the region below 2012 levels, as shown in Table 5*

[Table 4 in this report]. The significant VMT reductions highlight how aggressive the stretch scenario is, given the expected growth in regional population over this timeframe. While per capita daily VMT is already forecast to decline, the additional TLU strategies reduce average per capita daily VMT by nearly one-third across the entire region by 2050. (pp. 18-19)

**Table 4: VMT Reductions and Average Daily VMT for the Land Use and the VMT reduction strategies Compared to “Current Policies” (2014 CLRP) from MSWG Study**

	2012	2020	2040	2050 stretch
<b>VMT Reductions due to Strategies Compared to Baseline with Current Policies (2014 CLRP)</b>				
LU Strategies	-	2.2%	11.6%	14.1%
LU + Other VMT Reduction Strategies	-	4.2%	15.4%	27.6%
<b>Average Daily VMT by Passenger Vehicles (millions)</b>				
VMT with Current Policies	100.81	108.59	126.01	131.91
With LU Strategies		106.18	111.39	113.31
With LU + Other VMT Reduction Strategies		104.00	106.59	95.57
<b>Daily VMT per Capita by Passenger Vehicles</b>				
With Current Policies	19.49	19.13	18.86	18.86
With LU Strategies		18.71	16.67	16.20
With LU + Other VMT Reduction Strategies		18.33	15.95	13.66

### 3. Additional Strategies are Needed to Achieve the 2050 Goal

In the final part of the analysis, the Final Technical Report discusses a “combination of aggressive national and regional level actions additional strategies” (p. 22) that could make the 80% reduction goal achievable by 2050. Please refer to the Final Technical Report for more information on that discussion.

### III. Long Range Plan Task Force (LRPTF)

After a review of planning information and establishing regional challenges and performance metrics, the LRPTF developed ten initiatives to analyze their potential to improve the performance of the long-range transportation plan. The analysis in the Phase II Detailed Technical Report<sup>33</sup> showed that **policies that optimize the regional land-use balance and increase employer-based travel demand management (such as teleworking policies) can improve the performance of the transportation network as well as have a noticeable impact on GHG emissions.** This is similar to the findings of the MSWG study.

Table 5 shows Initiatives 1-10 listed in descending order by the change in annual CO2 reductions

**Table 5: Percent change in GHG, VHD, VMT, and VMT per Capita versus 2040 (2016 CLRP) from LRPTF Study**

	Change in 2040 CO2 Emissions (annual)	Change in 2040 Daily VHD	Change in 2040 Daily VMT	Change in 2040 Daily VMT per Capita
10. Amplified Employer-Based Travel Demand Management	-7%	-24%	-6%	-6%
8. Optimize Regional Land-Use Balance	-4%	-18%	-3%	-6%
6. Metrorail Regional Core Capacity Improvements	-2%	-9%	-1%	-1%
7. Transit Rail Extensions	-1%	-3%	-1%	-1%
9. Transit Fare Policy Changes	-1%	-2%	-1%	-1%
4. Regionwide Bus Rapid Transit and Transitways	-1%	-2%	<-1%	<-1%
2. Operational Improvements and Hotspot Relief	-1%	-8%	2%	2%
5. Regional Commuter Rail Enhancements	0%	-2%	<-1%	<-1%
1. Regional Express Travel Network	0%	-11%	<1%	<1%
3. Additional Northern Bridge Crossing/Corridor	1%	-3%	1%	1%

<sup>33</sup> An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the Long-Range Plan Task Force. Washington, D.C.: National Capital Region Transportation Planning Board (prepared by ICF International). December 20, 2017. <https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/>

## APPENDIX B: DETAILED STRATEGY DESCRIPTIONS

### I. “What Would it Take?” Scenario Study (WWIT)

#### 1. Federal Actions:

##### a. No Further Federal or Local Action

Strategies:	Description
<i>Fuel Efficiency:</i> CAFE 35.5 mpg by 2016	CAFE standards adopted in 2007 and later strengthened in 2009 moving from 25 mpg corporate average fuel economy to 35.5 mpg by 2016
<i>Alternative Fuels:</i> DOE Annual Energy Outlook, based on current energy legislation	Uses national forecasts of energy usage in the transportation sector completed annually by the U.S. Department of Energy. Forecasts are conducted according to current legislation and market assumptions.
<i>Travel Efficiency:</i> Committed TERMS	Committed TERMS include strategies already adopted by state and local jurisdictions in the region to address criteria air pollutants.

##### b. High Federal Role

Strategies:	Description
<i>Fuel Efficiency:</i> CAFE 55 mpg by 2030	Assumes that after CAFE 35.5 mpg is achieved in 2016, CAFE standards are further strengthened to 55 mpg by 2030.
<i>Fuel Efficiency:</i> Doubling heavy duty vehicle CAFE by 2020	Assumes institution of heavy-duty CAFE standards, which would double current heavy duty vehicle fuel economy by 2020
<i>Alternative Fuels and Travel Efficiency:</i> High energy prices (\$7/gallon gas)	Uses DOE forecasts for a national high energy price scenario, which assumes \$7/gallon gasoline. This causes higher alternative fuel usage and a 6% reduction in VMT.

#### 2. State/Regional/Local Actions

##### a. Shorter term Strategies

Strategies:	Description
<b>(1) Increase transit use</b>	
Metrorail feeder bus service	At 2 underutilized park and ride lots and \$.50 am fare buy-down program
Implement neighborhood circulator buses	Expanded circulator bus service to/from Metrorail in 10 neighborhoods
Real-time bus schedule information	Internet and bus shelter display units, with satellite technology tracking 596 buses.
Purchase 185 WMATA buses	CNG buses on 36 crowded routes in DC
WMATA bus information displays with maps (2000 cases)	Increased and improved bus service information at 2000 stops.

Enhanced commuter services	Bus service from Metrorail to Potomac Mills and Arundel Mills shopping centers; bus service from Reston/Herndon, Centreville, and Springfield to Pentagon and downtown DC.; and bus service on HOV facilities such as US 50, I-270, and US 29.
Free bus-rail transfers	Free bus to rail transfers similar to the reduced fare rail to bus transfers.
Free off-peak bus service	Free bus service mid-day and on weekends.
K Street Transitway	Implementation of the K Street Transitway project on K Street in NW DC between 10 <sup>th</sup> St and 23 <sup>rd</sup> St.
TIGER smart hubs	Implementation of the technology component of the TPB TIGER grant submission: regional website of comprehensive transportation information and digital displays at 20 intermodal hubs.
TIGER bus priority	Implementation of the bus priority component of the TPB TIGER grant submission: transit signal priority, queue jump lanes, etc on 10 bus corridors.
10 transit stores in MD	Arlington stores used as the example
6 kiosks in MD	Transportation information kiosks similar to ones in VA and DC
<b>(2) Increase non-motorized mode share</b>	
Bike stations at rail stations	Assumes construction of 9 bike stations similar to the Union Station BikeStation.
TIGER bike-sharing	Implementation of the bike-sharing component of the TPB TIGER grant submission: regional expansion of DC's bike-sharing program from 500 bikes to 3000.
Improve pedestrian facilities near rail stations	Improved sidewalks, curb ramps, crosswalks, and lighting at 11 MARC stations and 12 Metrorail stations in Montgomery County.
<b>(3) Pricing</b>	
Volunteer employer parking cash-out subsidy	Equal compensation for free parking to those not driving to work
Parking impact fees	Administered by local governments to recoup costs associated with maintaining roadways and mitigating negative impacts of auto use. Fees are charged per parking space to land owners.
Pay-as-you-drive insurance	Assumes 30% of light duty drivers will switch to PAYD insurance within 6 years (insurance premiums are on a per-mile driven basis).
<b>(4) Improve operational efficiency</b>	
Eco-driving incentives and promotion	Based on study done in Denver, assuming 50% of drivers adopt eco-driving practices.
Idling reduction	Enforcement of existing idling regulations. Many states have state-wide anti-idling laws and several counties and cities have their own anti-idling rules.
MATOC	Regional coordination of incident management. Assumes current MATOC commitments.
Traffic signal optimization	Optimization of almost 2000 signals throughout the region.

<b>(5) Reduce travel</b>	
Expanded Telecommuting (conversion of all potential telecommuters)	Based on State of the Commute Report, all commuters stating that they are able and willing to begin telecommuting do so within 5 years.
Carpool incentive program	Based on Commuter Connections Carpool Incentive Demonstration Project Study where participants received \$1 per carpool trip taken.
Vanpool incentive program (\$25/van/day)	Incentive program designed to increase number of vanpools in the region.
Expand car-sharing program	Funds incentives for 1000 new car-sharing customers.
Employer outreach, public and private (Metrochecks and carpooling)	Marketing and implementing employer-based TDM programs

b. Longer term Strategies

<b>Strategies:</b>	<b>Description</b>
<b>(1) Increase transit use</b>	
Construction of 1000 parking spaces at Metrorail stations	WMATA adding 1000 parking spaces at different Metrorail stations.
Incremental increase in transit (heavy rail)	Example used is the Dulles rail project to indicate the order of magnitude of CO <sub>2</sub> reduction for a major Metrorail expansion.
<b>(2) Increase non-motorized mode share</b>	
Completion of 2030 Bike/Ped plan by 2020	Accelerated completion of the TPB Bicycle and Pedestrian Plan by 2020 instead of 2030.
<b>(3) Pricing</b>	
TPB Value Pricing Study, with transit	2008 TPB Value Pricing Study, including new priced lanes on major freeways, pricing of existing arterials in DC and pricing of national parkways. Also includes enhances bus transit operating on priced lanes.
<b>(4) Reduce travel</b>	
CLRP Aspirations Scenario	TPB land use and transportation scenario examining concentrated land use around a network of BRT and pricing. Also includes a scenario of just concentrated, transit-oriented land use.

## II. Multi-Sector Working Group (MSWG)

<p>TLU-2: Sustainable development patterns and urban design, including bicycle/pedestrian enhancements</p>	<ul style="list-style-type: none"> <li>• 2040: Major reallocations of growth, but attempted to retain overall CLRP control totals within the host jurisdiction, focusing instead on allocating as much of that growth as possible into activity centers. Top priority was given to locating in activity centers that include premium transit service. Second priority was given to premium transit station areas that were not formerly designated as activity centers, and third priority was given to those remaining activity centers that were not served with premium transit.</li> <li>• 2050: Relaxed the constraint on moving jobs or households across jurisdictional lines, and sought to achieve a better regional distribution of employment opportunity and a better balance between jobs and housing.</li> </ul>
<p>TLU-3: Improve fuel economy of light-duty vehicle fleet</p>	<ul style="list-style-type: none"> <li>• 2020: Increase light-duty zero emission vehicles (ZEVs) to 2% of total vehicle population in region (beyond those anticipated with existing policies)</li> <li>• 2040: Increase light-duty ZEVs to 15% of total vehicle population in region (beyond those anticipated with existing policies)</li> <li>• 2050 (stretch): Increase light-duty ZEVs to 25% of total vehicle population in region (beyond those anticipated with existing policies)</li> </ul>
<p>TLU-4: Increase alternative fuels in public sector fleets</p>	<ul style="list-style-type: none"> <li>• 2020: Add 200 zero emission vehicle (ZEV) buses to public transit fleet in the study region (replacements).</li> <li>• 2040: Increase ZEVs in municipal light-duty fleets to 15% of total fleet population; require B5 in all municipal fleets and school buses; require 15% of public transit fleet to be ZEVs.</li> <li>• 2050 (stretch): Increase ZEVs in municipal light-duty fleets to 25% of total fleet population; require B20 in all municipal fleets and school buses; require 25% of public transit fleets to be ZEVs.</li> </ul>
<p>TLU-5: Truck stop electrification (TSE)</p>	<ul style="list-style-type: none"> <li>• 2020: One TSE location with 20 bays/site in the region.</li> <li>• 2040: Six (6) TSE locations with 20 bays/site in the region.</li> <li>• 2050 (stretch): Fourteen (14) TSE locations with 20 bays/site in the region.</li> </ul>
<p>TLU-6: Low carbon fuel standard</p>	<ul style="list-style-type: none"> <li>• 2020: No reductions (assume measure will not be implemented by this date).</li> <li>• 2040: Reduction in total on-road fuel emissions in region by 10%.</li> <li>• 2050 (stretch): Reduction in total on-road fuel emissions in region by 15%.</li> </ul>



<p>TLU-7: Enhancing system operations</p>	<ul style="list-style-type: none"> <li>• 2020: 20% of drivers adopt eco-driving practices (based on public campaigns); region wide operational improvements reduce vehicle operating emissions by additional 1.65% (based on best available regional simulation study).</li> <li>• 2040: 80% of drivers adopt eco-driving practices (based in part via connected vehicle/automated vehicle technologies); regionwide operational improvements reduce vehicle operating emissions by additional 1.65% (based on best available regional simulation study).</li> <li>• 2050 (stretch): 100% of drivers utilize eco-driving practices (via connected vehicle/automated vehicle technologies); regionwide operational improvements reduce vehicle operating emissions by additional 1.65% (based on best available regional simulation study).</li> </ul>
<p>TLU-8: Reduce speeding on freeways</p>	<ul style="list-style-type: none"> <li>• 2020: One-third of freeway speeding eliminated (above 57.5 mph)</li> <li>• 2040: All freeway speeding eliminated (through automated enforcement/autonomous vehicles)</li> <li>• 2050: All freeway speeding eliminated (through automated enforcement/autonomous vehicles)</li> </ul>
<p>TLU-9: Travel Demand Management</p>	<ul style="list-style-type: none"> <li>• 2020: Expand employer-based incentives (subsidies of \$50 per month for 40% of employers); 50% of parking in activity centers is priced at an average of \$8 per day for work trips.</li> <li>• 2040: Expand employer-based incentives (subsidies of \$50 per month for 80% of employers); 90% of parking in activity centers is priced at an average of \$8 per day for work trips.</li> <li>• 2050 (stretch): Expand employer-based incentives (subsidies of \$80 per month for 100% of employers); 100% of parking in activity centers is priced at an average of \$8 per day for work trips.</li> </ul>
<p>TLU-10: Transit enhancements</p>	<ul style="list-style-type: none"> <li>• 2020: Reduce transit travel times by 10% and reduce headways (wait time) by 10%.</li> <li>• 2040: Reduce transit travel times by 15% and reduce headways (wait time) by 15%.</li> <li>• 2050 (stretch): Reduce transit travel time by 20% and reduce headways (wait time) by 20%.</li> </ul>
<p>TLU-11: Transit incentives/ Fare reductions</p>	<ul style="list-style-type: none"> <li>• 2020: Reduce transit fares regionally by 20%.</li> <li>• 2040: Reduce transit fares regionally by 25%.</li> <li>• 2050: Reduce transit fares regionally by 40% partially funded through pricing strategies.</li> </ul>
<p>TLU-12: Road pricing</p>	<ul style="list-style-type: none"> <li>• 2020: None – long term scenario only</li> <li>• 2040: Cordon pricing into downtown DC at \$5/trip</li> <li>• 2050 (stretch): Full VMT-based pricing on road network at \$0.10 per mile peak. Cordon pricing into downtown DC at \$5/trip.</li> </ul>

### III. Long-Range Plan Task Force (LRPTF)

<b>Multimodal Initiatives</b>	
1. Regional Express Travel Network	<ul style="list-style-type: none"> <li>Express toll lanes network (free to HOV and transit vehicles) with added lanes where feasible on existing limited access highways (including remaining portion of the Capital Beltway, I-270, Dulles Toll Road, U.S. 50); includes expanded American Legion Bridge.</li> <li>New express bus services on network (paid in part through tolls) connecting major Activity Centers.</li> </ul>
2. Operational Improvements and Hotspot Relief	<ul style="list-style-type: none"> <li>Application of technology and enhanced system operations strategies, such as ramp metering, active traffic management, and integrated corridor management (including transit signal priority and enhanced multimodal travel information), plus targeted capacity enhancements where feasible to address top regional congestion hotspots and adjoining connections.</li> <li>Improved roadway design (such as treatments of turning movements) and reversible lanes on major roadways, as appropriate (to be identified based on strong directional flows).</li> <li>Expanded regional incident management where appropriate.</li> <li>Technological integration of demand-responsive services for persons with disabilities and others with limited mobility to create efficiencies of scale and improve mobility of traditionally underserved populations.</li> </ul>
3. Additional Northern Bridge Crossing/Corridor	<ul style="list-style-type: none"> <li>New northern bridge crossing of Potomac River, as a multimodal corridor between the Intercounty Connector and Northern Virginia.</li> <li>New express bus services connecting existing Activity Centers in this new multimodal corridor.</li> </ul>
<b>Transit-Focused Initiatives</b>	
4. Regionwide Bus Rapid Transit and Transitways	<ul style="list-style-type: none"> <li>Bus rapid transit (BRT)/transitway networks in Montgomery County, Prince George's County, Northern Virginia (TransAction 2040), Washington D.C., and transitway from Branch Ave to Waldorf; specifications according to jurisdiction plans.</li> <li>Additional D.C. streetcar line (north-south) as complement to network.</li> <li>Improved bicycle and pedestrian connections and access improvements to transit stations.</li> </ul>
5. Regional Commuter Rail Enhancements	<ul style="list-style-type: none"> <li>VRE System Plan 2040, MARC Growth and Investment Plan (including run-thru and two-way service on selected lines, increased frequency and hours of service).<sup>1</sup></li> <li>Long Bridge corridor improvements including at least four tracks and bicycle-pedestrian facilities.</li> <li>Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>

<b>Transit-Focused Initiatives (Continued)</b>	
<b>6. Metrorail Regional Core Capacity Improvements</b>	<ul style="list-style-type: none"> <li>• 100% 8-car trains.</li> <li>• Metrorail station improvements at high-volume stations in system core.</li> <li>• Second Rosslyn station to reduce interlining and increase frequency.</li> <li>• New Metrorail core line to add capacity across Potomac River (new Rosslyn tunnel) between Virginia and D.C. through Georgetown to Union Station toward Waterfront.</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>7. Transit Rail Extensions</b>	<ul style="list-style-type: none"> <li>• Metrorail extensions to Centreville/Gainesville, Hybla Valley /Potomac Mills.</li> <li>• Can consider an extension(s) in MD, such as to National Harbor or north of Shady Grove (to be defined later).</li> <li>• Purple line extension to Tysons (west) and Eisenhower Avenue (east).</li> <li>• Improved bicycle and pedestrian connections and access improvements to rail stations.</li> </ul>
<b>Policy-Focused Initiatives</b>	
<b>8. Optimize Regional Land-Use Balance</b>	<ul style="list-style-type: none"> <li>• Optimize jobs/housing balance regionwide.</li> <li>• Increase jobs and housing around underutilized rail stations and Activity Centers with high-capacity transit.</li> <li>• Build more housing in the region to match employment (about 130,000 more households) and reduce the number of long distance commuters outside of the region.</li> </ul>
<b>9. Transit Fare Policy Changes</b>	<ul style="list-style-type: none"> <li>• Reduced price Metrorail fare for off-peak direction during peak period and on underutilized segments.</li> <li>• Free transit for low-income residents.</li> </ul>
<b>10. Amplified Employer-Based Travel Demand Management</b>	<p>New policies (e.g., employer trip reduction requirements) and programs (e.g., financial incentives) implemented at the local and regional scale to significantly reduce single-occupancy vehicle commute trip making, including:</p> <ul style="list-style-type: none"> <li>• Employer-based parking cash-out</li> <li>• Expanded employer-based transit/vanpool benefits</li> <li>• Expanded telework and flexible schedule adoption</li> <li>• Substantial increase in priced commuter parking in major Activity Centers</li> </ul>

# APPENDIX C: TECHNICAL APPROACH AND DOCUMENTATION

## I. “What Would it Take?” Scenario Study (WWIT)

Date Completed: May 18, 2010

Oversight: TPB

Documentation: Final Report: What Would It Take? Transportation and Climate Change in the National Capital Region<sup>34</sup>

Final Technical Report: What Would It Take? Transportation and Climate Change in the National Capital Region<sup>35</sup>

### Study Purpose

The “What Would it Take?” Scenario Study was one of two scenario studies that were undertaken under the purview of the Scenario Study Task Force that the TPB established in September 2007. The WWIT Scenario Study was the TPB’s first step toward answering some major questions about climate change mitigation, specifically in the transportation sector in the Washington metropolitan region. The study examined what types of projects, programs, and policies it would take in the transportation sector to meet the regional aspirational GHG reductions targets established in the National Capital Region Climate Change report and adopted by the COG Board in November 2008. The study developed the baseline GHG emissions in the transportation sector and tested the potential reductions in GHG emissions from various projects/programs/policies would generate in the transportation sector. The intent was to determine the nature and scope of actions that would be necessary to reduce GHG in the transportation sector in the target amounts noted below.

- By 2012, 10% below “business as usual” (of the transportation sector)
- By 2020, 20% below 2005 levels (of the transportation sector)
- By 2050, 80% below 2005 levels (of the transportation sector)

### Study Design

The technical analysis for this study was conducted by TPB staff. The WWIT study reported cumulative CO<sub>2</sub> emissions reductions from 2010-2030 as compared to a CLRP baseline. Because the horizon year for the long-range plan was 2030, a straight-line interpolation goal of 40% below 2005 levels by 2030 was used as the benchmark for the study. The study was reported in two separate groupings (Systemwide and State/Regional/Local) to avoid double-counting emissions reductions benefits from strategies. Emissions for strategies were estimated using spreadsheet-based sketch planning techniques developed for Transportation Emissions Reduction Measure (TERMs) analyses.

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<sup>34</sup> Final Report: What Would It Take? Transportation and Climate Change in the National Capital Region. Washington, D.C.: National Capital Region Transportation Planning Board. May 18, 2010. <https://www.mwcog.org/documents/2010/05/18/what-would-it-take-scenario-land-use-projects/>

<sup>35</sup> Preliminary Analysis of Potential Transportation-related Greenhouse Gas Reduction Strategies for the Washington, DC Region. National Capital Region Transportation Planning Board. May 13, 2010.

## Technical Approach

CLRP:	2009
Emissions Model:	Mobile6.2 + offline spreadsheet for fuel economy standards
Travel Demand Model:	Version 2.2
Demographic Data:	Round 7.2
Vehicle Registration Data:	2008
Analysis Years:	2010, 2020, 2030
Geography:	8-hour Ozone Non-Attainment Area

## **II. Multi-Sector Working Group (MSWG)**

Date Completed: January 18, 2017

Oversight: TPB/MWAQC/CEEP

Documentation: Final Technical Report: Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region<sup>36</sup>

Recommendation of the Multi-Sector Working Group<sup>37</sup>

## Study Purpose

In December 2014, the TPB and the Metropolitan Washington Air Quality Committee (MWAQC) affirmed COG's adopted voluntary greenhouse gas reduction goal of 80% below 2005 levels by 2050,<sup>38</sup> and committed staff and resources to support a multi-sector, multi-disciplinary professional working group to be convened by COG to:

- Identify viable, implementable local, regional, and state actions to reduce GHG emissions in four sectors (Energy, the Built Environment, Land Use, and Transportation) in accordance with the voluntarily adopted goals
- Quantify the benefits, costs and implementation timeframes of these actions
- Explore specific GHG emission reduction targets in each of the four sectors
- Jointly develop an action plan for the region

## Study Design

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<sup>36</sup> Final Technical Report: Multi-Sector Approach to Reducing Greenhouse Gas Emissions in the Metropolitan Washington Region. Washington, D.C.: Metropolitan Washington Council of Governments (submitted by ICF International). January 31, 2016.  
<https://www.mwcog.org/documents/2016/08/01/multi-sector-approach-to-reducing-greenhouse-gas-emissions-in-the-metropolitan-washington-region-final-technical-report/>

<sup>37</sup> Recommendation of the Multi-Sector Working Group. Washington D.C.: Metropolitan Washington Council of Governments. January 18, 2017.  
<https://www.mwcog.org/documents/2017/01/18/multi-sector-working-group-greenhouse-gas-emission-reducing-strategies-air-quality-climate-mitigation-greenhouse-gas-multi-sector-working-group/>

<sup>38</sup> TPB R10- 2015: Resolution on the Metropolitan Washington Council of Governments' Regional Multi-Sector Goals for Reducing Greenhouse Gases. Washington, D.C.: National Capital Region Transportation Planning Board. December 17, 2014.  
<https://www.mwcog.org/file.aspx?&A=NQRpyfklR1A904KICx0%2bhAVes%2fYo7kl1bNCWYEItHU%3d>

The MSWG work was directly tied to the greenhouse gas reduction targets laid out in the National Capital Region Climate Change Report. Baseline for comparison is the 2005 “Business as Usual” (BAU) forecasts from the Climate Change Report, which were updated with the latest planning tools to be consistent. The analysis MOVES2014, TRIMMs, analysis conducted by consultant team lead by ICF International.

### Technical Approach

CLRP:	2014
Emissions Model:	MOVES2014
Travel Demand Model:	Version 2.3
Demographic Data:	Round 8.3
Vehicle Registration Data:	2014
Analysis Years:	2020, 2040, 2050**
Geography:	TPB Planning Area

\*\*Emissions for analysis years 2012, 2020, and 2040 were estimated by TPB staff using MOVES2014. Emissions for analysis year 2050 were estimated by the consultant team.

### **III. Long-Range Plan Task Force (LRPTF)**

Date Completed: December 20, 2017

Oversight: TPB

Documentation: An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the Long-Range Plan Task Force<sup>39</sup>

R-8 2018: TPB Resolution endorsing initiatives recommended by the LRPTF<sup>40</sup>

#### Study Purpose

TPB Resolution R16-2017, adopted on March 15, 2017, directed the Long-Range Plan Task Force to identify a limited set (6-10) of projects, policies, or programs that would have the potential to improve the performance of the region’s transportation system and to make substantive progress towards achieving the goals laid out in TPB’s and the Metropolitan Washington Council of Government’s (COG’s) governing documents. As a part of this study, among other measures, GHG impacts of each initiative were analyzed in relationship to the Planned Build.

#### Study Design

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<sup>39</sup> An Assessment of Regional Initiatives for the National Capital Region: Technical Report on Phase II of the Long-Range Plan Task Force. Washington, D.C.: National Capital Region Transportation Planning Board (prepared by ICF International). December 20, 2017. <https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/>

<sup>40</sup> TPB R-8 2018; TPB Resolution endorsing initiatives recommended by the LRPTF. Washington, D.C.: National Capital Region Transportation Planning Board (prepared by ICF International). December 20, 2017. <https://www.mwcog.org/documents/2017/12/20/r8-2018--resolution-endorsing-initiatives-recommended-by-the-long-range-plan-task-force/>

The analysis looked at 10 initiatives, which were groupings of individual strategies. The initiatives were compared to horizon year 2040 from 2016 CLRP. Sketch planning methods, including simple VMT-based factoring, were used for the analysis. The analysis was conducted by a consultant team lead by ICF International and assisted by TPB staff.

### Technical Approach

CLRP:	2016
Emissions Model:	MOVES2014a
Travel Demand Model:	Version 2.3.66
Demographic Data:	Round 9.0
Vehicle Registration Data:	2014 for baseline scenario
Analysis Year:	2040
Geography:	TPB Planning Area

# TPB CLIMATE CHANGE MITIGATION STUDY OF 2021

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## Findings from Past TPB and COG Studies

Erin Morrow  
TPB Transportation Engineer

Transportation Planning Board  
May 19, 2021





# Findings from Past Studies

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- “What Would it Take?” Scenario Study (WWIT) (TPB, May 2010)
- Multi-Sector Working Group (MSWG) (TPB/MWAQC/CEEPC, Jan. 2017)
- Long Range Plan Task Force (LRPTF) Study (TPB, Dec. 2017)
- Metropolitan Washington 2030 Climate and Energy Action Plan (CEAP) (CEEPC, Nov. 2020)



# Background: Climate Change Reduction Goals

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- The Metropolitan Washington Council of Governments (COG) Board of Directors adopted, and National Capital Region Transportation Planning Board (TPB) affirmed, the following GHG reduction goals for the region:
  - By 2012, GHG levels will be 10% below “business as usual” forecasts
  - By 2020, GHG levels will be 20% below 2005 levels
  - By 2030, GHG levels will be 50% below 2005 levels
  - By 2050, GHG levels will be 80% below 2005 levels



# On-road Greenhouse Gas Emissions



Visualize 2045 (2018):

- 1.3M more people and 1M more jobs (2019-2045)
- Percent growth in walk/bike and transit trips greater than auto trips
- Percent growth in VMT less than in previous LRPs
- VMT per capita reduced (Region Forward Target)
- GHG emissions 23% below 2005 levels in 2045

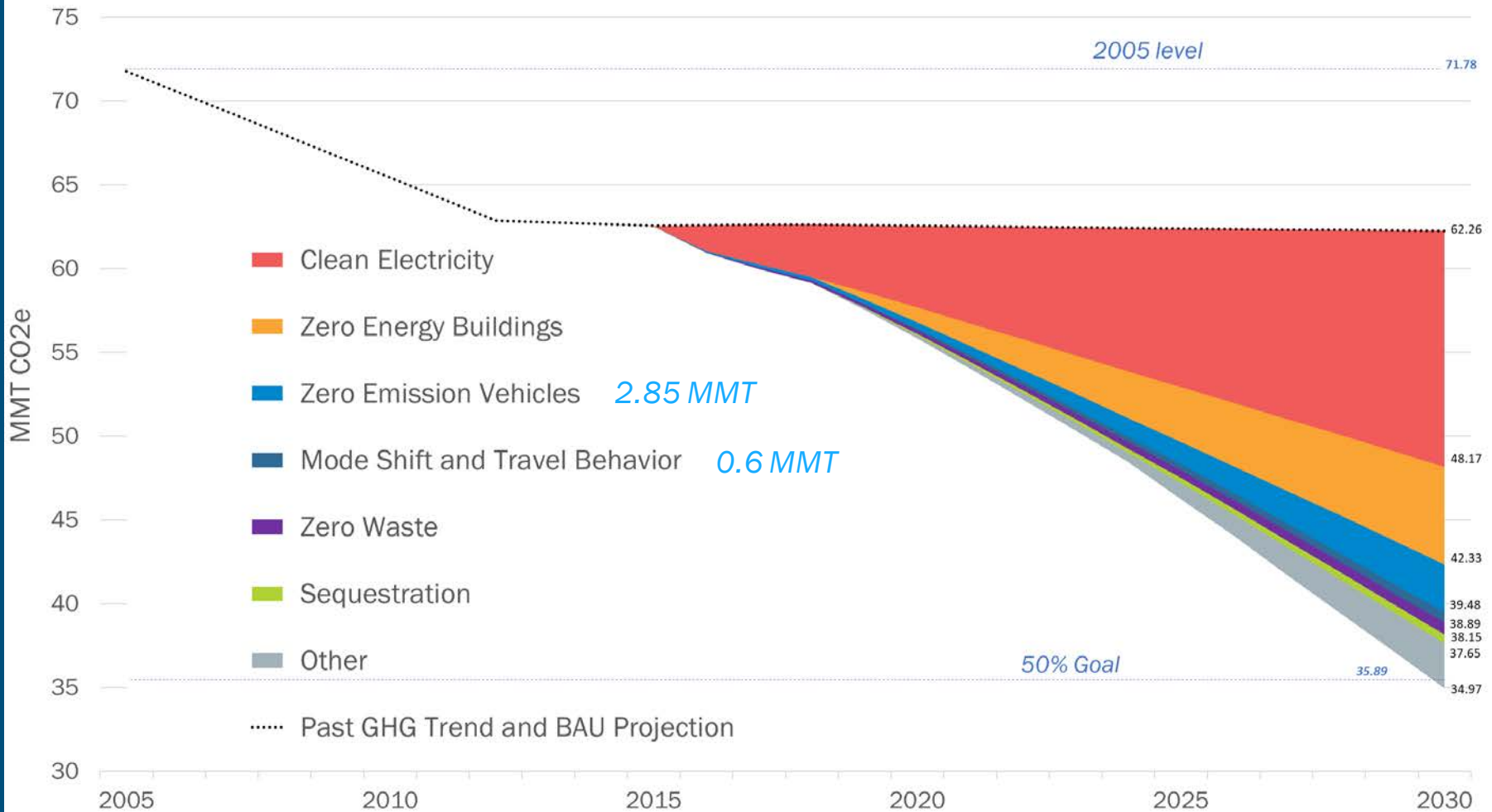


# 2030 Climate Energy Action Plan (CEAP)

- Plan is fully compliant with Global Covenant of Mayors for Climate and Energy (GCoM) global standards of best practices for climate planning
- 2030 scenario for the plan analyzes the technical potential for metropolitan Washington to reach a 50% reduction in GHG emissions from 2005 levels by 2030
- On-road transportation strategies include Zero Emission Vehicle (ZEV) and Mode Shift and Travel Behavior (MSTB) actions
  - ZEV strategies are based on the “high electric vehicle (EV) adoptions rates from the National Renewable Energy Laboratory’s ‘Electrification Futures Study’” i.e., adoption rates of greater than 20% for light-duty cars, 9% for light-duty trucks, 4% for medium/heavy-duty trucks, and 30% for transit buses
  - MSTB strategies are from the MSWG study and include increasing transit, carpooling, and non-motorized travel; bringing jobs and housing closer together; and travel demand management (teleworking, transit benefits)



# CEAP 2030 Scenario Analysis: Findings



# Reducing GHG Emissions from On-Road Transportation

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1. Reduce fossil fuels consumed by vehicles
  - Improve vehicle fuel efficiency
  - Convert fleet to less-carbon intense fuel
2. Reduce vehicle travel (VT or VMT)
  - Provide alternatives to single-occupant vehicle (SOV) travel (new transportation projects or service)
  - Disincentivize SOV travel or incentivize non-SOV travel (policies or programs)
  - Locate housing, employment, and other activities closer together
3. Reduce inefficiencies in vehicle travel
  - Invest in programs to reduce non-recurring congestion
  - Target capital improvements to reduce recurring congestion



# Major Findings from Past Studies

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- Reducing GHG from on-road transportation in a growing region is difficult
- There is not a single strategy or category of strategies that, if implemented, would achieve the region's GHG reduction goals
- Actions will be required at all levels of government – federal, state, and local
- The effectiveness of a strategy is affected by the scale and timeframe of its implementation
- Benefits from multiple strategies are not always additive and at times are counteractive



# Findings: Most Effective Strategies (In Descending Order of Effectiveness)

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1. Fuel efficiency, fuel content, and vehicle technology
  - Greatest potential to reduce GHG emissions (e.g., stricter fuel economy and GHG vehicle emissions standards, higher rates of electric vehicle market penetration)
  - GHG reduction potential takes years to be fully realized
  - Equity implications of policies should be considered
  - Actions can be implemented outside the Long-Range Plan





# Findings: Most Effective Strategies (In Descending Order of Effectiveness)

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2. Aggressive federal/local transportation and land use policy actions that could have a significant impact on travel behavior (**i.e., VMT**)
  - Significant potential, but have not been implemented in the region at levels needed to achieve significant GHG reductions (e.g., large increases in price of gasoline, VMT tax, cordon and parking pricing, significant land use shifts, travel demand management, including telework)
  - Could be implemented in a shorter timeframe contributing to critical near-term GHG reductions
  - Equity implications of policies should be considered
  - Actions can be implemented outside the Long-Range Plan



# Findings: Most Effective Strategies (In Descending Order of Effectiveness)

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3. Operational efficiency and new transportation projects
  - Operational Efficiency
    - The findings on operational efficiency strategies are mixed, likely due to different assumptions in MSWG and LRPTF; plan to further examine in Phase 2 of Climate Change Mitigation Study of 2021
  - New Transportation Projects (e.g., Long-Range Plan)
    - Have the least significant potential for GHG emissions reductions (even some ambitious packages of projects show low potential for GHG emissions reductions based on past studies)
    - Important projects to implement from equity and livability perspective

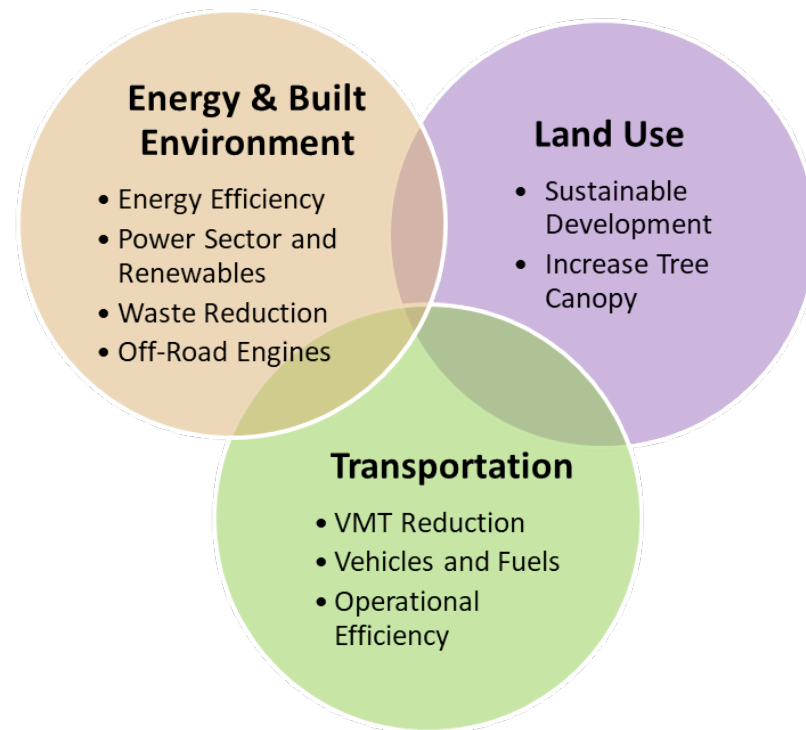


# Sample of Findings

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- Results from two studies shown for illustration
  - Multi-Sector Working Group (MSWG) Transportation Sector Analysis
  - Long Range Plan Task Force (LRPTF) Study

# 2017: Multi-Sector Work Group (MSWG)



- Existing policies/plans analyzed for potential 2040/2050 reductions
- Additional strategies analyzed at “viable” and “stretch” levels for 2040/2050 reductions



# MSWG: Transportation and Land Use Results

On-Road Transportation Combustion Emissions	GHGs (MMTCO <sub>2e</sub> )			
	2005	2020	2040	2050
<b>2005 “Business as Usual” Projections</b>	<b>22.58</b>	<b>28.14</b>	<b>33.13</b>	<b>35.00</b>
<b>2015 Current Policies Projections</b> (includes 2011 CAFE standards, 2012 medium- and heavy-duty fuel efficiency standards)	<b>22.58</b>	<b>21.54</b>	<b>17.80</b>	<b>18.64</b>
<b>Projected Reductions from 2005 Levels (%) (2015 Current Policies)</b>	-	<b>5%</b>	<b>21%</b>	<b>17%</b>
VMT Strategies (including Land Use)	-	-0.64	-1.75	-3.27
Vehicle/Fuels Strategies*	-	-0.23	-2.30	-3.53
Operational Efficiency Strategies	-	-0.34	-0.57	-0.86
Total On-Road GHG Reductions+	-	-1.19	-4.30	-6.77
<b>Projected Reductions from 2005 Levels (%) (MSWG Strategies)</b>	-	<b>5%</b>	<b>19%</b>	<b>30%</b>
<b>Net Projected Emissions (2015 Current Policies + MSWG Strategies)</b>	<b>22.58</b>	<b>20.35</b>	<b>13.50</b>	<b>11.86</b>
<b>Projected Reductions from 2005 levels (%) (2015 Current Policies + MSWG Strategies)</b>		<b>10%</b>	<b>40%</b>	<b>47%</b>
<b>Impacts to Other GHG Source Categories</b>				
<i>Increased emissions from electricity consumption*</i>		0.13	0.72	1.26
<i>Carbon sequestration benefits</i>		0.19	0.82	0.98

\*Note that an increase in electric vehicles reduces on-road transportation combustion emissions but increases electric utility emissions; the level of increase in electric utility emissions will depend on many factors, including the implementation of Energy and Built Environment strategies. Also note that the total does not equal the sum of the individual types of strategies due to off-setting effects



# MSWG Actions: Vehicles and Fuel

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## 2040

- 15% zero emissions vehicles (e.g., EVs) in on-road light-duty fleet (LDV) and public sector heavy-duty fleet (PSHD)
- Reduce on-road fuel emissions by 10% by reducing carbon content of fuel

## 2050

- 25% zero emissions vehicles in on-road LDV fleet and PSHD
- Reduce on-road fuel emissions by 15% by reducing carbon content of fuel



# MSWG Actions: Travel Efficiency

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## 2040

- Regionwide operational improvements; 80% of drivers adopt “eco-driving” practices

## 2050

- Regionwide operational improvements; 100% of drivers adopt “eco-driving” practices



# MSWG Actions: Reduce Vehicle Travel

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## 2040

- Reallocate future growth within jurisdictions to maximize concentration within Activity Centers and near premium transit (i.e., Metrorail, commuter rail, LRT, or BRT)
- \$50/month transit subsidy for 80% of employers
- Reduce transit fares by 25% regionally
- Reduce transit travel times by 15% and reduce headways (wait time) by 15%
- Increased parking charges in 90% of Activity Centers
- \$5 cordon pricing entering downtown DC

## 2050

- Reallocate future growth across jurisdictions to maximize concentration within Activity Centers and near premium transit
- \$80/month transit subsidy for 100% of employers
- Reduce transit fares by 40% regionally
- Reduce transit travel time by 20% and reduce headways (wait time) by 20%
- Increased parking charges in 100% of Activity Centers
- \$5 cordon pricing entering downtown DC
- \$0.10/mile VMT charge





# 2017: Long Range Plan Task Force (LRP-TF)

Multimodal	Transit	Policy-Focused
1. Regional Express Travel Network	4. Regionwide High-Capacity Transitways	8. Optimize Regional Land Use Balance
2. Operational Improvements & Hotspot Relief	5. Regional Commuter Rail Enhancements	9. Transit Fare Policy Changes
3. Additional Northern Bridge Crossing/Corridor	6. Metrorail Regional Core Capacity Improvements	10. Amplified Travel Demand Management (for commute trips)
	7. Transit Rail Extensions	

- 10 Alternative scenarios of land use and transportation projects/programs/policies evaluated
- To identify potential long-term improvements in the multi-modal system performance outcomes (*not Climate Change focused*)
- Scenario evaluation metrics included changes in VMT, VHD, and GHG emissions

# 2017: LRP-TF Study Findings

	Change in 2040 CO2 Emissions (annual)	Change in 2040 Daily VHD	Change in 2040 Daily VMT	Change in 2040 Daily VMT per Capita
10. Amplified Employer-Based Travel Demand Management	-7%	-24%	-6%	-6%
8. Optimize Regional Land-Use Balance	4%	18%	-3%	-6%
6. Metrorail Regional Core Capacity Improvements	-2%	-9%	-1%	-1%
7. Transit Rail Extensions	-1%	-3%	-1%	-1%
9. Transit Fare Policy Changes	-1%	-2%	-1%	-1%
4. Regionwide Bus Rapid Transit and Transitways	-1%	-2%	<-1%	<-1%
2. Operational Improvements and Hotspot Relief	-1%	-8%	2%	2%
5. Regional Commuter Rail Enhancements	0%	-2%	<-1%	<-1%
1. Regional Express Travel Network	0%	-11%	<1%	<1%
3. Additional Northern Bridge Crossing/Corridor	1%	-3%	1%	1%



# LRPTF Case Study 1: Amplified Employer-Based Travel Demand Mgmt

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**Transit/Vanpool Subsidy:** Transit subsidies averaging \$50 per month for 80% of employees

**Parking Pricing Increase:** Charge for 90% of parking for work-trips in Activity Centers with average parking costs of \$6 per day (higher in the core and lower in areas not currently charging for parking)

**Land-Use Assumptions:** 2040 CLRP Round 9.0 Cooperative Land-Use Forecasts were used without any change

**Increase in telework:** Regional reduction in the number of commute trips for all modes to achieve a 20% telecommute rate

This initiative resulted in a VMT decrease of 6%, VHD decrease of 24%, and GHG decrease of 7% relative to the 2040 Baseline



# LRPTF Case Study 2: Transit Rail Extensions

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## Transit Rail Extensions:

**Metrorail:** Centreville/Gainesville, Hybla Valley/Potomac Mills, Germantown, and Laurel

**Purple Line:** Tysons (west) and Eisenhower Avenue (east)

**Southern Maryland Rapid Transit:** between Branch Avenue and Charles County

**Land-use Assumptions:** Jobs and households were shifted to Activity Centers in the corridor

This initiative, which included an expansion of the transit system with 62 new stations, resulted in a VMT decrease of 1%, VHD decrease of 3%, and GHG decrease of 1% relative to the 2040 Baseline

# Challenges of Regional Growth on Mobility and Emissions



# VMT Growth: Population vs. Projects

VMT Growth (2015 – 2040) based on the 2015 CLRP Amendment



Source: From No-Build to All-Build: Report on Phase I of the TPB Long-Range Plan Task Force (December 2016)

- Population growth 24% and employment growth 36% in all scenarios
- No Build adds no new transportation projects from 2015-2040; Planned-Build adds 372 new projects; All-Build adds an additional 550 new projects
- How the region approaches growth will have impact on VMT and GHG emissions

# Next Steps

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- **Phase 2: Pathways to Greenhouse Gas (GHG) Reductions**
  - Literature review
    - State and local climate planning
    - Climate planning in other regions
    - National policies
  - Technical Analysis
    - Mode Shift and Travel Behavior (VMT and Trip Reduction)
    - Vehicle Fuel, Fuel Efficiency, and Vehicle Technology
    - Operational Efficiency





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National Capital Region  
Transportation Planning Board

## **ITEM 10 – Information**

May 19, 2021

### Visualize 2045: Summary of Comments on the Draft Inputs to the Plan and AQC Analysis

**Background:**

Ms. Cook will briefly review the TPB work session conducted prior to the TPB's regular meeting. Staff will then present the summary of comments received on the technical inputs for the Visualize 2045 update and the TIP and present draft responses for consideration by the board. The TPB and the agencies sponsoring the projects will have the opportunity to discuss the TPB staff and agency responses before this documentation is finalized and submitted to the board in June.



## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner, Karen Armendariz, TPB Outreach Specialist  
**SUBJECT:** Summary of Comments Received and Proposed Responses on the Project Submissions for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of the Visualize 2045 update and the FY 2023-2026 Transportation Improvement Program (TIP)  
**DATE:** May 13, 2021

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## PURPOSE

The purpose of this memorandum is to provide information to the board members as the board continues its review and discussions of the projects proposed to be included in the regional conformity analysis. Due to the extensive amount of information received during the comment and interagency review period, the TPB staff prepared and provide this summary memorandum as a courtesy to the board. The full extent of comments and letters received is provided in Appendix A.

This memorandum includes the following attachments:

- Appendix A: Letters Received and Comment Compilation
- Appendix B: TPB April Work Session Summary and attachment
- Appendix C: Conformity Analysis Tables revised with technical corrections received during interagency review

This comment period and interagency review process is a tradition of the TPB and is not a federal requirement. A compilation of the comments submitted by individuals, organizations and businesses have been posted on the TPB's meeting page and at [www.mwcog.org/TPBcomment](http://www.mwcog.org/TPBcomment). These comments are also included at the end of this memorandum, which provides a summary of the comments received and includes responses provided by TPB staff and the implementing agencies. The acknowledgements and clarifications from TPB staff and the transportation agencies are provided as recognition of these summarized comments, most essentially noting that the TPB staff are making this information available to the members of the board. As the comment period also serves as interagency review, the comments received by the agencies regarding minor technical corrections have been reflected in the updated conformity table, which can also be found attached to this memorandum.

## BACKGROUND

At its April 2021 meeting TPB staff briefed the members of the board on the draft project submissions to be included in the Air Quality Conformity Analysis of the constrained element of the update to Visualize 2045 and the FY 2023-2026 TIP. The project submissions were released for a 30-day public comment and interagency review period at the TPB Technical Committee meeting on April 2, 2021. This comment period closed on May 3, 2021 at midnight.

At its May meeting the TPB staff will brief the members of the board on the comment period process, the comments received, and the draft responses provided by TPB staff and sponsoring agencies. During the meeting, the board will be provided the opportunity to indicate if it requires any more information beyond the responses provided in this summary.

At its June 2021 meeting, the TPB staff will ask the board to approve the inputs to the air quality conformity analysis (conformity analysis) of the long-range transportation plan (Visualize 2045) and Transportation Improvement Program (TIP) and the scope of work for the conformity analysis.

Please note, the projects proposed to be included in the air quality conformity analysis are a subset of projects in Visualize 2045 and TIP. Not all projects in the plan and TIP can, nor should be, included in the conformity analysis. Federal conformity analysis regulations inform the projects and programs to be included in the analysis and publishes a list of projects that are exempt from such analysis. Also, the inputs, assumptions, and methodology used to conduct the conformity analysis are guided by the federal requirements to ensure that estimated levels of criteria pollutants comply with the federally established emissions levels.

## 2021 PUBLIC COMMENT PERIOD

The TPB held an open public comment period and interagency review of the conformity input tables from April 2 – May 3, 2021. Members of the public were invited to review the public comment materials available on the TPB comment page ([mwcog.org/tpbcomment](http://mwcog.org/tpbcomment)) and to submit public comment on the draft list of projects submitted to the TPB.

TPB staff advertised the public comment period via the TPB’s public comment email distribution list, social media, TPB News, and newspaper advertisements on the Washington Post, Washington Hispanic, and the Afro-American Newspapers. Additionally, information about the public comment period was shared with the TPB’s Technical, Community Advisory, and the Access for All Committees.

Interested parties were able to submit a comment through four different platforms, the options and the number of comments received via each platform is shown in Table 1.

*Table 1 Platforms for Comments and Number of Comments Received*

<i>Platforms for commenting</i>	<i>Number of Comments Received by platform</i>
<i>Sending email to <a href="mailto:tpbcomment@mwcog.org">tpbcomment@mwcog.org</a></i>	163
<i>Writing to the TPB Chair at TPB</i>	0
<i>Using the form online at <a href="http://mwcog.org/tpbcomment">mwcog.org/tpbcomment</a></i>	65
<i>Calling the TPB Public Comment Line at 202-962-3262 and leaving a 3-minute voice mail.</i>	1

The TPB staff received emails/letters from several individuals. The TPB staff also received letters from the following government officials, TPB Community Advisory Committee members, and other organizations as listed below:

- Prince George’s County, County Council Member, Danielle Glaros (TPB Board Member)
- The City of Rockville, MD, Bridget Donnell Newton Mayor (TPB Board Member)
- Nancy Abeles, Bethesda, MD (CAC member)
- Eyal Li of Takoma Park, MD (CAC member)
- Arlington Chamber of Commerce
- Citizens Against Beltway Expansion
- Coalition for Smarter Growth
- Greater Washington Partnership
- Northern Virginia Transportation Alliance
- Southern Environmental Law Center
- Washington Area Bicyclist Association

This memorandum provides a summary of the comments in two sections, a section that summarizes and provides examples of general themes and topics, and a section on project-specific comments. Where examples of specific comments are provided, minor editorial corrections have been made without changing the meaning of the comment. Acknowledgements and clarifications from TPB staff and the transportation agencies are provided as responses to these summarized comments.

## **GENERAL COMMENTS AND THEMES/TOPICS**

### **Topic 1: The draft project does not meet the region’s climate goals [145 Comments]**

TPB staff received 142 comments stating that the draft list of projects submitted to the TPB would not achieve the region’s adopted greenhouse gas reduction targets. Within these comments, people are requesting the TPB to fix the current draft list to meet the region’s climate goals.

**Comment:** “We must fight climate change. Transportation is the largest source of climate pollution in the region (42%), and you have the power to support projects and plans that reduce emissions and oppose those that do not.

Therefore, I urge you to act now to fix the draft list of projects submitted to the Transportation Planning Board (TPB) for the Visualize2045 update to the regional long range transportation plan.

The draft list is almost identical to that of the previous (2018) plan, which was shown to fall far short of meeting the region’s adopted greenhouse gas reduction targets. Just last month, the TPB director, Kanti Srikanth, admitted that the currently proposed list of projects would not achieve those targets either.

It is inexcusable for this region to propose a transportation plan that fails to implement the COG climate plan and do our part to reduce emissions.

I ask you and each jurisdiction's representative at the TPB to fight for these options:

- 1) Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, ideally adopting the climate-friendly plan in the coming year
- 2) Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

A smart growth/climate-friendly network would focus on increasing accessibility to jobs, housing, and services in the region in ways that make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, and transit. These strategies are already being successfully implemented in some parts of our region, and they provide many benefits (equity, safety, health, livability, economic) in addition to significantly reducing GHG emissions.

Please be a leader in fighting climate change via all means, including transportation plans that offer major reductions in emissions.”

**TPB Staff Response:** The TPB agrees that the region should enhance and expediate its efforts to implement transportation projects, programs and policies to effectively mitigate and adapt to climate change.

In 2010, the TPB joined MWCOG's action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade the TPB completed two major climate change focused studies to evaluate strategies to address these targets, including the What Would It Take analysis and the Multisector Working Group study that identified the various types of projects, programs and policies that have the greatest potential to reduce GHG in the transportation sector.

In October 2020, the TPB endorsed new interim GHG reduction goals and new climate resiliency goals. These include a 2030 interim regional greenhouse gas reduction goal of 50% below 2005 levels by 2030; the region's climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members' actions to reach the climate mitigation and resiliency goals.

The TPB has adopted a comprehensive set of multi-modal goals and objectives to support the socioeconomic and environmental development of the National Capital Region. These represent the policy element of its long range transportation plan (Visualize 2045) and are explicitly documented in the TPB's policy documents: the TPB Vision, Region Forward, Regional Transportation Priority Plan and TPB Aspirational Initiatives. Climate change and equity are important elements of the TPB's policy priorities.

The solicitation of inputs to update Visualize 2045 explicitly notes the above policy documents and calls for projects, programs and policies proposed to be added to the long-range plan to be consistent with and advance these policy goals and priorities. Visualize 2045 projects and programs generally advance/support the policy goals and priorities; some projects focus on reducing congestion, others on adding travel options (transit, ridesharing, walk/bike), others to improve roadway safety and others support freight movement.

Overall, each successive update / amendment to the region's long range transportation plan has resulted in reduced growth in congestion, reduced growth in vehicle mile traveled and emissions of pollutants, improved mobility, and accessibility, while accommodating considerable growth in population and employment, as reported in the performance analysis of Visualize 2045. Yet these improvements fall short of the goals the TPB has adopted for roadway safety, mobility/accessibility, and climate change. The progress anticipated in Visualize 2045 also falls short of the timeframe to achieving some of these goals (such as for safety, equity, and climate change).

The TPB periodically conducts scenario studies reimagining future land use, travel demand, transportation projects, programs, and policies and fuel type to serve as alternatives to its official long-range transportation plan. One of the purposes of these studies is to help inform transportation investment decisions being made at local, sub-regional and state levels. The most recent scenario analysis was the 2018 Long-Range Transportation Plan Task Force's ten alternative scenarios, five of which have now been adopted as Aspirational initiatives. The official long range transportation plan, however, per United States (U.S.) Environmental Protection Agency (EPA) and the U.S Department of Transportation (USDOT), must be based on officially adopted land use and transportation project investments and policy decisions.

The TPB manages a program called Transportation and Land Use Connections that helps to fund the study and design of local streets projects that meet criteria based on TPB's goals. Most local streets projects are not reflected in the air quality conformity analysis due to the specific technical requirements of what should be included in the analysis.

## **Topic 2: Opposition to highway expansion and road widening [24 comments]**

The TPB staff received 24 comments explicitly opposing any road widening and high expansion projects. Within this category, people expressed opposition to highway expansion and road widening for the following reasons:

**Comment 1)** Highway expansion comes with negative environmental impacts.

Example: "Rural residents are struggling to maintain the health and ambiance of their communities. Automobile exhaust is the major source of greenhouse gasses which diminish air quality, and which many feel has contributed significantly to climate change in the form of rising temperature, more ferocious storms and flooding, long stretches of drought, and forest fires. As Loudoun continues to grow, mountain forests and quality soils are lost to concrete, traffic, housing (another producer of GHGs) and thus is losing the most natural ability to cleanse air and recharge groundwater. Loudoun is set to develop Rivana - a multi-use development on the border with Fairfax County, which keeps housing and development in the urban area...as it should. Please re-focus your efforts on plans which make use of existing public transportation lines and proximity to existing employers."

**Comment 2)** The road-widening projects do not solve the problem of traffic congestion and increases pollution.

Example: "The road widening elements of the draft plan are a travesty. They are will not achieve the traffic reduction goals they aim to achieve and will make it much harder to travel by any other mode. A century of evidence has shown that road widening lead to increased car use and decreases in every other mode. By forcing all trips onto cars, you are making travel more expensive

for everyone in the region.”

**Comment 3)** Highway expansion and road widening projects remove attention from funding public transportation.

Example: “In our region, transportation is a major source of emissions and we are an air quality non-attainment zone. Urban and suburban areas can promote transit over personal vehicles, while in rural areas transit is not as easy to implement. Transit takes vehicles off the road, reducing vehicle miles travelled as well as reducing air pollution. Regrettably, the long range planning and programs, Visualize 2045 proposes \$40 Billion in highway expansion compared to only \$24 B in Transit expansion. This allocation of funds is opposite to what is needed in order to meet the region's GHG reduction goals as articulated in the Metropolitan Washington 2030 Climate and Energy Action Plan, adopted in November 2020. Expanding highways will put more vehicles on the road that will emit more GHG pollution in contradiction to the adopted plan.”

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies.

### **Topic 3: Prioritize investments in sustainable transportation options [19 comments]**

The TPB staff received 18 comments asking the board to prioritize funding for sustainable projects. Within this topic, people expressed the following issues:

**Comment 1)** Incentivize people to choose sustainable transportation by increasing funding for public transportation.

Example: “I am concerned that Vision 2045 will fuel further sprawl in Maryland instead of shaping our communities around sustainable transportation that will prepare us better for climate change. Highway widening just leads to induced demand. I know my own tendency to hop in a car to get somewhere 10 minutes earlier than public transportation will get me there. I actually prefer to take transit, but to make transit and active transportation work better for me and other Maryland residents, our budgets need to reflect these priorities. Instead of making it easier to drive, we need to make it easier to use every other form of transportation, and our land use planning needs to follow suit. Please don't create more sprawl by temporarily making it easier to drive on highways! The gains for car commutes will disappear within a few years, but we'll be stuck with the sprawl for decades.”

**Comment 2)** Invest in roads that are environmentally friendly and that increase the safety of pedestrians and bicyclists.

Example: “Dear planning board, I'm concerned that the draft plan includes \$40 billion on road projects, which will further contribute to car culture, climate change, pollution and habitat destruction. A higher portion of the budget should be spent on public transportation and on making our communities more walkable and bike-able. Walking and biking are the most eco-friendly, affordable and healthiest ways to get around our area but we spend the least amount of money on them. I am a bike commuter (from Montgomery Co. to DC) and I see every day how much more money needs to be spent in our area to ensure safety for walkers and bikers.”



**Comment 3)** Invest in local projects that create more walkable, transit-oriented communities.

Example: “Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. A smart growth/climate-friendly network must increase accessibility to jobs, housing, and services to make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, transit, and renewable energy. Unlike in the 2018 plan, our region must implement these strategies to meet or exceed its adopted greenhouse gas reduction targets of 60% by 2030.”

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies.

#### **Topic 4: Strategic road projects will bring balance to the plan and benefits during/post pandemic [6 comments]**

The TPB staff received 6 comments in support of road widening projects in the draft project list. The support behind these projects expressed in the comments includes the following:

**Comment 1)** Population growth increases the need for more road infrastructure

Example: “For the last quarter century or so this area has lagged far behind in the need to build additional roads and increase the capacity of existing ones to match the increase in population over those years. We need not only the roads being proposed in this plan but more. Thanks for helping make this happen.”

**Comment 2)** Road projects are needed to travel during and post pandemic.

Example: “The recent pandemic has proven the limitations of spoke and hub public transit. Teleworking have given people the freedom to live wherever they most desire, and being forced to endure a crowded, noisy, unpleasant urban core is not a desirable option for most. Thanks to international pressure, electric vehicles are coming rapidly – the popularity of Tesla proves their potential, and the worldwide commitment to their use will soon make them economically practical and desirable. The “building roads creates congestion” assertion no longer applies, because the travel patterns of daily life will change radically. Please keep the critical funding for the critical highway funding in the plan.”

**Comment 3:** Removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT.

Example: “As we work together as a region to tackle this important challenge, the Alliance urges DC area elected officials to trust your local transportation planning experts, focus on meaningful changes that produce real benefits, and avoid “quick fixes” that do little to address this important issue.

For example, removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT. That is because VMT alone is a poor metric for evaluating GHG emission reductions. In fact, VMT is more closely tied to population growth than roadway improvements. The most recent update of Visualize 2045 shows only an 8% increase in lane miles of roadway while VMT increases by 20% and population by 23%.

The reality is that strategic roadway improvements can reduce carbon emissions even though there is a slight increase in VMT. In the 2016 Multi-Sector Work Group (MSWG) study evaluating different emissions reduction strategies, improving roadway operational efficiency provided greater GHG reduction benefits than reducing transit fares, travel times, and headways combined. However, if you only looked at VMT you would conclude the exact opposite. In fact, failing to make these important improvements could have the reverse impact of increasing congestion and associated emissions, especially if no action is taken to significantly increase dense, mix-use development in regional activity centers served by high-capacity transit.”

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies.

### **Topic 5: Equity and Climate Change [5 comments]**

The TPB staff received 5 comments specifically asking the TPB to consider equity and climate change as they approve the draft project list.

Example: “This plan is set up to fail future generations and the region with a lack of response to climate change impacts. Expanding roadways only will bring more single occupant internal combustion engines to our roadways, increasing the heat emergency effects of summer (and starting to impact spring and fall already) and further contributing to the emissions of our area. Only conversion of existing lanes to HOV should be utilized in this plan, with a greater focus on smart access to multimodal options. The addition of toll roads once again increases the inequity in our country allowing the rich to throw some money at a problem, since their time is viewed as more valuable. How does this support vulnerable and low income communities that often have the longest commute times to minimum wage jobs? The federal government is getting serious about emission reduction targets by 2030, it is past time that this plan be reevaluated, and course corrected.”

**TPB Staff Response:** The TPB has provided the comments to the members of the TPB and their technical agencies.

### **PROJECT-SPECIFIC COMMENTS AND RESPONSES**

Public comments were received that focused on specific projects. TPB staff have reviewed each comment and summarized their main points in this memorandum. For public comments that are project-specific in nature, the implementing agencies have provided responses in the form of acknowledgements of clarifications. Additionally, the Coalition for Smarter Growth included a list of project specific recommendations in its letter, to view that set of project-specific comments, please view the letter that is in the compilation in Appendix A to this memorandum. Section L includes a series of other non-project specific comments on the plan development process and inputs, and other project concepts for consideration.

Comments on specific projects that are existing or proposed as technical inputs:

- A. Maryland Traffic Relief Plan I-270/I-495
- B. MD-97 Georgia Avenue, MD83 Mid-County Highway extension and Montrose Expressway
- C. Maryland Bus Rapid Transit Projects)
- D. Governor Harry Nice Bridge
- E. US Route 15
- F. Northstar Boulevard
- G. Route 28 corridor /Manassas Bypass
- H. Long Bridge Rail
- I. VRE 3<sup>rd</sup> and 4<sup>th</sup> Track projects
- J. Metro Silver Line
- K. Crystal City Transitway
- L. Other Comments

## **PROJECT-SPECIFIC PUBLIC COMMENTS**

### **Projects in Maryland:**

#### **A. The Maryland Traffic Relief Plan Projects on I-270 and I-495 [7 comments]**

The TPB staff received seven comments on MDOT's Maryland Traffic Relief Plan, which includes projects on I-270 and I-495. This project is already in the plan, for this update, MDOT has proposed changes on the projects. The following is a summary of those comments:

1. **Comment:** This project should not move on to the predevelopment phase prior to completion of the Environmental Impact Statement.

**Response from the Maryland Department of Transportation (MDOT):** Predevelopment work generally references the phase of preliminary design of a project between the origination of the concept and the initiation of final design and construction. It is the period of gathering information, exploring options, minimizing impacts, eliminating and reducing risks, and making decisions around the definition of the project. The predevelopment work involves, in large part, developing a financially feasible project in collaboration with all parties and stakeholders. The predevelopment work will develop a project that is bankable, can obtain debt financing, and can reach close of finance. This preliminary design work supports the completion of the Environmental Impact Statement and Record of Decision to authorize the final design and construction.

2. **Comment:** The proposed additional lanes will increase traffic and greenhouse gas emissions and will contribute to an increase in climate change.

**Response from MDOT:** Regional vehicle miles traveled (VMT) is anticipated to increase between now and 2045 (consistent with national and local trends over the last several decades). The results from the Metropolitan Washington Council of Governments (MWCOC) model show that there would only be expected to be a slight increase (less than one percent) in VMT in the future years with the addition of high-occupancy toll (HOT) lanes. Additionally, the new HOT lanes will reduce travel times on the Interstate for everyone, allow free usage of vehicles with three or more people, provide new opportunities for reliable suburban transit through express bus connecting people with activity centers,

and reduce traffic delays on local roads. Provisions for carpools and transit will also incentivize drivers to shift to carpools and transit rather than single-occupancy vehicles. Our studies have shown that person throughput increases up to 50 percent on sections of the Interstate during the peak hours.

The results of an air quality analysis completed show a decrease in both Mobile Source Air Toxics (MSAT) and Greenhouse Gas (GHG) emissions in the design year (2040) compared to existing conditions. This is a result of the changeover in fuels and vehicle mix in the future year. More fuel-efficient vehicles and cleaner fuel mixes cause a decline in emissions even as VMT would be expected to increase very slightly. Electric vehicles are accounted for as a fuel type in the air quality model and are factored into the analysis. The results of a quantitative GHG analysis showed a slight increase in GHG emissions from the build alternatives compared to the no-build alternative attributable to the very slight increase in VMT in the design year. However, the build alternatives would result in less GHG emissions compared to existing conditions.

Maryland is committed to reducing GHG and to preparing our State for the impacts of climate change. The Maryland Commission on Climate Change (MCCC) and its Mitigation Working Group (MWG) have demonstrated that commitment by working collaboratively with experts and stakeholders across State and local agencies, environmental, non-profit and academic institutions. The resulting body of work quantifies baseline GHG emissions by sector to understand the impacts that specific plans, policies, and programs will have on future emissions economy-wide. Statewide analyses do not indicate that the HOT lanes will impede Maryland's ability to meet our GHG emission reduction goals. In fact, the Greenhouse Gas Reduction Act (GGRA) Plan documents Maryland's existing and future emissions reductions under several scenarios, all of which include this project. The document illustrates that Maryland will not only meet the 40% by 2030 goal, but that we are dedicated to working together to exceed that goal and to strive for a 50% reduction by 2030.

MDOT continues to be an active partner in the MCCC and Maryland's GHG reduction efforts. We are leading the way on transportation sector scenario and emissions analyses. We have worked with stakeholders, communities, and our partners on the MWG to better understand the impacts of the changes within the transportation sector, ranging from technology improvements, such as the deployment of automated, connected, and electric vehicles to the importance of improving mobility and expanding telework.

**3. Comment:** The need for this project should be re-evaluated given the potential shift in travel and commuting patterns following the pandemic.

**Response from MDOT:** The current traffic conditions associated with the COVID-19 pandemic are anticipated to be temporary, as compared with the ultimate 2045 design year long-term traffic which the high-occupancy toll (HOT) lanes are required to be designed to accommodate. MDOT has closely monitored traffic patterns and traffic projections throughout the pandemic and daily traffic volumes have already recovered to 85% to 90% of pre-COVID levels. Traffic volumes are anticipated to return to pre-COVID levels before the time the HOT lanes are operational.

It is also important to note that I-495 was at or over capacity since the late 1980s during peak hours and I-270 was at or over capacity since the late 1990s during the peak hours. As the years have gone by, those hours of peak congestion on I-495 and I-270 have increased to 10 and 7 hours, respectively. These conditions are expected to return before the time the HOT lanes are operational, and hours of

congestion will only grow with a projected 1.3 million more people and nearly 1 million more jobs in the National Capital Region by 2045.

**B. MD-97 Georgia Avenue, MD 83 Mid-County Highway extension and building the Montrose Expressway East. [2 comments]**

The TPB staff received one comment on Georgia Avenue and the MD 83 Mid-County Highway and two comments regarding the Montrose Expressway. The following is a summary of those comments:

1. **Comment:** These proposed transportation projects that would be seriously damaging to the environment and people's health from increased pollution, that would perpetuate auto-dependent land use and sprawl, and therefore should not proceed.

**MDOT Response:** The MD 97 (Georgia Ave) project will not be widening to 8 lanes; it will be removing the center reversible lane and replacing it with a median and dedicated left turn lanes at specific locations. This project will make safety and accessibility improvements to MD 97 in Montgomery Hills for all users, including a dedicated 2-way cycle track for bicyclists. (The change to 8 lanes for the project was an error, and the LRTP and TIP inputs will be updated to reflect the accurate project details which at its widest is 7 lanes.)

**Montgomery County DOT Response:** Response: Both Mid-County Highway Extension and Montrose Parkway East are projects in Montgomery County Master Plans of Highways and Transitways and are included in several area master plans to accommodate population and employment growth projected in master plans and also to relieve congestion in the future. Current County planning has changed to an emphasis on complete communities and complete streets, Vision Zero and expansion of the role of public transportation. In addition, the County has developed a draft Climate Action Plan (CAP) that outlines actions needed to meet our greenhouse gas emission goals. As such, the County is reevaluating both of these projects and will not be advancing them in the proposed Transportation Improvement Program.

**C. Maryland Bus Rapid Transit Projects [2 comments]**

The TPB staff received one comment on two BRT projects on the roadways MD 355 and US-29.

1. **Comment:** Two particularly valuable projects being planned that I hope will proceed are: BRT on MD 355 (CE3424), and BRT on US-29 so that it extends from Montgomery into Howard County, and is modified so that virtually the entire length of the BRT line runs on a dedicated lane.

**MDOT Response:** Additional information from MDOT (with attached map): The Central Maryland Regional Transit Plan (CMRTP, published October 2020) does identify transit service along the US 29 corridor as one of the 'Early Opportunity' Regional Transit Corridors (#27 Ellicott City to Silver Spring which starts in Howard county and ends in Montgomery county.)

**Montgomery County Response:** Response: The County shares the commenter's emphasis on the importance of building out the BRT network in the County. This network includes the recently opened US 29 Flash as well as the MD355 BRT. The County is advancing both projects in the coming year with



funding for preliminary engineering and design. The County has been in discussions with Howard County and MDOT on BRT service along US 29 to Howard County.

**D. Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge on US 301**  
**[1 comment]**

The TPB staff received one comment on Governor Harry W. Nice Memorial/Senator Thomas “Mac” Middleton Bridge encouraging inclusion of a dedicated lane and one comment suggesting that all planned bridges should have pedestrian and bicycle facilities.

- 1. Comment:** The replacement of the Governor Harry Nice Bridge on US 301 should proceed but it needs to be modified so that it includes the promised pedestrian and bicycle lane.

**MDOT Response:** The Maryland Transportation Authority (MDTA) provided several project updates to the Transportation Planning Board (TPB) in 2019, informing the Board of MDTA’s plans to leverage a bid alternative process evaluating two options: 1) for a barrier separated shared use lane, and 2) for a lane sharing concept for bikes to share the right travel lane with other vehicles. On November 21, 2019, the MDTA Board voted and selected the bicycle lane sharing concept for the new bridge. Final design for the new bridge with the lane sharing concept commenced in January 2020, and construction started in July 2020 for the fully developed bicycle lane sharing design. The MDTA is no longer considering a barrier separated shared use lane for the Nice/Middleton Bridge.

**PROJECTS IN VIRGINIA**

**E. U.S. Route 15 (US 15) [3 comments]**

The TPB staff received three sets of comments on US 15, two comments that expressed concerns about project impacts and one comment that supported the project. The following is a summary of those comments:

- 1. Comment:** These projects will create induced demand and encourage poor land use development.

**Response from Loudoun County:** Travel on Route 15, or that more people will travel on Route 15 in the future just because of the proposed improvements.

The project scope includes:

- Widen Route 15 to a rural four-lane median divided cross section from Battlefield Parkway to Montresor Road.
- a signalized Continuous Green "T" (CGT) intersection at North King Street to allow through traffic to continue north on Route 15 without stopping.
- an updated signalized intersection at Whites Ferry Road.
- a two-lane hybrid roundabout at Montresor Road.
- a realigned section of Limestone School Road to connect with the Montresor Road roundabout.
- a shared use path on the west side of Route 15 from Tuscarora High School to Montresor Road.
- a shared use path along the entire length of Whites Ferry Road

The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible.

Loudoun County's zoning ordinance and land development regulations do not allow poor land use development. The County's Zoning Ordinance was revised in 2016 to assign the majority of the Route 15 north corridor the Agricultural Rural-1 (AR-1) zoning district which limits development in the area. The corridor was also designated as the Limestone Overlay District, which has development regulations.

On February 2, 2021 The Loudoun Board of Supervisors unanimously endorsed the proposed location and major design elements of the Route 15 – Battlefield Parkway to Montresor Road widening project and directed staff to proceed with the completion of the final design and construction documents. More information about this project can be found at: [Route 15 North Widening: Battlefield Pkwy. to Montresor Rd. | Loudoun County, VA - Official Website](#)

**Response from the Virginia Department of Transportation (VDOT):** The purpose of the project is to improve safety and operations in this highly congested section of Route 15. As a result of the limited project scope and the applicable land use policies for this area in the comprehensive plan, as well as applicable design standards related to the Journey Through Hallowed Ground the project will not result in induced demand or “poor land use development” within this segment of Route 15 as indicated in the County's response above.

**2. Comment:** The need for widening US 15 should be re-evaluated given the potential shift in travel, commuting, and teleworking patterns following the pandemic.

**Response from Loudoun County:** Travel surveys have shown that the traffic on most roads have returned to about 80% of pre-Pandemic traffic. Traffic shifts have occurred primarily in the time of day that trips are occurring. This is subject to change as the Country moves into the fall, schools are open and more return to work. Teleworking a few days, a week is likely to continue as an option for the next year or more. When the nation recovers from the COVID pandemic, traffic patterns may return to normal, pre-pandemic levels.

**Response from VDOT:** The County and the region as a whole are monitoring traffic volumes and patterns during the pandemic and impacts to the future volumes during post pandemic conditions and will be able to make adjustments if needed.

**3. Comment:** The US 15 will reduce congestion and travel times. Projects should include non-motorized travel components wherever feasible.

**Response from Loudoun County:** A shared use path is proposed on the west side of Route 15 from Tuscarora High School to Montresor Road; a shared use path is proposed along the entire length of Whites Ferry Road

**Response from VDOT:** The purpose of the project is to improve safety and operations. As indicated in the County's response above, a shared use path is proposed on Route 15 and along White's Ferry Road to accommodate bicycle/pedestrian mobility wherever feasible. The project is part of the County's Comprehensive plan and needed to improve multimodal continuity and connectivity within the area.

- 4. Comment:** This project should be replaced with an approach that manages traffic flow on US 15 with traffic-calming improvements and roundabouts.

**Response from Loudoun County:** The project scope includes:

- a signalized Continuous Green "T" (CGT) intersection at North King Street to allow through traffic to continue north on Route 15 without stopping
- an updated signalized intersection at Whites Ferry Road
- a two-lane hybrid roundabout at Montresor Road
- a realigned section of Limestone School Road to connect with the Montresor Road roundabout
- a shared use path on the west side of Route 15 from Tuscarora High School to Montresor Road
- a shared use path along the entire length of Whites Ferry Road

Additionally, Loudoun County has a separate project that is currently in design for a roundabout at Spinks Ferry Road and realigned Newvalley Church Road.

**Response from VDOT:** Please note the County's response indicating use of innovative intersections and roundabout in the project area.

- 5. Comment:** Scenic byways like US 15 should be preserved, not widened, to minimize increases in auto emissions and damage to ecological health.

**Response from Loudoun County:** The design process includes context-sensitive methods and follows the Journey Through Hallowed Ground guidelines where possible.

**Response from VDOT:** Under the current conditions, even a minor crash results in road closures, gridlock, additional time for emergency response and longer detours which adds to increased emissions. The purpose of the project is to provide safety and operational improvements to alleviate these conditions while following context sensitive design standards.

#### **F. Northstar Boulevard [1 comment]**

The TPB staff received one comment on Northstar Boulevard.

- 1. Comment:** This project would encourage development of an outer beltway and should be replaced with one that serves as a local collector and features a low-speed design with traffic calming elements.

**Response from Loudoun County:** There are two Phases of this Project:

**Phase 1: Northstar Boulevard:** Shreveport Drive (now called Evergreen Mills Road) to Route 50 - This project will design and construct a new four-lane, median divided segment of Northstar Boulevard from Evergreen Mills Road to U.S. Route 50. The project scope includes a 10-foot-wide shared use path on both sides of the roadway and a traffic signal at Route 50. At the northern end of the project, a new bridge will carry Northstar Boulevard over North Fork Broad Run. Arcola Mills Drive will then be realigned to the south to intersect with Northstar Boulevard. In conjunction with new construction, the project will improve two intersections:





- The intersection at Youngwood Lane will be realigned from its existing intersection with Racefield Lane to a new connection with Northstar Boulevard. This new connection will become the western end of the planned Dulles West Boulevard.
- Racefield Lane will be reconstructed and widened, and it will become the primary access point to the Virginia Department of Transportation (VDOT) Arcola Area Headquarters.

Once constructed, the new 1.6-mile segment of Northstar Boulevard will serve as a minor arterial roadway from John Mosby Highway (Route 50) to Evergreen Mills Road.

Phase 2: Northstar Boulevard: Route 50 to Tall Cedars Parkway - This project provides for the construction of a segment of Northstar Boulevard, a minor arterial roadway, from John Mosby Highway (Route 50) to Tall Cedars Parkway. The plans include the construction of a new signalized intersection on Route 50 located near the Virginia Department of Transportation's Arcola maintenance area headquarters. When completed, this segment of Northstar Boulevard will provide an alternative north/south connection to Route 50, improving capacity and safety on existing roadway networks within the Dulles South area.

**Response from VDOT:** The roadway is not planned to be designed or operated as an outer bypass. The Loudoun County Comprehensive Plan classifies it as a minor arterial. The road is needed to accommodate north-south travel movements within the County.

#### **G. Route 28/The Manassas Bypass/Nokesville Rd/Godwin Drive [ 2 comments]**

The TPB staff received 3 sets of comments regarding these projects and roadways. The following is a summary of those comments:

1. **Comment:** This project would encourage development of an outer beltway and negatively impact the Manassas National Battlefield Park.

**Response from Prince William County:** The Manassas Battlefield Bypass Project - CE3061 was initially submitted to the Transportation Planning Board for inclusion to the Constrained Long Range Plan by the Federal Highway Administration. This area was evaluated as part of the Bi-County Parkway (Formally Tri-County Parkway) Location Study completed in 2005. The study included the completion of a National Environmental Policy Act-NEPA Draft Environmental Impact Statement (EIS). The NEPA study evaluated potential environmental impacts and included coordination with the Manassas National Battlefield Park.

**Response from VDOT:** The Manassas National Battlefield Park (MNBP) Bypass would allow for the closure of the portions of Route 29 and Route 234, which currently bisect the MNBP. The MNBP Bypass will assist in preserving the park by removing commuter traffic passing through the park. The commuter traffic is unrelated to the park function and creates negative environmental impacts on the park. The MNBP study was prepared by the National Park Service, pursuant to specific federal legislation intended to protect the park. (including the Manassas National Battlefield Amendments of 1980 (P.L.96-442§2(c)), and . PL 100-647§10004, which authorized a study regarding "the relocation of highways (known as US 29 and SR 234) in and in the vicinity of" the park.

2. **Comment:** The Manassas Bypass project will have significant negative environmental, historic, and equity impacts.



**Response from Prince William County:** The Manassas Bypass - VA-234 Bypass - CE1897 (Bi-County Parkway) project is not currently in the Prince William County Comprehensive Plan. Prince William County is in the process of updating the Comprehensive Plan which includes evaluating various improvements throughout the County. The Virginia Department of Transportation (VDOT), in cooperation with the Federal Highway Administration (FHWA) completed a National Environmental Policy Act (NEPA) for the Manassas Bypass - VA-234 Bypass (Bi-County Parkway). The NEPA Study has detailed information on potential impacts as it relates to the environment and cultural resources.

**Response from VDOT:** The Bypass is in the approved Air Quality Conformity Analysis with a 2040 completion date. The project addresses a lack of north-south routes connecting western Prince William County and the Dulles Corridor. An updated environmental document will be needed before the project moves forward. This will provide a further opportunity to evaluate any impacts and identify mitigation actions if needed.

**3. Comment:** Improvements to the existing Virginia Route 28 corridor should be prioritized over building the Manassas Bypass.

**Response from Prince William County:** Prince William County is in the process of updating the Prince William County Comprehensive Plan which includes evaluating additional improvements along the Route 28 Corridor.

**Response from VDOT:** VDOT recently completed a study to identify potential safety and operational improvements to the existing Route 28 corridor.

Manassas Bypass (Bi-County Parkway) and Manassas Battlefield Bypass were included as part of a National Environmental Policy Act (NEPA) and a (Draft Environmental Impact Statement (DEIS) that was completed in 2005, information about those analysis can be found at:

- [http://www.virginiadot.org/projects/resources/NorthernVirginia/Bi\\_County/BCP\\_Brochure\\_Oct13CIMS\\_Web.pdf](http://www.virginiadot.org/projects/resources/NorthernVirginia/Bi_County/BCP_Brochure_Oct13CIMS_Web.pdf)
- [http://www.virginiadot.org/projects/resources/Tri-County\\_DEIS\\_031605\\_with\\_FHWA\\_Signature.pdf](http://www.virginiadot.org/projects/resources/Tri-County_DEIS_031605_with_FHWA_Signature.pdf)

## **H. Long Bridge [1 comment]**

The TPB staff received one comment on the Virginia Department of Rail and Public Transportation (DRPT) Long Bridge Project.

**1. Comment:** Support the Long Bridge Railroad Crossing project as it will alleviate a critical bottleneck and allow for significantly expanded commuter/passenger rail service.

**Response from TPB Staff:** This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.



## **I. VRE 3<sup>rd</sup> and 4<sup>th</sup> Track Projects [1 comment]**

- 1. Comment:** The VRE 3<sup>rd</sup> and 4<sup>th</sup> Trak projects will provide much-needed capacity on these commuter rail routes.

**Response from TPB Staff:** This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.

## **J. Metro Silver Line [1 comment]**

- 1. Comment:** The Metro Silver Line – Phase 2 will provide a vital multimodal link in the region and remove congestion on travel routes to and from Dulles Airport.

**Response from TPB Staff:** This comment has been shared with the members of the Transportation Planning Board and the sponsoring/implementing agencies.

## **K. Crystal Cities Transitway [1 comment]**

The TPB staff received one comment on the Crystal Cities Transitway.

- 1. Comment:** The Crystal City Transitway BRT is also a key connector for our area. These projects will create easier, cleaner, more convenient commuting than driving SOVs.

**TPB Staff Response:** This comment has been shared with the members of the Transportation Planning Board and the sponsoring agency.

## **L. Other**

The TPB staff received several other comments related the plan development process, inputs and projects that are not in the plan at this time.

- 1. Comment:** The analysis of the plan should use reflect the increases in telework since the pandemic began.

**TPB Staff response:** The current, adopted, production-use TPB travel demand forecasting model (Gen2/Ver. 2.3.78) was calibrated and validated to year-2007 conditions (using the 2007/2008 COG Household Travel Survey and other data sets) and validated to year 2010 and 2014 conditions. Documentation can be found on our Model Documentation web page (<https://www.mwcog.org/transportation/data-and-tools/modeling/model-documentation/>). The Gen2/Ver. 2.3.78 Travel Model is an aggregate, trip-based model, sometimes known as a four-step model (FSM). Such models typically do not have telecommuting sub-models, and that is also the case for the Ver. 2.3.78 Model. This means that telecommuting is not explicitly accounted for in our model, but it is implicitly accounted for, in the sense that the year-2007 data used for model calibration had some level of telecommuting present in the data. Similarly, the model validation to year-2010 and 2014 conditions means that it was able to represent travel patterns in those years with the associated levels of telecommuting that existed in those years. We have, in the past, done a rough off-line estimate of the impacts of telecommuting on emissions, and the impacts produce a reduction in the levels of emissions in the region. So, although no model is able to replicate real world conditions with 100% fidelity, our travel model actually somewhat overestimates vehicle travel since it only partially reflects the reduced vehicle miles travelled (VMT) associated with telecommuting. As we mentioned



earlier, we are currently updating our travel model to include an explicit telecommute sub-model, but that model will not be available for the analysis of the 2022 Update to Visualize 2045.

**2. Comment:** There were 4 comments on a concept called the Capital Regional Rail Vision.

**Comment:** Include the addition of regional run through train operations in the Transportation Planning Board's Long-Range Transportation Plan, Visualize 2045, and support the Capital Regional Rail Vision:

**TPB Staff Response:** While there is not a project in the plan called the Capital Regional Rail Vision, some components of this vision plan refer to infrastructure or services of TPB member agencies. This comment has been shared with the members of the Transportation Planning Board and the sponsoring/implementing agencies.

**Virginia Railway Express Response:** VRE's long-range System Plan 2040, adopted by the VRE Operations Board in 2014, does not identify run-through service to Maryland among planned VRE service improvements. VRE will update its System Plan in the coming year and will give consideration to recommendations for run-through service, as outlined in the Capital Region Rail Vision plan, in the update of the plan. Inclusion, at this time, of a project in Visualize 2045 that identifies VRE run-through service to Maryland would be inconsistent with VRE's currently adopted System Plan.

**3. Comment:** Projects for planned bridges without bicycle facilities should add bicycle facilities:

**TPB Staff Response:** This comment has been shared with the members of the Transportation Planning Board and their technical agencies.

**4. Comment: on the US 1, Richmond Highway, Expansion Project**

There was one comment on the US Richmond Highway

1. The comment identified a technical error in the US 1 Expansion Project 3180 and details and noted that if VDOT is not planning to add vehicle capacity over the for the state to consider adding a VRE/Amtrak rail bridge over the Occoquan or a dedicated bus transit bridge with bike/ped over the Occoquan.

**TPB Staff Response:** This comment has been shared with the members of the Transportation Planning Board and their technical agencies. A technical correction has been made by TPB staff for project CE3180 in the conformity tables.

# **Appendix A**

**Information to support board action  
on Visualize 2045:**

**Comment Period and Inter-agency Review Packet**

**Letters and Compilation of Comments Received**



Dannielle M. Glaros  
Council Member  
Council District 3  
(301) 952-3060

Together Strengthening Our Community

May 3, 2021

Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
Via email to: TPBComment@mwkog.org

Re: Visualize 2045 2021 Public Comment

Dear Chair Allen,

Thank you to the Transportation Planning Board members and MWCOG staff for your hard work on the update to the long-range transportation plan, Visualize 2045.

I'm writing today to urge the inclusion of the regional rail through train operations, outlined in the Capital Region Rail Vision report, into Visualize 2045. I was proud to sit on the steering committee for this work. This project should be included as part of the financially constrained element and as an input for the Air Quality Conformity analysis. Details of the Greater Washington Partnerships' Capital Region Rail Vision report of December 2020 can be found at: [https://greaterwashingtonpartnership.com/wp-content/uploads/2020/12/Capital-Region-Rail-Vision-Report\\_Final.pdf](https://greaterwashingtonpartnership.com/wp-content/uploads/2020/12/Capital-Region-Rail-Vision-Report_Final.pdf).

I believe this project fits the criteria for the financially constrained element because there are strong opportunities for federal funding for this plan given President Biden's focus on infrastructure. In fact, this is a crucial time for funding because the Capital Region Rail Vision report indicates that decisions made in the next five years, "will determine whether a more coordinated, integrated regional rail network continues as a viable possibility or remains a missed opportunity."

This project will also influence air quality. The Capital Region Rail Vision report outlines the benefits of this project, including a significant increase in the use of transit over vehicles. This would have a dramatic effect on air quality. For example, in the section, "Benefits by Geography," the Capital Region Rail Vision report estimates that implementation of the plan will increase total weekday am trips on transit by 250% between New Carrollton and Crystal City alone. Without investments like this to streamline transit, congestion will continue to grow in this region along the Beltway.

Again, I strongly recommend the addition of regional run through train operations in the Transportation Planning Board's Long-Range Transportation Plan, Visualize 2045. The time is now to chart the future of our region and achieve a more connected and economically-sustainable transportation system.

Together Strengthening Our Community,

Dannielle M. Glaros



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April 30, 2021

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

Dear Chair Allen and Members of the Board

Thank you and the National Capital Region Transportation Planning Board (TPB) for your diligent efforts to update the Region's long-range transportation plan, Visualize 2045. We appreciate the opportunity to provide comments on the projects listed under this plan.

This letter provides the City of Rockville's specific concerns regarding the I-270 and I-495 Traffic Relief Plan P3 – a plan which was to “consider transformative solutions” for users “including improvements to highways and transit.” This plan would convert the existing HOV lanes to HOT and add one (1) managed lane in each direction. Vehicles with three (3) or more people would travel free – a change from the current requirement of two (2) people. Additionally, MDOT's preferred alternative might require the State to provide a subsidy of up to \$482 million to the P3 contractor and \$50 million for predevelopment costs if the project doesn't move forward as planned. According to recent findings, taxpayers may be on the hook for up to \$2 billion to move existing water and sewer lines along I-270. Consequently, we join the entire Montgomery County Council in our support of MDOT's No-Build Alternative (which still provides for multiple highway improvements) and urge you to do the same for the following reasons:

The TPB has been a champion when it comes to air quality and has made much needed progress in this area in recent years. TPB's Vision Goal #5 is to plan and develop a “transportation system that enhances and protects the region's natural environmental quality, cultural and historic resources, and communities.” The proposal for I-270 is tone-deaf to environmental justice concerns and will cause further degradation of our efforts to reach the Washington Metropolitan Region's Council of Governments unanimously approved 2030 Climate Resiliency goals. According to the International Panel of Climate Change, GHG (global greenhouse gas emissions) must be reduced by at least 45% between 2010 and 2030 and reach carbon neutrality by 2050. The proposal is also inadequate in addressing environmental impacts to Rockville's natural resources and related systems, including critically important stormwater management, parks and open space and the Watts Branch, Rock Creek and Cabin John Creek watersheds – all of which are part of the greater Potomac River Basin which itself drains into the Chesapeake Bay

The Draft Environmental Impact Statement (DEIS) was begun prior to the COVID 19 pandemic, which has resulted in radical changes in daily lifestyles, commuting patterns and telework opportunities. The move to approve any portion of this P3 prior to a new DEIS being approved is unthinkable. Rockville and the County question the validity of the outdated Travel Demand Model used to project 2040 travel volumes and patterns. The wide acceptance of teleworking and extensive use of virtual

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Sara Taylor-Ferrell

ACTING CITY ATTORNEY  
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meetings suggests that travel models must be revised taking into consideration these changes in order to accurately project future demand.

Goal # 4 of TPB's strategies is to support Regional, State and Federal programs which promote a cost-effective combination of technological improvements and transportation strategies to reduce air pollution, including promoting use of transit options, financial incentives, and voluntary emissions reduction measures. This project clearly lacks the application of any significant transit option.

Similarly, the proposal ignores social justice concerns. TPB's vision goal #1 is for the region's transportation system to provide reasonable access at reasonable cost to everyone in the region. The proposed tolls will be unsustainable for those who have moved outside the Beltway to find more affordable homes. The exorbitant cost of tolls at peak periods, which are expected to be \$2 per mile for a 25-mile stretch during rush hour, and an average of \$0.77 per mile for other times, is simply unaffordable for most regional commuters. This does not support social equity, as required by NEPA, and is totally unacceptable.

The focus on increasing capacity in the southern portion before fixing north I-270 is equally concerning as currently there are only two lanes in each direction between I-370 and Frederick. The daily bottleneck is a result of that choke point, and adding capacity on the northern part of the highway should be the first priority of any future project to address congestion. A 2001MWCOC study showed that by 1999, traffic counts along the I-270 exceeded those predicted for 2010 and traffic congestion had already returned to unacceptable levels. What's going to be different this time?

There are nine City of Rockville neighborhoods abutting I-270, along with Julius West Middle School, Rockville Nursing Home, First Baptist Church of Rockville, Rockville Christian Church, and the Wee Center, a children's early learning program. Three of our bridges span I-270 and the traffic impacts caused by reconstruction and congestion will be monumental. The plan to convert Wootton Parkway and Gude Drive to toll lane access roads will further impact our residents with additional noise and air pollution, and will be hazardous to those who use our bike/pedestrian paths, which run adjacent to these roads. Wootton Parkway and Gude Drive are already overburdened and are used as alternative routes to Rockville Pike when there are incidents or congestion on I-270.

Further exacerbating congestion on our local roads, the I-270 managed lanes will function as a "highway within a highway," with no interconnections between managed and free lanes. Cars will have to exit the managed lanes onto local roads, and then take local roads to another ramp to get back on the managed lanes. I-270 will also lose one free lane in each direction, likely sending more drivers onto our roads to escape congestion.

In the City's official comments on the DEIS (attached), submitted in November 2020, we laid out our many concerns about the project and the deficiencies in the DEIS. I refer you to those comments and the accompanying list of 23 specific areas of concern. All of those issues as well as the ones described in this letter to you remain current and unaddressed.

Another TPB Vision Goal (# 7), is to achieve an enhanced funding mechanism(s) for regional and local transportation system priorities that cannot be implemented with current and forecasted

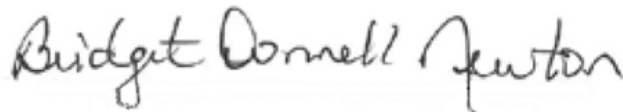


Chair Charles Allen and Members of the Transportation Planning Board  
April 30, 2021  
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Federal, State, and Local Funding. However, this P3 is a fifty-year financial commitment on a massive scale which offers no benefit to anyone except a private entity whose sole responsibility is to their shareholders. This puts all Maryland taxpayers at great risk. The negative impacts to the City of Rockville and Montgomery County residents, as well as regional commuters, must not be overlooked. By considering alternative approaches, such as the monorail and other environmentally sustainable options, together we can find a solution that is environmentally, socially and economically viable.

We respectfully request your strong support in removing this project from those listed under the Maryland Major Highways in the Visualize 2045 Plan, and we pledge to work together with you to find a more environmental, equitable and sustainable solution to the Region's traffic congestion along the I-270 and 495 corridors

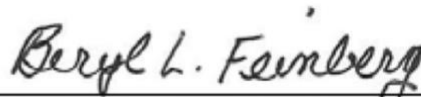
Sincerely,



Bridget Donnell Newton  
Mayor



Monique Ashton, Councilmember



Beryl L. Feinberg, Councilmember



David Myles, Councilmember



Mark Pierzchala, Councilmember

And Councilmembers Ashton, Feinberg, Myles and Pierzchala.

cc:

Senator Benjamin Cardin  
Senator Christopher Van Hollen  
Congressman David Trone  
Congressman Jamie Raskin  
Congressman Anthony Brown  
District 17 Delegation  
Montgomery County Council President and Councilmembers  
Montgomery County Executive

May 3, 2021

Mr. Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Council of Governments  
777 North Capital Street NE, Suite 300  
Washington DC 20002-4239

Re: Visualize 2045 2021 – Comments on MDOT/SHA I-270 and I-95/495 Traffic Relief Plans

Dear Chair Allen,

I write to comment on these tandem plans as a Montgomery County resident who lives near the I-270/495 spur ramps at MD Rte. 355. Also, as immediate past chair, WMCOG TPB CAC, and CAC alternate representative to the Visualize 2045 Aspirations Task Force, as well as a member of multiple local road and transportation project advisories. I have tracked these MDOT projects since their introduction at a local open house.

Our region's need to tackle network congestion is undeniable. Yet we now live in a new world order that will continue to change personal behaviors of all manner. Our new federal administration is concurrently rethinking transportation infrastructure in relation to immediate threats of irreparable environmental and climate damage. We also now acknowledge past faulty transportation strategies, including highway projects that exacerbated racial inequities. COG's recent virtual Town Halls identified our existence in a state of "VUCA", or Volatility, Uncertainty, Complexity, and Ambiguity. In that they fail to truthfully actualize Visualize 2045 Aspirational Initiatives, those same adjectives perfectly describe these projects' vague Visualize 2045 update submissions. My comments track their submissions' goal by Visualize 2045 goal:

**Goal 1: Provide a Comprehensive Range of Transportation Options** As Kacy Kostiuik, TPB member from Takoma Park, MD pointed out during the TPB's April 21, 2021 meeting, document Table 1 implies the projects are predominantly transit plans. Governor Hogan imposed the projects upon Frederick, Prince George, and Montgomery Counties absent collaboration with their planning agencies or officials. MoCo had a more holistic strategy for congestion remediation: peak time reversible lanes without widening, better multimodal splits and potential TDM management, and complementary, better land-use. Transit was added to MDOT's plan after outrage from MoCo citizens, planners, and officials, who still oppose widening.

**Goal 2: Promote a Strong Regional Economy, Including a Healthy Regional Core and Dynamic Activity Centers** Widening impends harm to the major Activity Center Rockville and its local road network, as cited at the TPB by Mayor Bridget Newton. MoCo's regional transportation network has greater need of "infill," as with development buildout, to contain

sprawl. Our Activity Center web needs interstitial bus service to complement densifying areas and serve non-commuter trips in and around “complete communities.” Instead of a widened highway, electric high-frequency bus fleets could less detrimentally bring commuters or travelers to the nearest high-capacity transit station, where infill housing could also maximize transit use.

Phase 2 at Bethesda, where I-270 spurs and I-495 converge at MD 355 and where pillars elevate Metro train tracks, the project is expected to somehow insert a fly ramp as well as additional lanes. Now just lines in a dense flat diagram, absent a full visualization we can only envision a massively obtrusive highway “mixing-bowl” that compounds complicated local road traffic patterns that already imperil driver and ped safety in a constrained segment entering Bethesda, amid vulnerable trees and parkland. (Thus the EIS assures nothing.) If anything, the area needs to blend contiguously with the Rockville Pike Boulevard plan and Bethesda’s CBD, and become walkable and bikeable. A short distance away, Walter Reed cannot relinquish ROW due to Homeland Security. A bit further, Holy Cross Hospital seems already about to topple into the Beltway, and, contiguously, homes will be compromised or condemned.

Economically, Marylanders fear another P3 financial debacle like Purple Line’s. The relocation of inground infrastructure has nether been considered in terms of interruption nor as calculated into the project’s cost outside the P3 paradigm. This poses incalculable risks to peoples’ daily lives, businesses, and wallets.

**Goal 3: Ensure Adequate System Maintenance, Preservation, and Safety** From an infrastructure standpoint, we can barely perform highway maintenance as it stands, and TPB prioritizes *State of Good Repair* above expansions. The P3 risks cause additional add doubt.

At local presentations, MDOT fudged over the projects’ subsumption of road shoulders, with potential compromise of emergency vehicle access in event of crashes. Speed is emphasized above over safety while crash injuries and fatalities continue to increase here and throughout the nation. With speed and human behavior as primary crash causations, imagine induced volume on more multiple more lanes with proportionately more distracted drivers.

**Goal 4: Maximize Operational Effectiveness and Safety of the Transportation System**

Planners have other TDM tools in their toolbox to reduce congestion without widening. Moreover, appalled MoCo residents including myself were told by MDOT at a recent virtual update that the managed lanes would be accessible only at intermittent interchanges! Drivers from some highway segments must first travel in opposite direction, in general purpose lanes, then get off and circle back. Or pile onto local roads, overloading those networks. How does that reduce VMT and travel time, on the highway or in surrounding areas? And is not the purpose of a highway to benefit communities that live around it?

**Goal 5: Enhance Environmental Quality and Protect Natural and Cultural Resources**

Further, as proven fact, additional lanes will cause people to decide to drive more, and to more places. This is equally proven to result in Induced Demand and increased VMT. These facts are

acknowledged by a growing group of state DOTs--but apparently not ours. DOTs like those of Minnesota and California also recognize that EVs will not solve congestion if they recreate or increase volume. This project's DEIs perhaps purposefully excludes these considerations. EPA's 2002 *Guidebook on Induced Demand* states:

*"... omission of induced travel demands results in underestimation of highway project costs and impacts..."*

and cites (page 16) an earlier MoCo I-270 widening:

*"... trip generation projections did not account for the project's effect on induced travel demand... By 1999, traffic counts along the I-270 exceeded those predicted for 2010, and traffic congestion had already returned to unacceptable levels ... In response to public debate surrounding the I-270, the United States Environmental Protection Agency requested that induced demand effects be included in future transportation improvement programs (TIPs) and regional plans ..."*

These projects will increase emissions rates and elevate pollutant and GHG levels in densely built-out residential communities, including disadvantaged Equity Emphasis areas that are already subject to unfairly unhealthy conditions. Increased air and noise pollution will penetrate well beyond project study lines, as acknowledged by MDOT staff in response to open house questions. As cited by MoCo's planning department, the project will reduce precious, already dwindling urban tree canopy and parkland, increase heat retention, and worsen already problematic storm water runoff--all of which amplify any pollution impacts. Moreover, in line with MDT's "*Under Preparation*" submission response, we fear non-disclosure of full environmental reviews for current or later construction phases of this major project, due to the P3 contract's elongated design/engineering timeline that preclude full and fair NEPA studies.

**Goal 6: Support Inter-Regional and International Travel and Commerce** This could be supported instead by interjurisdictional BRT and express bus connectivity, on managed but unwidened highway. Meanwhile, in contrast to MDOT's proposed widening, Virginia has positioned a rail plan to increase regional connectivity and grow the regional economy. As cited by VRE Director Jennifer Mitchell in her presentation to TPB, their specific goal is to not add or widen roads, to not increase vehicle volume and congestion.

**IN CONCLUSION**, especially after regional lessons learned on forecasting and modeling, it seems best to reconsider the relevance and value of these and other LRP constrained projects, and to rethink our foundational local/regional planning paradigm. An opportunity for true innovation, either for immediate and mid-term response to the pandemic and resulting economic conditions, or potentially for long-term depending on outcomes, perhaps transportation planning should follow the VUCA basis of flexibility for resilience. To be able to adapt to our less predictable future and avoid past errors, perhaps our planning paths forward should center around a selection of adaptable scenarios rather than on fixed assumptions and prescriptions.

Thank you for consideration of my comments.  
--Nancy Abeles, Bethesda

Dear Chair Allen, Transportation Planning Board Members, and TPB Staff,

Thank you for the opportunity to comment on the draft conformity project list.

As a young adult born and raised in Takoma Park, MD, I am concerned about the planned direction of our region's transportation system. I'm fearful for my safety and that of my friends and family when we walk and bike around the region. When I drive places, I am discouraged by the soul-crushing traffic on our roads. I also feel for members of my extended community who are unable to shoulder the expensive burden of vehicle ownership, but who's mobility is limited by the unsafe or unreliable active and public transportation options available to them. Moreover, lower income families in the region are unable to afford housing in transit and job accessible neighborhoods. Our transportation system acts as a barrier to the many opportunities in our region, and I'd like to see it transformed into a tool that empowers all residents and furthers equity.

Beyond these immediate issues, I'm worried that the long-range plan ignores the reality of the climate crisis that we are facing more and more every year.

I am concerned that the proposed projects for the air quality conformity analysis fail to meet MWCOG's 2030 Climate and Energy Action Plan (CEAP), and **TPB should either fix the draft plan to comply with the CEAP or model a climate-friendly plan that explores alternative projects and policies necessary to meet the urgency of climate change.**

As a member of the TPB's Community Advisory Committee, it is unclear to me how well the public comment materials address public input after comments are reviewed. **Do the draft projects, assumptions to be used in the AQ conformity modeling, and the information provided to the public in response to comments take into account what the public has expressed?** Has TPB shared their intention to solicit informed feedback from the public and stakeholders next year on the update to the draft plan?

These comments cover three main topics – why the TPB should change the plan to reflect COG's climate target, how we can meet this goal, and why if the plan is not changed, the TPB should model a climate friendly scenario in the coming months as an alternative to the existing draft plan.

### **The "Why"**

The current Visualize 2045 plan fails to prioritize comprehensive transportation and land use projects and policies that reduce the region's residents' reliance on automobiles. The current plan is projected to reduce per-capita vehicles miles travelled (VMT) by [3%](#)<sup>1</sup> by 2045. This miniscule reduction in per-capita VMT [prevents us](#)<sup>2</sup> from [meeting our climate targets](#)<sup>3</sup> and leaves many of the benefits of reduced driving on the table, including:

- Reduced air pollution: Federal vehicle emissions standards for criteria pollutants are mileage-based, and unrelated to vehicle fuel economy, so reduced driving per capita will reduce levels of criteria air pollution.
- Improved Traffic Safety: Vehicle crash related fatalities and injuries are closely [correlated with VMT](#)<sup>4</sup>, so higher VMT reductions will reduce traffic injuries and fatalities in line with TPB member jurisdictions' "Vision Zero" goals.

- More efficient use of existing infrastructure: Reduced per-capita VMT will enable the region to absorb the projected population growth without corresponding increases in congestion and traffic delay, reducing the need for costly infrastructure investments.

Electrifying the light duty vehicle fleet will not reduce emissions at the rate needed to meet climate targets, and the policies that will accelerate this technological transition are largely [outside of TPB's control](#)<sup>5</sup>. As written in WMATA's letter to TPB Director Kanti Srikanth on November 9<sup>th</sup>, 2020:

*"TPB does control the collaborative vision for the region's transportation network and the amount of VMT we can tolerate while meeting shared climate goals. We can use the next update of the Visualize 2045 long-range plan to further those outcomes proven to reduce GHGs: expanded access to transit and non-motorized travel options, shifts in travel mode choice, and reduced trip times and trip length achieved through proximity to transit, housing, jobs, and daily needs."*

In order to meet our climate goals, and yield the aforementioned co-benefits of reduced miles driven per resident, **TPB must set a absolute VMT reduction goal that will enable us to achieve carbon neutrality by 2050**. I reiterate the demands made by WMATA in the [November 2020 letter](#)<sup>6</sup> for TPB to (1) evaluate different VMT reduction scenarios, based on the implementation of all or part of the recommendations made in the CEAP, and (2) to develop an approach to incorporate a VMT reduction metric into the long range planning process, project selection, and performance assessment.

### The "How"

Adapting Visualize 2045 to meet TPB's climate targets of 50% reductions in GHG emissions below 2005 levels will involve pairing back infrastructure projects that will increase VMT, and doubling down on projects and policies that reduce VMT. We know how to do this.

Building off existing TPB research and evidence from other US metropolitan areas, TPB should plan for the implementation of transportation demand management (TDM) policies, incentivize land use development that meets COG's regional housing targets, and encourage public transit improvements. More on each of these items below.

**Transportation Demand Management:** There are numerous TDM policies available for TPB to consider that reduce congestion on the region's roads. These would improve the efficiency of the transportation system, while helping to reduce VMT and resulting GHG emissions.

- TPB's [Long Range Plan Task Force Draft Analysis](#)<sup>7</sup> from November 2017 projected amplified employer-based TDM as a strategy that would reduce daily VMT by 6% and vehicle hours of delay (VHD) by 24% (with a 7% reduction in CO2 emissions).
- Other TDM policies that would reduce VMT and GHG emissions include congestion pricing on individual roads or in select districts, mileage fees, and additional incentives for high occupancy vehicles.
- Another promising TDM approach is repricing transportation by converting fixed and hidden driving costs to variable charges and rebates. These "[non-toll pricing](#)<sup>8</sup>" policies give commuters the incentive of saving money if they drive less and/or forego a workplace parking benefit. Nationally, this policy bundle was projected to reduce [VMT by 23.2%](#)<sup>9</sup> by 2030, with a similar percentage reduction in CO2 emissions. This suite of policies includes:
  - o Pay-as-you-drive-and-you-save (PAYDAYS) car insurance

- Parking cash outs
- Variably priced metered parking
- Pricing of off-street parking
- Car sharing
- The conversion of fixed state and local vehicle purchase sales taxes into mileage-based fees designed to raise equivalent revenue

**Regional Land Use:** Encouraging housing and commercial development on the east side of the region, prioritizing housing growth in neighborhoods near high-capacity public transit stations, meeting affordability goals, and eliminating restrictive zoning regulations would enable the region grow and improve the efficiency of the transportation system, reduce per-capita VMT (and emissions), and redress the history of racist land use development in the region. We can tackle the dual issues of the housing crises and climate change by concentrating development in areas served by high capacity transit, while increasing our commitments to provide affordable housing. Though TPB and Visualize 2045 cannot directly implement these housing policies, they are regional goals that will affect the types of transportation infrastructure investments that are needed, and which are effective or not, and TPB needs to model and evaluate the housing development goals when deciding on projects.

- The 2017 LRPTF draft analysis projected optimizing the East-West land use balance would [reduce per-capita VMT by 6%](#)<sup>10</sup> and reduce VHD by 19%. It was also projected to increase the percentage of jobs accessible by transit or by private automobile by 10%.
- The LRPTF projected that meeting COG's 3 regional housing targets of Amount, Accessibility, and Affordability would [reduce congestion by 20%](#)<sup>11</sup> with continued investments in transportation infrastructure and supportive land use policies.
- Eliminating exclusionary zoning in neighborhoods near high-capacity public transit would allow more of the regions residents to live in high opportunity, accessible neighborhoods, and get around without relying on a personal vehicle. These reforms would go lengths to improving [housing affordability](#)<sup>12</sup> and addressing the legacy of segregation and inequity in the region.

**Improving Public Transit:** Improving transit goes hand in hand with the regional land use and TDM strategies to improve transportation system efficiency, reduce VMT, and GHG emissions. TPB should plan to incorporate more public transit expansions and service in the long range plan. These services include:

- Bus rapid transit (BRT) and transit way projects. Notably, the project list should include the Route 7 BRT project in Virginia.
- The 2017 LRPTF analysis highlights BRT and transit ways, transit rail extensions, and increasing Metro rail core capacity as tactics that reduce VMT while significantly increase job accessibility and shares of households and jobs in high capacity transit zones.

TDM, transit-oriented land use development, and improved transit service all work together to provide residents with more mobility options, improve access to jobs, schools, and other desirable locations, while reducing car dependence, VMT, and GHG emissions.

On the other hand, road widening projects increase VMT, pushing the region out of reach of our climate targets, while exacerbating the inequities and inefficiencies inherent to the auto-oriented transportation system. Transportation experts have [analyzed](#)<sup>13</sup> how roadway expansions fails to reduce congestion in

the long run, due to the impacts of [induced traffic demand](#)<sup>14</sup>, and how regional planning organizations and DOTs often [ignore this relationship](#)<sup>15</sup>. The I-495 and I-270 expansion project is [not immune](#)<sup>16</sup> to this, as this exact phenomenon happened after the [1989 expansion of I-270](#)<sup>17</sup>. The TPB should downsize or eliminate the road widening projects and specifically the I-495 and I-270 managed lanes project. Adding tolled express lanes is a necessary step to manage congestion, though adding highway capacity will make it difficult if not impossible to meet the climate targets. TPB should encourage the Maryland Department of Transportation State Highway Administration to add toll lanes on existing lanes, instead of adding new lanes.

- While the 2017 LRPTF projected that the construction of an express travel network would reduce VHD by 11%, it would also [increase VMT by <1%](#)<sup>18</sup>, though taking into account the impacts of induced travel demand on new highway capacity would likely increase VMT further. TDM and optimizing the regional land use balance would reduce VHD more than the express travel network while also reducing VMT.

### The Way Forward

TPB should amend the project list to reflect the necessary constraints demanded of us by the changing climate. If TPB decides not to change the project list, it should model a climate friendly Visualize 2045 plan to adopt in the coming year. TPB has the technical expertise to complete this task, and thanks to the three extra months for federal review and one extra month for air quality conformity analysis included in the 2022 Visualize 2045 update timeline, TPB has the capacity to complete this necessary analysis. TPB also has the options to use COG's climate consulting contract or TPB's climate change study to complete this work. TPB can start by building off the 2030 CEAP mode shift strategies including:

- MTSB - 1 Invest in Infrastructure that Increases Transit, Carpooling, and Non-Motorized Travel
- MSTB - 2 Bring Jobs and Housing Closer Together
- MSTB - 3 Enhance Options for Commuters

Lastly, the COVID-19 pandemic has changed the world as we know it and transportation models must account for these changes. TPB should amend its *From No Build to All Build* analysis and the Climate-Friendly Plan to reflect realistic assumptions about the transportation system post-pandemic. TPB should model the likely increase in teleworking reflected in the [Voices of the Region survey](#)<sup>19</sup>: **“Ninety-one percent of those currently teleworking want to do it in the future”** and the Commuter Connections Employer Telework Survey which showed 57% of respondents wanting to continue teleworking post-pandemic at pandemic levels or more.

I hope that TPB can reform the Visualize 2045 plan to ensure that our region does its part to stem our climate impact, and address the related issues of congestion, traffic safety, and social inequity.

Thank you for your consideration.

Eyal Li

Takoma Park, MD

Eyaldanli97@gmail.com

CAC Member



## References

- <sup>1</sup> Visualize 2045 Update Long-Range Transportation Plan – April 15<sup>th</sup>, 2021 CAC Meeting Presentation <https://www.mwcog.org/file.aspx?&A=XqmhbRyWEwgh0444dPPJRkdNg0fuQI1gAIBFYptM2i0%3d>
- <sup>2</sup> CSG Report: Cutting Transportation Emissions by 2030 and Beyond: Smart Land Use and Travel are Essential <https://www.smartergrowth.net/resources/climate-change-energy/csg-report-cutting-transportation-emissions-by-2030-and-beyond-smart-land-use-and-travel-are-essential/>
- <sup>3</sup> This regional plan tries to tackle climate change by 2030. Does it go far enough? <https://ggwash.org/view/79867/this-region-adopts-a-2030-climate-plan-but-more-commitments-are-needed-on-transportation-and-land-use>
- <sup>4</sup> NHTSA - 2006 Traffic Safety Annual Assessment <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/810791>
- <sup>5</sup> TPB December 2020 - Letters Sent/Received <https://www.mwcog.org/file.aspx?&A=7tl86gyFNrDjZK9PLtJQ8ts%2Bq8jgHjfsqVVtwNogJo%3D>
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- <sup>7</sup> TPB Long-Range Plan Task Force: Draft Analysis Results 2017 <https://www.mwcog.org/file.aspx?&A=p4JrCe45zbv1oUd3kATAKPZvxFjPC2LqsK%2fcA4dpYQw%3d>
- <sup>8</sup> US DOT FHWA - Non-Toll Pricing A Primer <https://ops.fhwa.dot.gov/publications/fhwahop08044/fhwahop08044.pdf>
- <sup>9</sup> Comparing Greenhouse Gas Reductions and Legal Implementation Possibilities for Pay-to-Save Transportation Price-shifting Strategies and EPA's Clean Power Plan [https://www.vtpi.org/G%26E\\_GHG.pdf](https://www.vtpi.org/G%26E_GHG.pdf)
- <sup>10</sup> TPB Long-Range Plan Task Force: Draft Analysis Results 2017 <https://www.mwcog.org/file.aspx?&A=p4JrCe45zbv1oUd3kATAKPZvxFjPC2LqsK%2fcA4dpYQw%3d>
- <sup>11</sup> TPB Long-Range Plan Task Force Reports Home Page 2017 <https://www.mwcog.org/documents/2017/12/20/long-range-plan-task-force-reports-projects-regional-transportation-priorities-plan-scenario-planning-tpb/>
- <sup>12</sup> Plan DC - SINGLE-FAMILY ZONING IN THE DISTRICT OF COLUMBIA APRIL 2020 [https://plandc.dc.gov/sites/default/files/dc/sites/Comprehensiveplan/007\\_Single%20Family%20Housing%20Report.pdf](https://plandc.dc.gov/sites/default/files/dc/sites/Comprehensiveplan/007_Single%20Family%20Housing%20Report.pdf)
- <sup>13</sup> National Center for Sustainable Transportation - Increasing Highway Capacity Unlikely to Relieve Traffic Congestion [https://cal.streetsblog.org/wp-content/uploads/sites/13/2015/11/10-12-2015-NCST\\_Brief\\_InducedTravel\\_CS6\\_v3.pdf](https://cal.streetsblog.org/wp-content/uploads/sites/13/2015/11/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf)
- <sup>14</sup> CityLab University: Induced Demand <https://www.bloomberg.com/news/articles/2018-09-06/traffic-jam-blame-induced-demand>
- <sup>15</sup> Transportation Research Board - Induced Vehicle Travel in the Environmental Review Process <https://journals.sagepub.com/doi/abs/10.1177/0361198120923365>

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<sup>16</sup> Op-Ed: Highway Expansion Would Take Md. in the Wrong Direction

<https://usa.streetsblog.org/2021/02/15/op-ed-highway-expansion-proposal-would-take-md-in-the-wrong-direction/>

<sup>17</sup> US EPA – Guidebook on Induced Travel Demand December 2002

<https://nepis.epa.gov/Exe/ZyPDF.cgi/94004L98.PDF?Dockey=94004L98.PDF>

<sup>18</sup> TPB Long-Range Plan Task Force: Draft Analysis Results 2017

<https://www.mwcog.org/file.aspx?&A=p4JrCe45zbv1oUd3kATAKPZvxFjPC2LqsK%2fcA4dpYQw%3d>

<sup>19</sup> TPB NEWS - What did the Voices of the Region survey tell us about travel during COVID-19 and beyond?

<https://www.mwcog.org/newsroom/2021/03/09/what-did-the-voices-of-the-region-survey-tell-us-about-travel-during-covid-19-and-beyond-tpb-visualize-2045/>



May 3, 2020

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

Dear Chair Allen,

The Arlington Chamber of Commerce encourages the National Capital Region Transportation Planning Board to include cross-river rail service as part of its Visualize 2045 long-range transportation plan. Regional investments are critical to improving the connectivity of the District of Columbia, Maryland, and Virginia, but such direct passenger rail connection is not included in the draft of Visualize 2045.

The current regional rail network connects both Maryland and Virginia with DC, but requires any person traveling between Maryland and Virginia to change between MARC and Virginia Railway Express service, or to connect to Metro. The lack of a seamless connection for rail passengers prevents Greater Washington from enjoying the benefits of a unified rail network, such as facilitating commutes between a home in Maryland and a job in Virginia, or vice versa.

The construction of the new Long Bridge and establishment of the Virginia Passenger Rail Authority expect to expand passenger rail capacity within the Commonwealth and to open opportunity for more connection between Virginia, the District of Columbia, and Maryland. Regional leadership from the Transportation Planning Board can help the region to take advantage of this additional connectivity by including cross river MARC/VRE operation in Visualize 2045.

We thank you for your consideration of these comments.

Sincerely,

A handwritten signature in black ink that reads "Kate Bates". The signature is written in a cursive, flowing style.

Kate Bates  
President & CEO

Mr. Charles Allen, Chair  
National Capital Region Transportation Planning Board  
Metropolitan Council of Governments  
777 North Capital St. NE, Suite 300  
Washington, DC 20002-4239

Dear Chair Allen:

I am writing on behalf of Citizens Against Beltway Expansion, Don'tWiden270.org and the Maplewood Citizens Association to urge the Transportation Planning Board (TPB) to exclude the I-495/I-270 project from its Visualize 2045 update. The plan to add toll lanes to these highways has been rejected by local government planners for Montgomery and Prince George's Counties. Moreover, the proposed project fails to meet a number of the goals set out by the Transportation Planning Board.

**The project fails to meet the TPB's Goal 1 to provide a comprehensive range of transportation options.**

The Maryland-National Capital Park and Planning Commission does not concur with the proposal by the Maryland Department of Transportation (MDOT) to widen I-495 and I-270. In a recent [letter](#) declaring nonconcurrency, the Commission cited, among other concerns, MDOT's failure to consider transit and an alternative that would divert more traffic to the ICC/MD 200.

**The flawed design of the project fails to meet the TPB's Goal 4 to maximize operational effectiveness and safety of the transportation system.**

MDOT's plan would increase traffic on local roads. The highway design would not allow drivers in the general lanes to transition directly to the toll lanes. Instead, the toll lanes would only be accessible from intermittent ramps on local roads. Drivers in general lanes would have to exit the highways and drive on local roads to access ramps to the toll lanes.

**The project fails to meet TPB's Goal 5 to enhance environmental quality and protect natural and cultural resources.**

Widening the highways would induce more people to drive, providing only temporary relief from congestion. The EPA's 2002 [Guidebook on Induced Travel Demand](#) states that planners in the 1990s did not account for induced demand and presents the last widening of I-270 as a case study of induced demand. The EPA noted that traffic congestion levels that were predicted for 2010 were reached 11 years earlier in 1999. Unfortunately, MDOT has not learned the lesson of the last widening of I-270 and has again failed to account for induced demand and the impact it would have on the I-495/I-270 project. The increase in traffic that would result from adding toll lanes to I-495/I-270 would also increase greenhouse gases and other air pollutants including particulate matter. These emissions would harm the health of those residing in the densely populated communities that border the highways and undermine efforts to reduce global warming.

We urge the Transportation Planning Board to exclude MDOT's proposal to add toll lanes to I-495 and I-270 from the Visualize 2045 update.

Sincerely,

Citizens Against Beltway Expansion  
Don'tWiden270.org  
Maplewood Citizens Association

**To: TPB Public Comment**  
**From: Stewart Schwartz, Executive Director**  
**Bill Pugh, Senior Policy Fellow**  
**Date: May 3, 2021**  
**Re.: Comments on Visualize 2045 Draft Conformity Inputs**

**TPB Members: the choice to create a better plan and support a livable climate is yours**

TPB board members can choose to create a long-range transportation plan that achieves our region’s adopted climate targets, serves the region’s adopted housing goals, improves the accessibility of jobs and other basic needs, and promotes safer, more sustainable and more affordable travel modes.

Or, TPB board members can choose to adopt a business-as-usual list of projects, model them with outdated travel patterns, fail to help achieve regional climate targets, and make no commitments to travel demand management and land use, found by TPB itself to be the most effective regional transportation solutions.

It is entirely within the power of TPB board members and TPB staff leadership to create a better plan now rather than wait until the next four-year update of Visualize 2045. The world has little time left to rapidly reduce greenhouse gas emissions and prevent global catastrophe.

Transportation is the largest source of emissions in the region, depending on electric vehicles is not enough, and it would be totally unacceptable for the region’s planning agencies to adopt a climate action plan and then turn around and draft a transportation plan inconsistent with the climate plan.

It is because of the urgency of the moment and the shortcomings of the current draft plan, that our comments must be particularly pointed at this juncture.

**The Coalition for Smarter Growth submits the following comments on the Visualize 2045 draft conformity inputs:**

1. **It is unacceptable for TPB to draft a transportation plan that does not commit to the regional climate plan’s transportation strategies and emission targets.** The region cannot wait another four years to create a transportation plan that includes strategies to achieve emission targets and that commits to them, given the urgency of the climate crisis. The National Capital Region of the United States has the technical capabilities, talented personnel, and stature to tackle pressing challenges – if this region cannot take decisive action on climate change, then it leaves little hope for much of the rest of the world.

2. **TPB's own climate studies to date and the experience of peer metropolitan areas provide sufficient guidance to create a better Visualize 2045** that achieves necessary reductions in vehicle miles traveled and emissions while improving access to jobs and services and enhancing equity, safety and health.
  - a. TPB's [2018 LRPTF](#) for example, demonstrates ways to address regional travel priorities and reduce driving and emissions, without pursuing a laundry list of destructive highway expansion projects.
  - b. WMATA's [ConnectGreaterWashington study](#) also demonstrates that land use and travel policies combined with a few strategic transit investments and improved station access can significantly reduce VMT and emissions, while improving travel and accessibility across the region.
  - c. See CSG's Report: [Cutting Transportation Emissions by 2030 and Beyond: Smart Land Use and Travel are Essential](#) for examples of other local and national strategies and our recommendations for the region.
  
3. **The projects and other conformity inputs must be revised so that they are consistent with TPB's own directives, voted 22-0 by the board (with several abstentions) on December 16, 2020.** The current mix of proposed conformity inputs does not meet the TPB's criteria in the Technical Inputs Solicitation that:
  - a. "...the TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals..." and
  - b. Meeting greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045."
  
4. **TPB and many project sponsors did not provide sufficient information for the current public comment period on the regional policy consistency of most proposed projects.**
  - a. The public comment materials excluded the vast majority of projects (all of those in the previous plan without significant changes) with regard to how they would address important regional policy priorities. These include policy goals like promoting non-SOV travel, reducing VMT, contributing to reductions in greenhouse gas emissions, and serving equity-emphasis areas. For example, of the approximately 100 major projects in Visualize 2045, the public comment materials provided regional policy consistency information for only 4 major projects. TPB staff set a deadline of April 30 for project sponsors to submit this information, at the very end of the public comment period. While the public may not be as interested in receiving this information for the many maintenance or ongoing operations projects included in the conformity inputs, the several hundred highway/road expansion and transit/rail expansion projects carried over the previous plan are certainly of interest in regards to how they support regional and federal policies.

- b. For the relatively small number of projects that did have regional policy factor information in the public comment materials (25 new or significantly changed projects), many of the projects provided incomplete or vague answers with no explanation as to how they promoted non-SOV travel, would reduce VMT, or would contribute to reductions in GHG emissions.
5. **Modeling and evaluating the plan and future no-build condition using telecommuting assumptions from 2014 would be a tremendous missed opportunity and waste of public resources.**
- a. The short Visualize 2045 promotional video shows someone on a video conference meeting, a clear reference to the massive expansion in telecommuting and tele-services that the pandemic accelerated. Yet TPB has proposed modeling and evaluating its projects using 2014 travel habits.
  - b. Use of outdated telework info would falsely inflate the benefits highway agencies claim for many highway and roadway expansion projects that are largely based on the premise of reducing congestion during traditional AM and PM peak commuting hours.
  - c. Telework was steadily rising even before the pandemic. The [2019 State of the Commute Survey](#), showed that 35% of regional commuters in 2019 teleworked at least occasionally, up from 27% in 2013 and 25% in 2010. The report of the 2019 survey results devoted 7½ pages to the topic of changing telework patterns pre-pandemic.
  - d. Looking forward, 33% of the region’s residents anticipate telecommuting at least one day a week after the pandemic, up from 16% who telecommuted at least one day a week pre-pandemic. These [TPB survey results](#) are consistent with the [plans of major regional employers](#), and indicate a future with lower peak hour travel demand.
  - e. TPB should seek federal guidance and check with other MPOs on how they are addressing post-pandemic teleworking in conformity and other regional forecasting. TPB could also perform sensitivity testing using a range of estimated post-pandemic telecommuting rates aside from the official conformity results if they are required to reflect pre-pandemic travel data.
6. **Evaluate how the project network serves regional policy goals like the adopted housing targets.** If we’re committed to equity and supporting the housing crisis, we should shape our transportation system to meet those goals. In justifying the co-benefits of its housing targets, [COG has cited TPB studies](#) that achieving the regional housing targets would help reduce congestion in the region by 20%. The housing targets would locate more housing in the region from outside and would place most of the new housing near high-capacity transit stations in activity centers. This strategy is also one of the COG 2030 Climate and Energy Action Plan transportation strategies. TPB needs to adjust the project and conformity inputs according to its directive to require that member agencies prioritize projects that achieve “COG’s land use and equity goals.”

7. **Consider the public input provided for the plan in choosing the projects and other conformity inputs.** TPB has conducted an impressive survey and series of focus groups for the plan, providing invaluable information and perspectives from the region’s residents, including groups often excluded. Thus, it is disappointing that TPB officials are not asking project sponsors to review their project submissions based on this new information.
- a. When the TPB Community Advisory Committee received a presentation on the Voices of the Region survey at its March meeting, CAC members asked how the survey results would be used. TPB staff responded that it was largely too late for the survey results to influence the projects in the plan, but that hopefully the survey results would guide some aspirational policy statements to be added to the plan and other subsequent transportation planning efforts in the region.
  - b. Important results of the survey, which suggest the current project mix does not adequately represent the priorities and mobility needs of the region’s residents, include:
    - i. When asked “What transportation investments should we make today that future generations will thank us for tomorrow?”, the majority of the answers involved clean transportation, public transportation, and improvements for walking and biking. A much smaller group cited parking and roads, with roads comprising a mix of fixing existing roads and bridges and responses related to more or wider roads.
    - ii. 84% of the region’s residents agree with the statement that elected officials need to consider the impacts of climate change when planning transportation in the future. For residents under 30 years of age, those most impacted by our long-range planning decisions and by climate change, that percentage rises to 92%. In contrast, less than half of respondents (44%) indicated that traffic congestion is a significant concern that impacts their lives, and 25% said congestion was somewhat a concern that impacted their lives a little.
    - iii. 33% of respondents anticipate telecommuting at least one day a week after the pandemic, up from 16% who telecommuted at least one day a week pre-pandemic.
8. **TPB has two options to change course and create a better Visualize 2045 plan – model a climate-friendly plan in addition to the current proposed business-as-usual plan, or remove destructive, unnecessary highway expansion projects now:**

Option 1: Include and model in the conformity scope of work a climate-friendly plan with land use and travel demand management strategies and appropriate projects, in addition to modeling the business-as-usual project list. TPB staff are correct that projects by themselves have limited impact in achieving the outcomes we want. That is



why TPB should create a second “build” scenario that incorporates the strategies that TPB has found to be most effective, with a network of projects that support these:

- Travel Demand Management – including fair parking pricing, commuter benefits, congestion pricing on existing lanes, and other strategies.
- Land Use – prioritizing transit-oriented and compact walkable development in existing activity centers, achieving the regional housing targets, and addressing the east-west jobs/housing imbalance.
- Projects based on TPB’s other Aspirational Initiatives, but restricting any new toll highway projects to installing tolling on existing lanes.

Option 2: Fix the current draft plan now, deleting the road widening projects that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. See CSG project-specific comments under comments 10 - 12 below.

9. **TPB has both time and resources to create a better Visualize 2045.** We believe that TPB can accommodate creating and modeling a climate-friendly plan in its LRTP update schedule. The current Visualize 2045 schedule has 4 extra months: 3 extra months than needed for federal review plus 1 additional month than needed for air quality conformity. The Visualize 2045 process has a roughly \$10 million budget. Alternatively, TPB could collaborate with COG to use its on-call climate consulting contract, or TPB could use part of its TPB Climate Change Study to prepare and model this scenario.
10. **Change the list of projects.** Repeating \$40 billion in highway and road widening projects is a wasteful public investment given changes in travel patterns accelerated by the pandemic. Even before the pandemic, many of the proposed highway and road widening projects in Visualize 2045 were based on flawed travel assumptions that ignored induced demand and promoted auto-dependent land use and travel inconsistent with regional and local policy goals. CSG recommends the following changes to the list of proposed major highway and roadway projects or supports their inclusion where noted:

**Proposed Major Highway Projects**

Location	Project Description (Map #, TIP #, description)	CSG Comments
DC	1. I-295 (CE2860) - reconstruct interchange at Malcolm X Blvd, 2022 (\$200M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped
DC	2. South Capitol St (CE3423) - convert to 6 lane urban Blvd., incl. Franklin Douglas Bridge Reconstruction, 2025 (\$777M)	Keep in LRTP - because it replaces existing infrastructure and will include improvements for bike/ped.
DC	3. Lane Reductions/Reconfigurations for Bicycle Lanes, various years, not mapped	Keep in LRTP - but we call for an even higher level of investment at a much faster pace. Other jurisdictions should adopt

		these road configurations as a primary strategy in lieu of road expansions.
Charles	12. US-301 - Governor Harry Nice Memorial Bridge, 2023 (\$768M)	Modify project in LRTP - Current program needs to include ped/bike accommodations, as this is a 100-year decision. Should also include enhanced demand management on 301 corridor.
Frederick	4. I-70 (CE1187, CE2250) - widen to 6 lanes with interchange at Meadow Rd, 2025, 2035 (\$176M)	Remove from LRTP
Frederick	9. US-15 (Frederick Fwy and Catoctin Mtn Hwy) (CE3566, CE3567) - widen to 6 lanes with interchange at Biggs Ford Rd, 2030, 2040 (\$420M)	Remove from LRTP
Frederick	17. MD-85 (Buckeystown Pke) (CE1210) - widen to 4, 6 lanes, 2022, 2035 (\$220M)	Remove from LRTP - Project answered policy questions claiming GHG reductions and promoting non-auto modes but only checking single-occupant vehicle as mode supported. GHG reduction for this widening project is unsupported; project will instead cause induced demand.
Montgomery/ Prince George's	6. I-95/I-495 (CE3281, CE1182, CE6432) - So called "Traffic Relief Plan," construct 2 managed lanes in each direction, 2025 (\$4.2B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3.
Montgomery/ Frederick	7. I-270 (CE6432) - So called "Traffic Relief Plan," construct 1 managed lane & convert HOV to managed lane in each direction, 2025 (\$3.4B)	Remove from LRTP, Replace with Alternative - Instead, support alternative transit-oriented Metro and Purple Line station buildout on east side of region to fix jobs/housing imbalance and reduce long-distance car commuting; combine with more transit; and demand management; convert an existing lane to bus/HOV-3. Existing challenge is really to the N to/from Frederick - potential to add just one lane BUT ONLY IF dedicated from the outset to express bus and HOV-3 + adding MARC Brunswick Line service and Route355 BRT.
Montgomery	10. US-29 (Columbia Pke) (CE1197, CE3641) - improve interchanges at Stewart Ln, Tech Rd/Industrial Pkwy, Musgrove Rd/Fairland Rd, Greencastle Rd, and Blackburn Rd, 2030, 2025, 2045 (\$646M)	Remove from LRTP, Replace with Alternative - These interchanges come at a huge cost, and public funds would be better spent in expanding the frequency and coverage of bus rapid transit on US-29 and connecting to 29.
Montgomery	16. MD-28 (Norbeck Rd) / MD- 198 (Spencerville Rd) (CE1462, CE3476) - reconstruct, widen portions to 4 lanes, 2045 (\$413M)	Remove from LRTP - While we offered this idea as an alternative to the Intercounty Connector (ICC) when it was being planned, now with the ICC built, these roads should remain two lanes. Roundabouts can improve intersection performance. Otherwise, widening will fuel more auto-dependent development.
Montgomery	18. MD-97 (Georgia Ave) (CE2618) - widen to 8 lanes, 2030 (\$104M)	Remove from LRTP
Montgomery	19. MD-97 (Brookeville Bypass) (CE1213) - construct 2 lane bypass, 2021 (\$52M)	Remove from LRTP - Bypasses open up new land to sprawling development and

		undermine downtowns; use roundabouts as alternative.
Montgomery	20. MD-117 (Clopper Rd) (CE1203) - widen to 3, 4 lanes, 2030, 2035 (\$69M)	(No comment)
Montgomery	21. MD-124 (Woodfield Rd) (CE1206, CE3057) - widen to 6 lanes, 2035 (\$129M)	(No comment)
Montgomery	26. Midcounty Hwy Extension (MD-83) (CE1245) - construct 4, 6 lanes, 2045 (\$202M)	Remove from LRTP, Replace with Alternative - It would destroy forests, wetlands, streams and harms parks, Ag Reserve, communities. CSG alternative with the TAME group is bus rapid transit on Route 355, express bus on 270, improved local street connections and using roundabouts at intersections; and reducing auto-dependent development in Clarksburg area.
Montgomery	27. Middlebrook Rd Extended (CE1229) - widen to 4 lanes, 2045 (\$16M)	Remove from LRTP
Montgomery	28. Montrose Pkwy East (CE3703) - construct 4 lanes, 2025 (\$120M)	Remove from LRTP, Replace with Alternative - This would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 Bus Rapid Transit.
Prince George's	5. I-95/I-495 (CE1479) - interchange at Greenbelt Metro Sta, 2030 (\$196M)	Keep in LRTP - Would add two missing movements to the interchange and would support mixed-use transit-oriented development at the Greenbelt Metro Station. If FBI moves out of DC (not our preference) the Greenbelt Metro is the best location option.
Prince George's	8. US-1 (Baltimore Ave) (CE1202, CE3108) - reconstruct 4 lanes, 2023, 2035 (\$116M)	Keep in LRTP - it includes much safer bike/ped facilities and crossings.
Prince George's/ Charles	11. US-301 (Crain Hwy) - widen to 6 lanes, 2045 (\$4.6B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	13. MD-3 (Robert Crain Hwy) (CE1195) - widen to 6 lanes, 2035 (\$1.8B)	Remove from LRTP, Replace with Alternative - The massive cost of this project requires a different approach - stopping sprawling development proposals, looking at local street networks, demand management, and enhanced commuter bus service.
Prince George's	14. MD-4 (Pennsylvania Ave) (CE1194, CE3547) - widen to 6 lanes with interchanges at Dowerhouse Rd, Westphalia Rd, and Suitland Pkwy, 2040 (\$533M)	Remove from LRTP, Replace with Alternative - Better local street grid, bus.
Prince George's	15. MD-5 (Branch Ave) (CE1196, CE3469) - upgrade, widen to 6 lanes including interchanges, 2030, 2035 (\$790M)	Remove from LRTP, Replace with Alternative - Enhanced commuter bus service, bus lanes, and TDM investments
Prince George's	22. MD-197 (Collington Rd) (CE2253) - widen to 4 lanes, 2030 (\$94M)	Remove from LRTP, Replace with Alternative - Traffic management using roundabouts and traffic calming, including addition of protected bike/walk facilities but without four laning.
Prince George's	23. MD-202 (Landover Rd) (CE1190) - Largo Town Center Metro Access Improvement, reconstruct 6 lanes, 2045 (\$24M)	Remove from LRTP, Replace with Alternative - Investments that increase

		walk, bike and transit access and safety in the area
Prince George's	24. MD-210 (Indian Head Hwy) (CE1199) - upgrade to 6 lanes and interchange improvement, 2040 (\$754M)	Remove from LRTP - This will induce more traffic and sprawl.
Prince George's	25. MD-450 (Annapolis Rd) (CE1207) - widen to 4 lanes, 2030 (\$67M)	Remove from LRTP - This will induce more traffic and sprawl.
Arlington/ Fairfax	29. I-66 HOT (Inside Beltway) (CE2096, CE3484), revise operations from HOT 2+ to HOT 3+ during peak hours and bus service, 2022, 2040 (\$375M)	Modify project in LRTP - Update the current project so that it is tolled in both directions, goes from HOV-2 to HOV-3 and the continued use of revenues for expanding transit and bike/ped access to transit.
Arlington	31. I-66 (CE3484) - Extend existing westbound acceleration/deceleration lane and add additional lane eastbound 2022, 2040 (\$59M)	(No comment, project completed)
Fairfax/ Prince William	30. I-66 HOT (Outside Beltway) (CE3448) – widen/construct HOT lanes and bus service, 2021, 2022, 2040 (\$4.4B), under construction	Project as designed is a done deal, but note the destructive impact in terms of hundreds of acres of tree loss and expansion of heat inducing pavement and stormwater.
Fairfax	32. I-95/Fairfax County Parkway (CE2667, CE2668) - enhanced interchanges for BRAC, 2025 (\$57M)	(No comment, project likely a done deal necessitated by BRAC decisions)
Fairfax/ Alexandria	34. I-95/I-495 (CE2147) - reconstruct interchange at Van Dorn St, 2030 (\$40M)	(No comment at this time; Need more information on this project.)
Fairfax	37. I-495 (CE2069) - construct 4 HOT lanes with northbound shoulder lane and new ramps, 2025 (\$500M)	Remove from LRTP, Replace with Alternative - Instead of further VA HOT lanes expansion, pursue a regional transit-oriented development and travel demand solution. Meanwhile this proposed project if it goes forward includes far too little money for transit and taxpayers have to pay Transurban if more than 24% of vehicles are buses and carpools.
Fairfax	38. I-495 Auxiliary Lanes (CE3272) - construct 2 auxiliary lanes in both directions, 2030 (\$3M)	(No comment at this time; Need more information on this project.)
Fairfax	39. I-495 (CE3208, CE3186, CE2069) - interchanges at VA 267, 2025, 2030, 2045 (\$70M)	Remove from LRTP, Replace with Alternative - We support bus rapid transit expansion instead.
Fairfax	40. Dulles Toll Rd (VA-267) (CE3151, CE3154) - Collector-Distributor Road west-bound, 2035, 2037 (\$62M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	41. Dulles Toll Rd (VA-267) (CE3151, CE3154) - Collector-Distributor Road east-bound, 2035, 2036 (\$124M)	Remove from LRTP, Replace with Alternative - Silver Line Phase 2, Route 7 BRT, and parking pricing can all reduce driving demand. We should be favoring transit access to Tysons not facilitating more driving into Tysons
Fairfax	42. Dulles Toll Rd (VA-267) (CE3152) - interchange at New Boone Blvd Extension, 2037 (\$79M)	Modify project in LRTP - Refine as a limited scale interchange connection to the New Boone Boulevard Extension. The new extension is part of the planned Tysons grid of streets and this connection can reduce demand on Route 7.
Fairfax	43. Dulles Toll Rd (VA-267) (CE3153) - interchange at Greensboro Drive/Tyco Rd, 2036 (\$28M)	(No comment at this time; need more information on this project. Possibly

		support as potential connection to the grid of streets within Tysons.)
Fairfax/ Loudoun	44. Dulles Access Rd (VA 267) (CE1965) - widen to 6 lanes including interchange reconstruct at I-495, 2030 (\$40M)	Remove from LRTP, Replace with Alternative - The Silver Line is the appropriate alternative commute mode. Consider turning Dulles Airport Access Road to a HOT lane facility remaining under control of a government entity so maximum revenues can go to transit.
Fairfax	45. US-1 (Richmond Hwy) (CE1942) - widen to 6 lanes, 2028 (\$37M)	Modify project in LRTP - Refine cross section as two lanes in each direction for cars and one in each direction for bus rapid transit. Cost estimate appears to be far too low. Incorporate design changes to reduce the width and for a design speed of 35mph instead of 45mph.
Fairfax	46. US-1 (Richmond Hwy) (CE3180) - widen to 6 lanes, 2035 (\$127M)	Modify project in LRTP - Refine cross section so it does not add new car lanes. If widening continues in this southern section the new lane in each should be limited to use as dedicated bus lanes or dedicated bus and HOV. But it doesn't make sense to do this project without expanding the Occoquan crossing. Note though a new bridge crossing could be restricted by the I-95 Concessionaire Agreement with Transurban.
Fairfax	54. US-29 (Lee Hwy) (CE1933) - widen to 6 lanes, 2040 (\$130M)	Remove from LRTP - I-66 HOT lanes will provide increased capacity for through trips. Wider roads like this divide communities.
Fairfax	55. US-29 (Lee Hwy) (CE3474) - widen to 6 lanes, 2024 (\$32M)	Remove from LRTP - Again, the new I-66 HOT lanes provide additional capacity for longer distance trips. This would also put increased pressure to widen 29 through historic Manassas National Battlefield Park.
Fairfax	57. US-50 (Arlington Blvd) (CE2182) - widen to 6 lanes, 2035 (\$249M)	Modify project in LRTP - Any additional lanes should be BRT only, and bike/ped facilities should be added as part of creating a mixed-use walkable, transit oriented corridor.
Fairfax	59. VA-7 (Leesburg Pke) - (CE3161) widen to 6 lanes, 2030 (\$71M)	Modify project in LRTP - - If lane added it should be limited solely to the Route 7 BRT.
Fairfax	60. VA-7 (Leesburg Pke) (CE2105) - widen to 6, 8 lanes, 2024, 2030 (\$314M)	Modify project in LRTP - Opposed to expansion to 6 lanes unless it was dedicated to BRT. Project is under construction but call for the new lane to be BRT only or BRT + HOV3. We strongly oppose a fourth lane in each direction. Alternative is supporting transit access to Tysons and other job centers.
Fairfax	61. VA-7 (Leesburg Pke) (CE2175) - widen to 6 lanes, 2030 (\$34M)	Remove from LRTP, Replace with Alternative - Opposed to adding lanes for more cars through this diverse area with significant walk, bike and transit using population. If a third lane is added in each direction it should be solely for Route 7 BRT.

Fairfax	62. VA-28 (Sully Rd) (CE1734) - widen to 8-10 lanes, HOV in additional lanes during peak, 2021, 2025, 2040 (\$100M)	Remove from LRTP, Replace with Alternative - This is a longstanding project which illustrates the costs of sprawling auto-dependent development in Eastern Loudoun and Western Fairfax. We oppose 10 lanes and instead support conversion of the fourth lane in each direction to bus only with HOV. This should also be pursued instead of widening the Fairfax County Parkway.
Fairfax	64. VA-123 (Chain Bridge Rd) (CE3376, CE3698) - widen to 6, 8 lanes, 2030 (\$22M)	Remove from LRTP, Replace with Alternative - Opposed to further widening of Chain Bridge Road. Tysons is to be a walkable, bikeable, transit oriented center.
Fairfax	65. VA-123 (Ox Road) (CE1784, CE1856) - widen to 6 lanes, 2030 (\$70M)	Remove from LRTP - Like so many other projects it will increase driving.
Fairfax	66. VA-236 (Little River Tpke) (CE1760) - widen to 6 lanes, 2030 (\$58M)	Remove from LRTP - Full study needed of sustainable transit and bike alternative.
Fairfax	67. VA-286 (Fairfax County Pkwy) (CE2106) - widen to 6, 2030, 2035, 2040 (\$197M)	Remove from LRTP - Promotes more driving and will be followed by pressure to expand development in areas without good transit.
Loudoun	51. US-15 (James Madison Hwy) (CE3738) - widen to 4 lanes, 2026 (\$110M)	Remove from LRTP, Replace with Alternative - A study showed that keeping to two lanes and using roundabouts would be safer, allow for flow, preserve a historic Scenic Byway, and cost far less. Full widening to four lanes is part of Loudoun's plan to widen the whole northern stretch to Point of Rocks and would induce more driving.
Loudoun/ Fairfax	56. US-50 North Collector Road (CE3739) – construct new 4 lane road, 2029 (\$110M)	Remove from LRTP, Replace with Alternative - Can provide an alternative to Route 50 but as part of this, Route 50 lanes (one in each direction) should be converted to dedicated bus + HOV2 or HOV3 lanes. Alternatively, this road and Tall Cedar Parkway could be given dedicated transit lanes.
Loudoun	58. VA-7/US-15 Bypass (Harry Byrd Hwy) (CE1870) - upgrade and widen to 6 lanes, 2040 (\$55M)	(No comment)
Prince William/ Fairfax	33. I-95 (CE3667) - add southbound auxiliary lane, 2022 (\$54M), under construction	Keep in LRTP - To be complete in 2022
Prince William	35. I-95 (CE3697) - construct HOT reversible ramps to access VA-642 (Opitz Road), 2022 (\$60M)	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	36. I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M), under construction	Modify project in LRTP - Support since 95 lanes have been built. Private Funding, No Lane Capacity, Just new ramp from I-95 Express Lanes
Prince William	47. US-1 (Richmond Hwy) (CE3173) - widen to 6 lanes, 2022 (\$125M), under construction (complete 2022)	Modify project in LRTP - Third lane in each direction should be a dedicated BRT lane.
Prince William	48. US-1 (Richmond Hwy) (CE2594) - widen to 6 lanes, 2030 (\$127M)	Modify project in LRTP - Third lane in each direction should be BRT lane.
Prince William	49. US-1 (Richmond Hwy) (CE3291) - widen to 6 lanes, 2040 (\$58M)	Remove from LRTP - because, I-95 (CE3556) - construct HOT lanes ramp south of Russell Rd., 2022 (\$16M) and

		Transforming Rail in VA provides additional capacity for Quantico.
Prince William	50. US-15 (James Madison Hwy) (CE3162) - widen to 4 lanes, 2030 (\$45M)	No comment
Prince William	52. US-15 (James Madison Hwy) (CE3162)- widen to 4 lanes, 2040 (\$54M)	No comment
Prince William	53. US-29 (Lee Hwy) (CE1993) - widen to 5 lanes, 2030 (\$255M)	Remove from LRTP - This is potentially a part of Bi-County Parkway/Manassas Battlefield Bypass and would increase pressure to widen Route 29 through historic Manassas National Battlefield Park.
Prince William	63. VA-28 (Nokesville Rd) (CE2045) - widen to 4 or 6 lanes, 2022, 2040 (\$71M)	Remove from LRTP - This would increase pressures to open up more rural land to development.
Prince William	68. VA-294 (Prince William Pkwy) - widen to 6 lanes, 2040 (\$263M)	Remove from LRTP - Innovative Intersections changes should be sufficient through 2045.
Prince William	69. Manassas Bypass (VA-234 Bypass) - (CE1897) construct 4 lanes, 2040 (costs captured in other projects)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William	70. Manassas Battlefield Bypass (CE3061) - construct 4 lanes and close portions of US-29 (Lee Hwy) and VA-234 (Sudley Rd), 2030, 2040 (\$28M)	Remove from LRTP - Opens up Rural Crescent to development. I-66 and Route 28 will provide fastest access to Dulles Airport. We support roundabouts for 29 and Pageland, 234 and Pageland, 234 and 659 to move local traffic.
Prince William/ Manassas	71. VA 28 Manassas Bypass (CE1865) - construct 4 lanes, 2025 (funding not listed)	Remove from LRTP, Replace with Alternative - The PW County selected version would take affordable homes from immigrant and low-income residents and impact Flat Branch which feeds Bull Run and the Occoquan drinking water supplies. We support innovative design solutions for Route 28 on the east side of Manassas and Manassas Park. Existing 234 bypass and expanded I-66 will provide plenty of capacity for commuter trips.

11. We generally support these valuable transit and rail projects. In the case of a few, we request that they be modified or replaced with better alternatives that do not involve expanded highway lane capacity and promote auto-dependence. In addition, we note projects that need to be explicitly incorporated into Visualize 2045. See comments in table below on major transit/rail projects.

**Proposed Major Transit-Rail Projects**

Map ID	Project Description	CSG Comments
1	DC Streetcar (CE3081,5754) , 2026, 2040	Keep in LRTP - Prioritize the Benning Road Streetcar Extension

2	DC Dedicated Bicycle Lane Network, various years (not mapped)	Keep in LRTP
3	16th Street Bus Priority Improvements (6638), 2022	Keep in LRTP
4	DDOT H and I street Bus- Only Lanes (grouped project ID 3212)	Keep in LRTP
5	Corridor Cities Transitway BRT (CE1649) - from Shady Grove to COMSAT, 2035	Keep in LRTP
6	North Bethesda Transitway BRT (CE3663) - from Montgomery Mall to White Flint Metro, 2030	Keep in LRTP
7	Veirs Mill Rd BRT (CE3103) - from Wheaton Metro to Rockville Metro, 2025	Keep in LRTP
8	Randolph Rd BRT (CE3662) - from US-29 to MD-355, 2040	Keep in LRTP
9	New Hampshire Ave. BRT (CE3672) - from Takoma Metro to Colesville P&R, 2045	Keep in LRTP
10	MD-355 BRT (CE3424) - from Bethesda Metro to Clarksburg, 2030	Keep in LRTP
11	MARC (CE3427) - Increase trip capacity and frequency along all commuter rail lines, 2029	Keep in LRTP
12	Purple Line (CE2795) - Bethesda to New Carrollton, (completion date under review)	Keep in LRTP - TPB should call for urgent action by the Hogan Administration to restart the project. Related bike/ped, and local street network projects that will improve station access should also be prioritized in the LRTP.
13	Crystal City Transitway Northern & Southern Extension BRT - (CE3521, CE3648), 2022, 2025, 2030	Keep in LRTP
14	Metro Silver Line (Dulles Corridor Metrorail Project) (CE1981) - Phase 2, 2022	Keep in LRTP - Project is in the final phase of construction but needs further bike/ped and local street network projects to provide safe access to the stations. Those are missing at many stations now.
15	Duke St Transitway - (CE2932) King St Metro to Fairfax County line, 2027	Keep in LRTP
16	Potomac Shores VRE Station, (CE2831) 2022	Keep in LRTP
17	Potomac Yard Metro Station, (CE3013) 2022	Keep in LRTP - Support related projects that will improve station access.
18	US-1 BRT from Huntington Metro Station to Woodbridge, (CE3496) 2030	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
19	US-1 bus lanes and improved intersections, (CE1942) 2035	Modify project in LRTP - CSG supports the BRT but we have opposed the road widening of additional segments of Route 1 and would prefer that the configuration were two car lanes in each direction + the two BRT lanes.
20	West End Transitway (CE2930) - Van Dorn St Metro to Pentagon Metro and to Landmark, 2026, 2035	Keep in LRTP
21	VRE - 3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines, (CE2832, CE2420) 2025, 2028, 2035	Keep in LRTP
22	I-495 HOT Lane Express Bus Service, 2030	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we support a transit-oriented development focus for the region to reduce driving demand.
23	I-66 HOT Lane Enhanced Bus Service (CE3484, CE3448), 2025, 2040	Remove from LRTP, Replace with Alternative - CSG supports express bus service but opposes the HOT lane extension. In addition to transit, we



		support a transit-oriented development focus for the region to reduce driving demand.
24	Additional Long Bridge railroad crossing with two-tracks and pedestrian/bike access, 2027	Keep in LRTP - Also support the full Virginia rail corridor expansion to Richmond and North Carolina
NA	Route 7 BRT (missing from list of Major Projects)	CSG asks for this project to be explicitly included in the plan. We also prefer that the transitway be added without expanding the right of way. As part of this, if there is an existing six car lane section, two lanes should be converted to BRT; if there is a two lane in each direction section, they should use existing median space for the BRT. If there is not a wide median along a two lane in each direction section, a new third lane in each direction must be dedicated to the BRT. (Based on the info provided, it is unclear if the BRT is included in various Route 7 road widening projects as listed in Visualize 2045)
NA	Other regional transit/rail projects at various stages of development across the region (missing from list of Major Projects)	CSG supports including these projects if they meet CLRP project development stage requirements: segments of the 81-Mile Montgomery County BRT network not yet included, the Duke Street Transitway, MARC investment plan, Route 28 BRT in PW and Fairfax, regionwide safe routes to transit projects (bike/ped), Wilson Bridge Metrorail and American Legion Bridge Metrorail.

12. For new/significantly changed minor projects, some of the road widening projects did not fully answer the regional policy factor support questions but make claims that they would promote non-auto travel and reduce VMT. See comments in table below on new/significantly changed minor projects.

### New/Significantly Changed Minor Projects

Policy Tables ID (pp. 11-14 of PDF, full packet)	Project	Project Description	CSG Comments
6	MD 85 Buckeystown Pike	Widen MD 85 to a four-lane divided highway from south of English Mountain Way to south of Crestwood Boulevard/Shockley Drive, then six lanes north to Grove Road and including I-270 interchange reconstruction. Auxiliary lanes will be included where necessary. Phases include: Phase 1 (in construction, anticipated complete 2021) - South of Crestwood Boulevard/Shockley Drive to North of Spectrum Drive, including I-270 interchange (see TIP ID 6483 - project cost of \$82,000 has been subtracted from previously provided cost of \$220,000,000)	Remove phases not already under construction from LRTP - Project answered policy questions claiming GHG reductions and promoting non-auto modes but only checking single-occupant vehicle as mode supported. GHG reduction for this widening project is unsupported; project will instead cause induced demand.
7	VA 620 Braddock Rd	Widening Braddock Road between Paul VI Eastern Entrance & Loudoun County Parkway	Provide additional information re. regional policy factor questions to

		from 2 to 4 lanes. This project provides for the planning, design, right-of-way acquisition, and construction to widen Braddock Road (Route 620) to four lanes between the Eastern Entrance of Paul VI high school and Loudoun County Parkway. The project entails the construction of a four lane, median-divided roadway within a 90 -foot right-of-way and includes the construction of shared use paths on both sides of the road. This project provides a Shared Use Path (SUP) that promotes bike and walking to regional transit that serves Metrorail Stations.	document how this road widening project promotes non-auto travel and VMT reduction. This is very distant from the Loudoun Metro stations.
8	Worldgate Dr Ext.	Herndon Metrorail Intermodal Access Improvements - PH II - (Worldgate Drive Extension at Herndon Parkway). Worldgate Drive Extension will link Van Buren Street to Herndon Parkway to alleviate congestion for the transit-oriented core of the Herndon Metrorail Station Area	Keep in LRTP
9	VA 607 Loudoun Cty Pky	This project provides for right-of-way acquisition for the widening of Loudoun County Parkway (Route 607) from four to six lanes between Ryan Road (Route 772) and Shellhorn Road (Route 643), and the construction of turn lanes at the intersection. Construction of the roadway improvements are proffer conditions of the Silver District West development	Provide additional information re. regional policy factor questions to document how this road widening project promotes non-auto travel and VMT reduction. Six-lane high-speed arterials divide communities and undermine bike/walk/transit unless the 6th lane is dedicated to bus.
10	VA 645 Croson Ln	This project provides for the planning, design, right-of-way acquisition, and construction to widen Croson Lane (Route 645) to four lanes between Claiborne Parkway (Route 901) and Old Ryan Road (Route 722). The project entails the construction of a four-lane, median-divided roadway within a 120-foot right-of-way, and includes the construction of a sidewalk on one side of the road and a shared use path on the other side.	Support in LRTP if ROW is reduced to limit the road to four lanes with full bike ped access on both sides of the road.
11	VA 659 Belmont Ridge Rd	VA 659 Belmont Ridge Road, Reconstruct. Construct or widen to a four-lane, divided road on a six-lane RW.	Do not support in LRTP
12	Crosstrail Blvd	Segment C. This project provides for the planning, design, right-of-way acquisition, and the construction of a four-lane median divided road as a Major Collector between Sycolin Road and the Dulles Greenway on a 120 ft. wide right- of- way. The project also includes shared use paths on both sides of Crosstrail Boulevard and a bridge over Sycolin Creek.	(Appears to be already in progress)
13	VA 3171 Northstar Blvd	This project provides for the planning, design, right-of-way acquisition and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared use path along the new travel lanes, modifications to an existing traffic signal and new traffic signals where warranted	Do not support in LRTP

14	Annapolis Way Extension	Construct approximately 0.28-mile segment of roadway between existing segments of Annapolis Way to create a connection between Route 1 and Route 123 (Gordon Blvd). #3753	Support in LRTP with lanes limited to 10 to 11 feet width
15	Horner Rd	Construct extension of Marina Way to connect with Horner Road at Route 123 to create a parallel facility to Route 1 and I-95 and create internal road network to enhance access to Woodbridge VRE station and Route 123 Commuter lot. Extension will be constructed as a four-lane Urban Boulevard.	Support in LRTP with lanes limited to 10 to 11 feet width
16	Dale City Pkwy Node New Through Blvd	Construct an approximately 0.5-mile new thorough boulevard between Minnieville Road and Elm Farm Road that will create a connection between Minnieville Road and the Prince William Parkway (Route 294).	Support in LRTP
17	Williamson Blvd	Construct a new 4-lane facility; alternate facility to Route 234, #2176	CSG requests more information on why the project cannot be built with two lanes rather than four if it is intended to promote non-auto travel.
18	Alexandria 4th Track	Constructs 6 miles of fourth track from Control Point AF in Alexandria to the RO interlocking near the south bank of the Potomac River in Arlington	Support in LRTP
19	Broad Run Expansion	This project includes expansion of the Broad Run Maintenance and Storage Facility (MSF) and Station to support expanded Manassas Line service.	Support in LRTP
20	Observation Drive	Design and construction of a 2.2 mile long roadway within a minimum 150-foot right-of-way. The project provides multimodal access including provisions for two stations of the proposed Corridor Cities Transitway and for the MD355 BRT that will operate in the median of Observation Drive.	We believe narrower ROW would be appropriate for a transit corridor using a max of 2 vehicle lanes in each direction and two dedicated lanes for BRT along with bike/ped facilities.

April 30, 2021

**RE: Comments for TPB's Visualize 2045 Update**

Dear National Capital Region Transportation Planning Board,

The Greater Washington Partnership is a civic alliance of the region's leading employers and entrepreneurs committed to making the Capital Region—from Baltimore to Richmond—one of the world's best places to live, work, and build a business. We look forward to continuing to partner with the National Capital Region Transportation Planning Board to advance shared priorities around equitable transit-oriented development, expansion of the regional trail network, bus and transit prioritization, and growth of the performance driven tolling network; solutions the Partnership advocated for in our [Blueprint for Regional Mobility](#).

The Partnership encourages the TPB to include regional rail run-through service in the update to the Visualize 2045 Long Range Transportation Plan and the Constrained Elements. This element of regional transportation planning is not included in the Visualize 2045 long range transportation plan, and recent activity both shows need and consensus that more integrated, seamless regional rail service is a priority for the region that should be included in this update. These activities include:

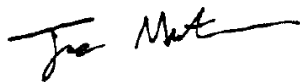
- [MARC Cornerstone Plan](#) includes exploration of run-through service;
- [TPB's Market Assessment and Technical Feasibility for VRE-MARC Run-Through Service in the National Capital Region](#), using a conservative ridership approach and existing service levels, showed 17,500 run-through trips would be taken by 2040;
- [Maryland General Assembly passage of the MARC Expansion Act](#) (HB1236 of 2020) which directs MARC to study and, if deemed appropriate, enter into agreements with VRE, Virginia, and CSX to run MARC trains into Northern Virginia, as well as connecting the Penn and Camden Lines in Baltimore and extending MARC trains to Delaware;
- [Strong Regional Support for Run-Through Operations in WUS DEIS Public Comment](#) (see appendix), with 15 business, rail, labor, and environmental organizations encouraging the Federal Railroad Administration to plan for run-through operations on all MARC and VRE as part of the EIS process; and
- [The Capital Region Rail Vision](#) was developed with the support of many public sector, private sector, advocates, labor unions, and environmentalists, and presents a clear strategy to grow regional rail ridership by 200 percent by 2045 and shift trips off congested roadways by allowing for seamless run-through train operations between MARC and VRE territory and greatly expanding service on all MARC and VRE corridors. Key goals for the effort include enhancing our region's economic competitiveness and collaboration, ensuring inclusive growth, and expanding access to moderate and affordable housing.

As we hope you can see, the level of support is broad and multi-jurisdiction. We also believe it is enduring and can deliver upon the Rail Vision's planned outcomes. Therefore, we encourage you to include expansion regional rail run-through plans in the Visualize 2045 update.



The Greater Washington Partnership would like to thank TPB Chair, the Honorable Charles Allen, MWCOG Deputy Executive Director Kanti Shrikanth, and the entire board for their leadership in advancing transportation priorities that can make the Washington metro and the Capital Region one of the best places to live, work, and build a business.

Sincerely,



Joe McAndrew  
Vice President, Transportation  
Greater Washington Partnership



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May 3, 2021

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

RE: Visualize 2045 2021 Public Comment

Dear Chairman Allen:

Climate change is a serious challenge facing our community and the Northern Virginia Transportation Alliance commends the Transportation Planning Board (TPB) for recognizing transportation's role in producing greenhouse gas (GHG) emissions and developing strategies to reach the region's stated GHG reduction goals by 2030 and beyond.

On-road transportation accounts for 34% of the DC area's GHG emissions, which is 2<sup>nd</sup> only to residential and commercial buildings at 50%. Passenger vehicles contribute about 72% of on-road emissions and 84% of the region's vehicle miles traveled (VMT).

However, as we work together as a region to tackle this important challenge, the Alliance urges DC area elected officials to trust your local transportation planning experts, focus on meaningful changes that produce real benefits, and avoid "quick fixes" that do little to address this important issue.

For example, removing the limited, strategic roadway improvements currently in Visualize 2045 will do little to reduce GHG or VMT. That is because VMT alone is a poor metric for evaluating GHG emission reductions. In fact, VMT is more closely tied to population growth than roadway improvements. The most recent update of Visualize 2045 shows only an 8% increase in lane miles of roadway while VMT increases by 20% and population by 23%.

The reality is that strategic roadway improvements can reduce carbon emissions even though there is a slight increase in VMT. In the 2016 Multi-Sector Work Group (MSWG) study evaluating different emissions reduction strategies, improving roadway operational efficiency provided greater GHG reduction benefits than reducing transit fares, travel times, and headways combined. However, if you only looked at VMT you would conclude the exact opposite.

In fact, failing to make these important improvements could have the reverse impact of increasing congestion and associated emissions, especially if no action is taken to significantly increase dense, mix-use development in regional activity centers served by high-capacity transit.

Despite the current focus on VMT and transportation projects, a March TPB memo on this issue concluded, "Construction and implementation of new highway and transit projects has a lower potential to significantly impact VMT and GHG emissions." In fact, the 2017 Long Range Plan Task Force (LRPTF) study showed that the Regional Express Lanes Network (Initiative 1) and expanded commuter rail service (Initiative 5) including a new Long Bridge and improved service – i.e. Transforming Rail in Virginia – produced the same level of carbon emission reductions, less than 1%.

In contrast, current fuel efficiency standards already on the books will reduce on-road emissions by 53% in 2040 compared to the 2005 business as usual scenario. And every gain in fuel efficiency, electrification, and clean energy production reduces the perceived benefit of VMT reductions.

Rather than fighting over important multimodal projects that all have some level of carbon reduction benefits and are all needed to serve the anticipated 1.3 million new people in the DC area by 2045, we instead need to focus on the priorities that will have the biggest impact for our community.

And unlike a simple vote, strikethrough on a planning document, and eye-catching graphic proclaiming progress, major emissions reductions measures will require tremendous leadership. That means convincing constituents to accept more density and development in their neighborhoods, allowing more renewable energy facilities everywhere including undeveloped land, increasing telework and other TDM strategies that could reduce transit ridership, and requiring people to pay more for the privilege of using an automobile through tolls, higher gas/VMT taxes, and purchasing more expensive fuel-efficient vehicles.

The TPB's most recent analysis shows the carbon reduction benefits of these initiatives are far greater than the reduced emissions from individual transportation improvements. And they are all necessary if we are serious about reaching the regional GHG reduction goals adopted last year. They are also vastly more difficult to achieve and will require significant regional collaboration above and beyond anything our region has seen before.

Therefore, the Alliance urges the TPB to trust the numerous studies conducted by its own staff over the last decade showing the carbon reduction benefits of strategic roadway improvements and operational efficiencies. Furthermore, we hope that TPB members will listen to the transportation planners and experts of your own local Departments of Transportation who know these multimodal improvements benefit the community far beyond emissions reductions and are needed to accommodate growth, improve our quality of life, grow our economy, and increase equitable access to opportunity. Taking these projects out of the region's long-range plan with the stated goal of reducing VMT is short-sighted, misleading, ineffective, and harmful to the long-term goals of reducing GHG emissions and improving our region's transportation system.

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

Sincerely,

A handwritten signature in black ink that reads "Jason Stanford". The signature is written in a cursive, flowing style.

Jason Stanford  
President



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May 3, 2021

Charles Allen, Chair  
National Capital Region Transportation Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street NE, Suite 300  
Washington, D.C. 20002-4239

**VIA EMAIL**

**RE: Visualize 2045 2021 Public Comment**

Dear Mr. Allen:

The Southern Environmental Law Center (SELC) provides the following comments on the proposed air quality conformity project list for the Visualize 2045 update. SELC is a non-partisan, non-profit organization that works throughout Virginia to advance transportation and land use decisions that protect our environment and our health while promoting more equitable and resilient communities.

We have been encouraged by some recent actions of the Metropolitan Washington Council of Governments (COG) and the Transportation Planning Board (TPB) that demonstrate an increasing recognition of the urgency of reducing greenhouse gas emissions—and from the region's transportation sector, in particular. These actions include the COG's adoption last fall of a goal to reduce regional greenhouse gas emissions 50 percent below baseline levels by 2030. They also include the resolution the TPB adopted by a resounding margin this past December requiring member agencies to prioritize investments that, among other benefits, reduce greenhouse gas emissions and achieve COG's land use and equity goals, and recognizing the need for a reduction in vehicle miles traveled and associated emissions in Visualize 2045.

However, when we review the list of projects proposed for inclusion in the air quality conformity analysis for Visualize 2045, we are concerned that it contains far too many proposals for destructive new highways and highway expansions that will spur sprawling development patterns, encourage more driving, destroy carbon sinks, and thereby undermine efforts to reduce greenhouse gas emissions. Although there are a number of important transit projects included on the list that will help reduce emissions and expand travel options for communities that are underserved by current transportation systems, the total amount of funding proposed for transit expansion projects (\$24 billion) is dwarfed by the amount proposed for highway expansion projects (\$40 billion). In short, based on the set of projects proposed for inclusion in the conformity analysis, the update to Visualize 2045 seems likely to do far too little to reduce single-occupancy driving, expand access to new transportation options, and address greenhouse gas pollution from the transportation sector relative to what is needed to achieve the region's climate emissions reduction goals.



Below we highlight some key projects of concern as well as notable projects we support, and we flag a project that we strongly believe needs to be included in some form in the conformity project list and in the final list of fiscally constrained projects for Visualize 2045.

### **Key Projects of Concern:**

**Route 15 Widening between Battlefield Parkway and Montresor Road** (CE3738; 881; VP4G): We have serious concerns with the proposal to widen a segment of this National Scenic Byway because it would result in attracting more traffic—especially regional trips—to the corridor. Once one portion of the road is widened to four lanes, the new bottlenecks it generates upstream will generate pressure to widen the next segment. This forces the county and the state into a wasteful and repetitive cycle of successive and expensive widening projects that simply shift the location of congestion while destroying the historic character of the corridor. To avoid this costly and damaging outcome while addressing legitimate transportation needs, we urge you to remove this proposal from further consideration and replace it with an approach that manages traffic flow on Route 15 with traffic-calming improvements and roundabouts.

**Manassas Battlefield Bypass** (CE3061; 433; FED3a): SELC has long opposed this project and supported alternatives because it would promote construction of the proposed Outer Beltway and inflict serious damage on the Manassas National Battlefield Park. We support closing to through-traffic the portions of Route 29 and Route 234 that cross the Battlefield, but this destructive proposal is not the solution.

**Northstar Boulevard between Tall Cedars Parkway and Braddock Road** (CE3737; 2495; VP12S): We are concerned that widening this existing stretch of Northstar Boulevard will increase pressure to construct a major limited-access highway along this corridor. We understand the need to address transportation challenges in the vicinity of Arcola, but any widening of this existing segment should be designed with a low design speed and traffic-calming features to ensure it serves a local collector purpose.

**VA 28 Manassas Bypass** (CE1865; 995; VP6O): We are still in the process of learning more about this proposal as Prince William County proceeds with the design process, but even at this early point it is clear that the project raises major water quality and environmental justice concerns, would damage parkland and historic resources, and is likely to encourage more single-occupancy driving. Options to improve the existing Route 28 corridor should be prioritized over building a new highway through this sensitive area.

### **Key Projects We Support:**

**Long Bridge Railroad Crossing:** Constructing an additional Long Bridge railroad crossing with two-tracks and pedestrian/bicycle access would alleviate a critical bottleneck for all commuter, passenger, and freight rail services crossing the Potomac River into Washington, D.C. This would enable significant expansion of these services in the near future, with significant benefits to the public and the environment.

**Metro Silver Line - Phase 2** (CE1981): Connecting Dulles Airport to the region's light rail line will provide a vital link in the region's multimodal system, help reduce congestion and increase safety, and provide a reliable transit alternative for reaching jobs along a growing tech corridor.

**VRE—3rd and 4th track projects to reduce headways along the Manassas and Fredericksburg Lines** (CE2832, CE2420): Improving these VRE lines would provide much-needed additional travel options and capacity for commuters along highly-congested highway corridors.

**West End Transitway—Van Dorn St Metro to Pentagon Metro and to Landmark** (CE2930): Centering on a BRT system that will enhance connectivity between major transit facilities (Van Dorn Metro Station, Mark Center Transit Center, Shirlington Transit Center, and the Pentagon Transit Center), as well as several neighborhoods along the corridor, this project will provide many transportation and land use benefits. It will also improve sidewalks, bikeways, landscaping, and traffic operations along many parts of the Van Dorn to Beauregard corridor.

**Projects Missing from List:**

**Transit across American Legion Bridge:** Finally, we want to emphasize the importance of including an expansion of transit service across the American Legion Bridge (Bridge) as part of Visualize 2045. Although there are several projects on the list that relate to adding High Occupancy/Toll (HOT) lanes to the I-495 Beltway and expanding the Bridge, it is not clear that funding and implementing transit service across the Bridge is included as part of any of them, and it does not appear to be included as a stand-alone transit project either. Expanding transit across the bridge is crucial to helping to counter the potential of these HOT lane proposals to increase vehicle miles traveled and greenhouse gas emissions, and to beginning to address some of the equity concerns they raise regarding access to the HOT lanes. Virginia and Maryland have finalized a joint study of potential route and service improvements for transit service across the Bridge. Different components of the identified transit service should be included in the air quality conformity analysis, and the final update to Visualize 2045 should include specific projects and the funding for implementation.

In closing, thank you for the positive steps taken in recent months to recognize the imperative of significantly reducing greenhouse gas emissions from the region's transportation network. This update to Visualize 2045 is where those stated values and goals must now get translated to identifiable projects and plans. The current set of proposals under consideration has some transformative pieces, but too many projects are vestiges of an outdated approach to transportation that is driving us deeper into the climate crisis. Please take the bold steps needed to ensure this plan will put us on the path to achieving the region's emissions reduction goals.

Sincerely,



Morgan Butler  
Senior Attorney



**WABA**  
WASHINGTON AREA  
BICYCLIST ASSOCIATION

National Capital Region Transportation Planning Board  
777 North Capitol Street NE, Suite 300  
Washington, DC 20002-4239

May 3, 2021

Re: Visualize 2045 2021 Public Comment

Dear Transportation Planning Board Chair Allen,

With the urgency of the climate crisis, we urge the TPB to draft a transportation plan that commits to meeting the goals outlined in the regional climate & energy action plan.

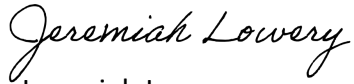
We call on TPB to fix the draft plan to address regional climate, equity and livability goals via one of two routes:

- 1) Model in the conformity process a climate-friendly plan in addition to modeling the business-as-usual project list. A climate-friendly plan would include travel demand management and land use strategies (including the regional housing targets), enhanced transit, pedestrian and bicycle improvements, and removal of many highway and arterial expansion projects, OR
- 2) Fix the current draft plan now, deleting the road widening projects that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

Public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also show that the region's residents want to walk and bike more, drive less, and support transit. Repeating \$40 billion in highway and road widening projects from the last plan would be a wasteful public investment given changes in travel patterns accelerated by the pandemic.

We cannot afford to wait another four years to take swift action on climate.

Sincerely,

A handwritten signature in black ink that reads "Jeremiah Lowery". The script is fluid and cursive, with the first letter of each word being capitalized and larger than the others.

Jeremiah Lowery

Advocacy Director

Washington Area Bicyclist Association

Dear Chair Allen:

TPB's Director, Kanti Srikanth, said at the March board meeting that the draft list of projects will not achieve the region's adopted climate targets.

TPB's Visualize 2045 project list and planning assumptions do not commit to the transportation strategies in the climate plan, even though transportation is the largest source of greenhouse gas emissions in the region (42%).

The time to act is Now. Not two years from now, not four years from now. What are we waiting for? Who do we think will step forward and save us?

We're doing the same old same old by expanding highways and ignoring the fact that this will bring more cars onto the road, increase VMT, enable people to live farther away and have them commute farther for their various trips.

TPB is composed of leaders throughout our region. The climate crisis is here already, and we are the generation that makes the decisions that will affect the next generation. Can we please take this responsibility seriously? If the TPB cannot muster the leadership to radically demand that we put our emphasis on transit and forget about accommodating single occupancy vehicles, then we will truly meet face to face with the climate emergency this decade and then there will be no way to turn it back.

Don't tell me about toll roads (works well for the wealthy), don't tell me about EVs (works well for the wealthy), don't tell me that transit can use the toll lanes for free (this is not a transit "network" and please don't try to sell it as one!). So the 270/495 multi billion dollar highway expansion project is more business as usual, taking us down the road to 2050, doing all the stuff that got us into the climate crisis in the first place. And again, (doing "business as usual") we completely bypass any concerns about Equity.

Wake up! There's nothing new here.

Tina Slater  
Silver Spring MD 20910-5515  
301-585-5038

April 30, 2021

## Metropolitan Washington Council of Governments Transportation Plan

Today presents a unique time in our history and an opportunity to break with trends of the last 70 years – and do something for people rather than cars. There has always been congestion – and the answer has always been – build more roads, add lanes. Where has that gotten us? Just more congestion. To end this cycle, we **MUST** change our building habits so that we're building for people, not cars. That means providing more options for movement, building more compact communities where multiple means of transportation make more sense and it means using our public right-of-way for much more than just autos. This means road diets, not more lanes. Keeping a level of congestion helps get people out of cars and saves billions of dollars wasted on wider roads.

Again, this is a unique time in our history. We've stopped commuting for a year and look how much more pleasant our lives have become. Look around, we don't really need all those lanes for cars if we change people's habits. In Washington, the streets are being used for other purposes like bikes, scooters, cafés and the city is much more pleasant and less polluted. I know so many more people would bike if there were more protected bike lanes.

Adding lanes to relieve congestion only encourages more people to drive which will again create more congestion. I've watched this for the past 50 year. Luckily in Washington, there are no places to add more lanes and there are no more places to park cars. So, stop sending more cars into our city. Let people telework, let them work different hours, and keep them from building in areas where the only way to go anywhere is by car. That time has passed.

So, I do not approve what is being planned – this is way too car centric. I grew up on Capitol Hill – and walked everywhere or rode my bike. We moved to McLean when I was 10 for my “freedom” – and I became my mother's prisoner – she had to drive me everywhere. What a waste of two lives. Options for older and younger people who can't drive are critical. Car sharing is fine – but not necessary to do the simple things in life. We have to change our habits. And one big way is with your plan – but not the plan you've outlined. Get those wider roads out of the plan – add more transit, bus, bike, scooter lanes. And create better places for pedestrians.

After living around the world, I now live back in Washington and couldn't be happier. I walk or bike to work and use public transportation. In fact, everywhere I've lived I've been able to ride my bike to work. Everyone deserves to have a chance to live as I do – without traffic and headaches.

You can do a much better job –

Thank you.

Bill Gallagher

April 30, 2021

Mr. Charles Allen, Chair  
National Capital Region Transportation Planning Board  
MWCOG

Dear Chair Allen:

Please accept this comment on **Visualize 2045** ("2045 Plan"), the Board's proposed constrained long-range transportation plan.

Last November 2020, after numerous meetings, technical discussions, research, and outreach to stakeholders, MWCOG prepared a *Climate and Energy Action Plan* ("Climate Plan"). It was a thorough examination of various climate-related trends, greenhouse gas ("GHG") emissions, different action scenarios, and equity implications. Guided in part by the visionary *Region Forward* perspectives, and acting with the urgency demanded, given the unsettling climate future we will face absent serious changes to "business as usual," the Climate Plan developed new GHG goals and a set of regional, collaborative actions for achieving them.

The goals of the Climate Plan included a 50% reduction in GHG emissions below 2005 levels, by 2030, significant progress toward regional climate resiliency in that same timeframe, and the recognition that equity principles not only demanded action but would need to attend all the solutions. In December 2020, the TPB voted to require that its member governments and agencies prioritize transportation investments on projects, programs and policies to reduce GHG emissions, and prioritize the means for achieving COG's land use and equity goals. So far, so good.

Unfortunately, however, while more than 40 percent of the greater Washington region's GHG emissions come from transportation sources (much higher, in fact, than the nation's almost 30 percent), the Climate Plan's major set of actions is counting heavily on just three components for most of its progress: clean energy supply, zero energy buildings, and zero emission vehicles. Recent studies emphasize, however, that it is highly unlikely that the nation (or in our case, the region) can achieve the turnover of its vehicle fleet necessary to achieve the level of electrification for reducing GHG's by the amount needed from this source by 2030. Driving must also be reduced – not by the 2045 Plan's three percent, but by almost an order of magnitude more. Second, the Climate Plan accords mode shift and travel behavior a very thin slice of the plan, carbon sequestration an even smaller proportion, and nothing at all is noted concerning a

change in the region's sprawling development patterns over the next ten years – the latter of which relates directly to travel patterns, reduced driving, and the future ability of the land to sequester carbon.

Unfortunately, the TPB's 2045 Plan reinforces these limits of the Climate Plan, ignoring its own December 2020 mandate. It is essentially a replay of the previous long-range transportation plan and set of transportation projects, which was prepared what seems like eons ago (in 2018) -- before our travel and work experiences during the pandemic demonstrated the utility and efficiency of an alternative, flexible working environment, and before COG studied and reported on the consequences of the potential failure of the region's, the nation's, and the world's attempts to reduce GHGs in a timely manner. Indeed, the 2045 Plan will be unable to achieve the described objectives even of the extraordinarily modest mode-shift/travel behavior rubric contained in the Climate Plan. The questions the 2045 Plan suggests should be asked concerning proposed projects' promotion of alternative, non-automobile modes, relationship to equity, and the *Region Forward's* vision of interconnected Activity Centers, for example, are clear, while some of the answers one obtains from the 2045 Plan (that specific highway expansions can serve such purposes) verge on the nonsensical.

Telework and commuting data used to develop the 2045 transportation plan came from 2014, two U.S. Presidents ago, while recent data that could better inform this plan seems unavailable to do so – although it will be by the time this Plan is finalized. Like the last plan, 2045 proposes that the region continue to spend far more to build and expand new roads and highways than build and expand transit systems. As we know from past experience and extensive academic study, this would not only accommodate but induce ever more vehicular traffic.

In the meantime, while several previously committed transit projects would proceed or be completed, there is nothing in the 2045 Plan proposing new transit starts, links, or systems. While highways are to be widened, as usual (e.g., MD Route 4 into Southern Maryland), long-contemplated transit connections along similar corridors (Route 4 or MD Route 5) are ignored or eschewed. (Indeed, Maryland's complement to a widening of US 301, studied at length more than 20 years ago, was to be just such a system. These evidently have disappeared in favor of the ineffective approaches the states and the Board continue to promote.)

The customary excuse to contemplating and promoting effective, coordinated, walkable land use with new transportation (i.e. transit, pedestrian, bicycle, and personal electric modes of) infrastructure – that the TPB has no authority over land use – underlies such



failings. The TPB has federally mandated transportation planning authority, which it could use toward such ends, and MWCOG has a broad and meaningful bully pulpit which it could bring to bear. Unfortunately, without significant changes along the lines noted above, the result of the 2045 Plan will be more vehicular traffic producing more GHGs (at least in the ten year short-term), more loss of carbon-absorbing open and forested land, and fewer solutions to the transportation sector's malign influence on climate change in our region.

Thank you for the opportunity to comment on *Visualize 2045*.

Sincerely,

Lee R. Epstein  
Silver Spring, Maryland



**PUBLIC COMMENTS RECEIVED: APRIL 2 - May 3, 2021 on the technical inputs to the Air Quality Conformity Analysis of Visualize 2045 and Transportation Improvement Program.**

<b>TOTAL COUNT</b>	<b>206</b>
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**COMMENTS FROM THE GENERAL PUBLIC**

We must fight climate change. Transportation is the largest source of climate pollution in the region (42%), and you have the power to support projects and plans that reduce emissions and oppose those that do not.

Therefore, I urge you to act now to fix the draft list of projects submitted to the Transportation Planning Board (TPB) for the Visualize2045 update to the regional long range transportation plan.

The draft list is almost identical to that of the previous (2018) plan, which was shown to fall far short of meeting the region’s adopted greenhouse gas reduction targets. Just last month, the TPB director, Kanti Srikanth, admitted that the currently proposed list of projects would not achieve those targets either.

It is inexcusable for this region to propose a transportation plan that fails to implement the COG climate plan and do our part to reduce emissions.

I ask you and each jurisdiction’s representative at the TPB to fight for these options:

1) Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, ideally adopting the climate-friendly plan in the coming year

2) Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities.

A smart growth/climate-friendly network would focus on increasing accessibility to jobs, housing, and services in the region in ways that make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, and transit. These strategies are already being successfully implemented in some parts of our region, and they provide many benefits (equity, safety, health, livability, economic) in addition to significantly reducing GHG emissions.

Please be a leader in fighting climate change via all means, including transportation plans that offer major reductions in emissions.

Thank you for your consideration. Sent by 118 people.

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Elizabeth Ende, Mc Lean, VA  
Molly Hauck, Kensington MD

Patricia Tice, Rockville, MD  
Robin Galbraith, Bethesda, MD  
Johanna Wermers, Rockville, MD  
Katherine Paterson, Bethesda, MD  
Donna Sawyer, Silver Spring, MD  
Carol Amburgey, Rockville, MD  
Terrie Barr, Potomac, MD  
Arlene Montemarano, Silver Spring, MD  
Karen Onthank, Silver Spring, MD  
Carolyn Williams, Bethesda, MD  
Bruce Tinker, Alexandria, VA  
Nanci Wilkinson, Bethesda, MD  
Nancy Wallace, Bethesda, MD  
Evelyn Jacob, Potomac, MD  
Molly Hauck, Kensington, MD  
Walter Weiss, Bethesda, MD  
Marsha White, Fairfax Station, VA  
Mia French, Oakton, VA  
Elizabeth Zolper, Vienna, VA  
Chris French, Oakton VA  
John Cartmill, Herndon, VA  
Rebecca Spring, Washington DC  
Brian Lutenegger, Washington DC  
Jennifer Cook, Silver Spring, MD  
Ankit Jain, Vienna, VA  
Natalie Rosser, Silver Spring, MD  
Sirina Suckal, Savage, MD  
Linda Hertz, Reston VA  
Allen Munchink, Manassas, VA  
Jay Rosin, Clarksburg, MD  
Cheryl Cort, Washington DC  
Madeline Amalphy, Gaithersburg, MD  
Peter Harnik, Arlington, VA  
Andrew Kalukin, Arlington, VA  
Zachary Weinstein, Silver Spring, MD  
Daniel Marcin, Silver Spring, MD  
Douglas Sedon, Jefferson, MD

Richard Tortorella, Centreville, VA  
David Maclean, Springfield, VA  
Donna Sawyer, Silver Spring, MD  
Amanda Hungerford, Takoma Park, MD  
Dr. Laurie Ryan, Silver Spring, MD  
Rachael Neill, Baltimore, MD  
Joseph Reinhard, Silver Spring, MD  
Allen Irvin, Alexandria, VA  
William Maynard, Bowie, MD  
Shawn Wozniak, Alexandria, VA  
Steve Warner, Silver Spring, MD  
Thomas Zeller, Greenbelt, MD  
Charlotte Nugent, Washington DC  
Cynthia Howell, Sterling VA  
Steve Ashurst, Burtonsville, MD  
Molly Hauck, Kensington MD  
Sister Denise Curry, Philadelphia, PA  
Garret Hennigan, Washington DC  
Steven Vogel, Falls Church, VA  
Gavin Baker, Washington DC  
David Seldin, Laurel, MD  
Hannah Follweiler, MD  
Gerry Baill, Silver Spring, MD  
Elizabeth Barbehenn, Bowie, MD  
Jennifer Brown, Springfield, VA  
Christopher Farrell, Wheaton, MD  
Tim Hampton, Washington DC  
James Reid, Reston, VA  
Tom Hoffman, Pearisburg, VA  
John Fay, Wheaton, MD  
Laurence Fogelson, Baltimore, MD  
Paulette Hammond, Baltimore, MD  
Connie Dresser, Gaithersburg, MD  
Debra Butler, Mc Lean, VA  
Marco Sanchez, Arlington VA  
Stu Simon, Chevy Chase, MD  
Deborah Backman, Washington DC  
James Mather, Lorton, VA  
Charles Coleman, Alexandria, VA  
Bernard Holloway, Mitchelville, MD  
Dr. Jean Westler, Silver Spring, MD  
Rhys Tucker, Washington DC  
Dan Leggett, Clarksburg, MD  
Donald Cuming, Bethesda, MD

MiYoung Park, North Bethesda, MD  
Mr. Donald Paine, Washington DC  
Michael Whelan, Washington DC  
Clara Irazabal, College Park, MD  
Ana Karimi, Washington DC  
Nanci Wilkinson, Bethesda, MD  
Kristina Borrer, Silver Spring, MD  
Paul Bickmore, Reston, VA  
Anita Morrison, Silver Spring, MD  
Brent Showalter, Columbia, MD  
Melissa Bondi, Arlington, VA  
Andrea Cimino, Kesington, MD  
Steven Thai, Chantilly, VA  
Ted Sheils, Crownsville, MD  
Katherine White, Rockville, MD  
Kripa Patwardhan, Herndon, VA  
Steven Segerlin, Washington DC  
Eyal Li, MD  
Dieter Brill, Hyattsville, MD  
Barry Greenhill, Reston, VA  
Niels Pemberton, Reston, VA  
James Fremont, Silver Spring, MD  
Jose de Arteaga, Washington DC  
Tina Schneider, Takoma Park, MD  
Mary Ann Maikish, New York, NY  
Professor Don Bronkema, Washington DC  
Charlotte Cook, Silver Spring, MD  
Jane Lyons, Silver Spring, MD  
Lois Lommel, North Chesterfield, VA  
Alayna Smith, Bethesda, MD  
Stephen Hudson, Washington DC  
Sarah Meadsday-ralls, Hagerstown, MD  
Bill Gallagher, Washington DC  
Barry Greenhill, Reston VA  
Krishna Patnam  
Nikia Popow, Bethesda MD

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The project list under consideration at this stage of the Visualize 2045 process, in the aggregate, is a disappointing failure. Implemented as planned, the region would fall dramatically short of its goals for air quality improvements, for addressing the climate crisis, and for improving the quality of life of the region's residents.

Widening roads, if \*successful\* in reducing congestion, simply lead to induced demand and sprawl, and to higher traffic speeds leading to more deaths for all road users. More likely, many of these projects would have no long-term impact on congestion, and simply be a waste of resources that could have been invested in transportation systems that actually work.

New bridges that are on the project list lack dedicated space for cyclists and transit, designs that will be regretted and even cursed for decades to come.

The analysis assumptions include relying on 2014 telecommuting data. Given our collective experience during the pandemic, this is ludicrous. The assumptions also ignore the member jurisdictions' plans for housing growth closer to job centers.

Many of the highway plans were approved before this year, they are not new additions – but they should be re-evaluated, and in many cases either cancelled or radically re-structured. The current plan should not be approved as is just because of inertia. Adding new lanes to suburban streets is particularly insane, given how much effort needs to go into road \*diets\* instead. Instead of adding new lanes, Marland BRT plans should incorporate dedicated transit lanes for every portion of their route, removing travel lanes for single-occupancy vehicles wherever necessary. Egregious road-widening examples in Maryland include Buckeystown Pike, Annapolis Road, Georgia Ave, and Montrose Parkway. During the review of such projects, no matter what funding has already been approved and what designs have already been completed, regional bodies should pressure local authorities to stop them in their tracks. They are not just unnecessary, but dangerous and counter-productive.

Sincerely,  
Shalom Flank, Ph.D.

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Dear Chair Charles Allen,

About: draft Regional Transportation plan:

To make plan climate-friendly you would need to:

- Model a smart growth/climate friendly plan.
- Delete projects that increase emissions.
- Add more transit and local street projects that create more walkable, transit-oriented communities.

Carl Shoolman

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This plan does not pursue the region's goal of reducing climate emissions, shamefully reverting to the status quo of driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. The Council of Governments adopted a climate plan in 2020, and the TPB should reflect those goal by focusing on public transit and active transportation, not spending billions to build and widen roadways serving single-occupancy vehicles.

Alexander Goyette, Alexandria, VA

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This document does nowhere near the amount of emissions reduction that we need as a region. Sick of the laziness, the cowardice, the complacency. Get it together and reduce VMT with real transit investments. The fact that there are \*any\* road widenings in this document exposes this process as a farce and the planners as fraudsters.

Karthik Balasubramanian, Washington, DC

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It is wrong for COG to adopt a regional climate action plan and then turn around and draft a transportation plan that does not implement the climate plan. In the plan TPB should delete unnecessary road projects that will increase emissions and add in more local street and transit projects that create more walkable, transit-oriented communities. TPB must start reshaping our thinking about this with actions. Further, the region's transportation patterns have been changed by the pandemic and TPB should not assume that we will go back to business as usual now and in the future.

Donna Gold, Alexandria, VA

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As a Gaithersburg resident who is extremely concerned about the climate crisis, I strongly urge the TPB to: Model a smart growth/climate-friendly plan in addition to their business-as-usual plan, adopting the climate-friendly plan in the coming year. Fix the current draft plan now, deleting the road projects that will increase emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. A smart growth/climate-friendly network must increase accessibility to jobs, housing, and services to make our region more equitable, livable, and sustainable. This means reducing the need to drive by creating walkable, mixed-use, transit-oriented communities and addressing the east-west jobs divide, affordable housing, and investments in walking, biking, transit, and renewable energy. Unlike in the 2018 plan, our region must implement these strategies to meet or exceed its adopted greenhouse gas reduction targets of 60% by 2030.

Madeline Amalphy – Gaithersburg, MD

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This plan is very concerning. We are at a critical juncture when we must be supporting projects that REDUCE vehicle miles traveled and decrease greenhouse emissions. Instead, this plan proposes many sprawl-inducing routes that would accomplish exactly the opposite, including the widening of Route 15, a Manassas Battlefield Bypass, US-29, VA-28 and VA-123. It's abundantly obvious, that new and wider roads and highways fill up several years after they are built. The plan is a blueprint to pave the paradise that makes Virginia so special. This plan takes us in the wrong direction on the urgent issue of climate. Our focus must be on investments that REDUCE vehicle miles traveled such as projects that make commuting more accessible as well as investments in bike lanes and walking trails. I urge you to reexamine this plan with an eye towards doing what is right for future generations. -

Rachel Hammes - Vienna VA

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Please prioritize the transit projects listed in the TRB Projects Proposed for Inclusion in the Air Quality Conformity Analysis of the Constrained Element of Visualize 2045. I believe that creating enhanced transit options can improve air quality compared to adding travel lanes on highways. For me, the most important of the transit projects is 24. Additional Long Bridge railroad crossing with two-tracks and pedestrian/bike access. Completion of new RR tracks and bike/ped access will overcome current regional freight gridlock, increase regional passenger train services, and provide a much-needed new bike-ped connection between Northern Virginia and DC. 13. The Crystal City Transitway BRT is also a key connector for our area. These projects will create easier, cleaner, more convenient commuting than driving SOVs! BTW – please also prioritize completing the Capital Trail Network, even though it's not part of this group of projects. Thank you.

Pamela Van Hine – Arlington ,VA

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See attached.

Tina Slater - Silver Spring, MD

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The Managed Lanes Project is moving to the predevelopment phase before a Environmental Impact Statement is completed. The additional lanes will increase traffic, resulting in more greenhouse gas emissions released into the atmosphere ,exasperating climate change. An environmental review completed after solicitation of a private company is useless. Traffic is already reduced with the implemented of the telework policy due to the pandemic. Telework will likely continue after people are immunized at least part time. The need for highway expansion at least needs to be reevaluated in a few months after workers return to their



work site.

-Gail Landy - Gaithersburg, MD

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Transportation is the region's largest source of greenhouse gas emissions (not to mention a significant source of particulate pollutants), but this update to Visualize 2045 perpetuates the expansion of vehicle traffic. Instead it should work to decrease vehicle miles traveled and put more emphasis on transportation options other than single occupancy vehicles. It is unacceptable for the regional Council of Governments to adopt a regional climate action plan and then the regional TPB to draft a transportation plan that does not follow the climate plan. The TPB also needs to anticipate higher teleworking rates and less need for expensive, massive road expansions - rather than modeling its plan based on 2014 telework patterns. A more climate-friendly plan would remove road projects that will increase driving and emissions and add in local street and transit projects that create more walkable, bikeable, and transit-oriented communities that support regional climate/housing goals.

-Steve Banashek - Alexandria, VA

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See Attached.

Lee Epstein - Silver Spring, MD

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Expanding roadways through conservation areas or farmland. Thirty-three years ago I moved to Virginia (from California). I thought then, and, still do now, that Fauquier County is one of the most beautiful places in the US. Having lived in Southern California where every scrap of dirt is built upon, or, a highway put through areas that were previously vineyards or orchards, I have seen first-hand what unbridled development can do to an area's beauty. It's not pretty, in fact it's pretty ugly. Farmland lost is farmland lost forever; the same goes for green spaces. Please consider NOT paving over large areas of green spaces just to allow more commuters to be able to drive faster to their locations. Please consider NOT allowing urban sprawl in our beautiful county. Please consider alternative transportation means that do not include destroying the natural beauty of our area and that will adversely impact the wildlife, too. Please consider carefully and do not be influenced by BIG DEVELOPERS. Thank you.

Lauren Mora- Rectortown, VA

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See Attached.

Bill Gallagher

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This plan is in conflict of our need to deal with Climate Change. We do need to deal with the existing roads, bridges and other existing infrastructure.

Claude Bradshaw - Catharpin, VA

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I am very concerned about some of the contents of visualize 2045. I support the investment in transit, rail, trail, complete streets and maintenance for existing infrastructure...BUT, I believe widening of highways, roads, numerous arterial road changes etc , will only add to pollution and create more urban sprawl and development. This will negatively affect regional climate targets, not improve them. I grew up on Long Island, NY and I saw this type of development destroy a once beautiful and thriving environment now lost forever to pavement, asphalt and strip development. I have lived in Northern Virginia for over 35 years and have watch this type of infrastructure grow, fueled by greedy developers. Please consider restructuring this plan to reduce the strain on our climate and environment. Our basic survival depends on it.

Sue Attisani – Baltimore, MD

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You all must be aware of the principle of triple convergence. It is counterintuitive, but widening a road actually increases congestion, it doesn't solve it. The focus should be on improving and creating public transit, creating more walkable areas, and increasing bike lanes. Regional tolls for local roads to help offset carbon output, and decrease cut through of neighborhoods should put in place. Transportation is the greatest contributor to green house gases in our area. Improvement in this area is absolutely necessary.

Barbara Morrow - Alexandria VA

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Thank you for providing this form and for asking for comments. I am very much opposed to the environmentally destructive boondoggle of expanding I 270 and the Beltway. That is the wrong project at the wrong time. We are rushing towards a climate crisis, and we should be working at this moment to turn things towards a more sustainable way of life. Widening the area interstate highways, taking down trees, pouring concrete on green space, and facilitating the burning of fossil fuel, all to enable people with the means to drive faster on toll lanes, is the wrong project at the wrong time. Lets invest in public transit, in creating a grid of electric vehicle charging stations, in encouraging community gardens so we can eat

locally grown food. Let's change our metropolitan area into one that has a beneficial impact on the environment. If we do this now, our children and future generations will thank you. If we don't make bold changes now, we are robbing the future.

Rick Goodman - Silver Spring , MD

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See attached.  
Brian Ditzler

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i am disappointed that the draft document reflects old school thinking that has generated sprawl all over the country and this region. Build more highways, add more lanes , chew up cheaper land farther out and in a few years you just have more traffic jams. the plan doesn't at all take account of the country's urgent need to reduce carbon emissions or of the changes in commuting patterns as a result of the pandemic. Needs more investment in non-auto transportation means and less in roads!

Jessica Matthews - Marshall, VA

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New and wider highways and arterial roads fuel sprawl development, more driving, and more air pollution at a time when transportation is already our #1 source affecting climate change. Instead, we need more transit for our essential workers.

Leona Patrick -Gainesville, VA

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The plan for widening RT 15 is another patch for the currently overused Rt. 15. In a few years the road will again reach a new crisis level which will demand further piecemeal plans to allow more traffic to pass through Loudoun County. Instead of looking for ways to reduce traffic, this plan simply allows for spreading more traffic into more lanes. The current traffic flow has made for congestion and unbearable noise for the communities along this corridor. It is a speedway through existing neighborhoods and outlying homes. It will destroy existing open green spaces by encouraging new subdivisions, the consequent growth of nonessential businesses and continued destruction farming. It is another boon to developers and commuters with little thought for those of us who call Loudoun County home. Instead of imposing this plan that has little regard for climate or land use, find a long term solution that protects Loudoun County rather than destroying its pastoral heritage.

Karen Wallace - Leesburg, VA

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I strongly SUPPORT the the widening of Route 15 in Loudoun County north of Leesburg to the MD line and a Manassas area Battlefield Bypass. These projects are much needed to prevent wasted time and fuel losses from excessive traffic resulting from population increases that have been experienced and are projected to continue through 2045. I also strongly SUPPORT the inclusion of bicycle lanes along major commuter roads.

Gregory Prelewicz, Sterling, VA

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Do not widen this historic route. Expect reduction in auto travel due to remote work. Expect increase in electric vehicles.

Susan Planck, Purcellville, VA

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Hello. My name is Natalie Pien, a retired public school teacher living in Leesburg, Loudoun County, VA. I am an environmentalist and a climate activist. I am concerned that the 2018 IPCC report stated that there are only 10 years to make rapid reductions in greenhouse gas emissions to avoid the worst consequences of climate change. Regrettably, not enough has been done to reduce GHG emissions in the Metropolitan Washington Region.

Natalie Pien, Leesburg, VA

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In our region, transportation is a major source of emissions and we are an air quality non-attainment zone. Urban and suburban areas can promote transit over personal vehicles, while in rural areas transit is not as easy to implement. Transit takes vehicles off the road, reducing vehicle miles travelled as well as reducing air pollution. Regrettably, the long range planning and programs, Visualize 2045 proposes \$40 Billion in highway expansion compared to only \$24 B in Transit expansion. This allocation of funds is opposite to what is needed in order to meet the region's GHG reduction goals as articulated in the Metropolitan Washington 2030 Climate and Energy Action Plan, adopted in November 2020. Expanding highways will put more vehicles on the road that will emit more GHG pollution in contradiction to the adopted plan.

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Projects like land reductions/reconfigurations for bicycle lanes will get vehicles off the road, the vast majority of projects in Visualize 2045 are for road widening. Past experience throughout the nation has shown that road widening does not relieve congestion in the long term; it leads to more development, more pollution, and traffic congestion is a few short years.

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I am dismayed to note that #51 widening Route 15 in Loudoun County is included. This is not advisable. Other solutions have been proposed by residents and are better alternatives. I also see that an entirely new road is proposed, # 56, in Loudoun. New roads are not a good alternative, either. The goal for any and all projects in Visualize 2045 should be to reduce the time spent in cars by promoting walkable, bikeable communities built around transit centers.

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It is your responsibility to fund projects that reduce greenhouse gas emissions, not increase emissions. Projects included in Visualize 2045 fail to do this. Please reconsider Visualize 2045 in terms of regional greenhouse gas reduction, agreed upon goals.

Natalie Pien

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In reviewing the 2022 Update to the VISUALIZE 2045/CLRP(See Below), I noticed for "Project CE3180/VP1AG US1 Richmond Highway Widening between Lorton Road and Annapolis Way" the terminuses are being changed to Pohick Road and Occoquan River. Note: US1 between Pohick Road and Lorton Road is already six lanes.

**Can you explain this change?** In researching the project, it appears this project was added back into the CLRP in **2013**. Also, It also appears this project was conveniently removed from the CLRP 2011 to align with the I-95 Express Lanes Comprehensive Agreement for compensation events for additional lanes over the Occoquan River on U.S. Route One.

**I-95 Express Lanes Comprehensive Agreement: "Occoquan Bridge Improvements. The Occoquan Bridge Improvements will be treated as a Compensation Event unless the IRR Threshold has been reached as of the Commencement of Use of the Occoquan Bridge Improvements"**

"Occoquan Bridge Improvements means the addition of any **additional lanes on the bridge over the Occoquan River on U.S. Route One** in Virginia, the plans for which have not been included in the **CLRP or the SYIP as of November 30, 2011.**"

So, with this change, is VDOT not planning to add any additional vehicle capacity over the Occoquan for at least the next 20 years? or 65+ years? at the location of the biggest traffic bottleneck in the Commonwealth of Virginia by a large margin?

Based on this, could a **new VRE/Amtrak rail bridge over the Occoquan** or a **dedicated bus transit bridge with bike/ped over the Occoquan** be explicitly added to the CLRP as a replacement project in the 2030-2040 timeframe? There are a significant amount of highway projects in the 2030-2040 timeframe, but very few transit projects during this timeframe. **This does not seem to align with the guidance to prioritize future projects that reduce VMT/GHG emissions.** Hopefully, the Springfield to Quantico Enhanced Public Transportation Feasibility Study will help bring more transit projects to light in this corridor.

Mark Scheufler, Prince William County

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Please consider the following comment to the update to Visualize 2045:

In reviewing the 2022 Update to the VISUALIZE 2045/CLRP(See Below), I noticed for "Project CE3180/VP1AG US1 Richmond Highway Widening between Lorton Road and Annapolis Way" the terminuses are being changed to Pohick Road and Occoquan River. Note: US1 between Pohick Road and Lorton Road is already six lanes.

In researching the project, it appears this project was added back into the CLRP in 2013. Also, It also appears this project was conveniently removed from the CLRP 2011 to align with the I-95 Express Lanes Comprehensive Agreement for compensation events for additional lanes over the Occoquan River on U.S. Route One. I-95 Express Lanes Comprehensive Agreement: "Occoquan Bridge Improvements. The Occoquan Bridge Improvements will be treated as a Compensation Event unless the IRR Threshold has been reached as of the Commencement of Use of the Occoquan Bridge Improvements" "Occoquan Bridge Improvements means the addition of any additional lanes on the bridge over the Occoquan River on U.S. Route One in Virginia, the plans for which have not been included in the CLRP or the SYIP as of November 30, 2011."

So, with this change, is VDOT not planning to add any additional vehicle capacity over the Occoquan for at least the next 20 years at the location of the biggest traffic bottleneck in the Commonwealth of Virginia by a large margin?

If the intent is to remove this road segment expansion from the CLRP, please explicitly add a new VRE/Amtrak rail bridge over the Occoquan and/or a dedicated bus transit bridge with bike/ped over the Occoquan to the CLRP as a replacement project in the 2030-2040 timeframe.

There are a significant amount of highway projects in the 2030-2040 timeframe, but very few transit projects during this timeframe. This does not seem to align with the guidance to prioritize future projects that reduce VMT/GHG emissions.

Mark Scheufler, Prince William County

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See Attached.

Nancy Abeles, Bethesda, MD

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The Visualize 2045 plan supposedly encourages a reduction in vehicle miles traveled but the proposed list of projects include several sprawl inducing routes that would do just the opposite, such as widening Route 15 in Loudoun as well as a Manassas Battlefield bypass. Concentrating future growth in areas with access to the metro would reduce vehicle miles traveled and help reduce greenhouse emissions. Thank you for your consideration.

Katherine Mcleod, Marshall, VA

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With the urgency of the climate crisis, it is unacceptable for TPB to draft a transportation plan that fails to commit to the regional climate plan or that postpones this to the next plan update. The projects and other conformity inputs need to be consistent with TPB's own directive that: "...the TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG's land use and equity goals..." and that meeting greenhouse gas emissions targets "...will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045." Public input for Visualize 2045 showed that 84% of the region's residents agree that "elected officials need to consider the impacts of climate change when planning transportation in the future." The survey results also showed that the region's residents want to walk and bike more, drive less, and support transit.

Wyatt Gordon, Richmond, VA

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The plan for widening RT 15 is another patch for the currently overused Rt. 15. In a few years the road will again reach a new crisis level which will demand further piecemeal plans to allow more traffic to pass through Loudoun County. Instead of looking for ways to reduce traffic, this plan simply allows for spreading more traffic into more lanes. The current traffic flow has made for congestion and unbearable noise for the communities along this corridor. It is a speedway through existing neighborhoods and outlying homes. It will destroy existing open green spaces by encouraging new subdivisions, the consequent growth of nonessential businesses and continued destruction farming. It is another boon to developers and commuters with little thought for those of us who call Loudoun County home. Instead of imposing this plan that has little regard for climate or land use, find a long term solution that protects Loudoun County rather than destroying its pastoral heritage.

Karen Wallace, Leesburg VA

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Do not widen this historic route. Expect reduction in auto travel due to remote work. Expect increase in electric vehicles.

Susan Pianck, Purcellville, VA

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I strongly SUPPORT the the widening of Route 15 in Loudoun County north of Leesburg to the MD line and a Manassas area Battlefield Bypass. These projects are much needed to prevent wasted time and fuel losses from excessive traffic resulting from population increases that have been experienced and are projected to continue through 2045. I also strongly SUPPORT the inclusion of bicycle lanes along major commuter roads.

Gregory Prelewicz - Sterling, VA

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Whose great ideas are these? The highway paving association? How much misery and expense do we have to bear? The way to take cars off the road is to expand Metro and other forms of public transportation. Most of this is horrendous and nothing short of criminal. But that's what we like these days, right? Criminals?

Anne Ziegler- Broad Run, VA

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Rural residents are struggling to maintain the health and ambiance of their communities. Automobile exhaust is the major source of green house gasses which diminish air quality., and which many feel has contributed significantly to climate change in the form of rising temperature, more ferocious storms and flooding, long stretches of drought, and forest fires. As Loudoun continues to grow, mountain forests and quality soils are lost to concrete, traffic, housing (another producer of GHGs) and thus is losing the most natural ability to cleanse air and recharge groundwater. Loudoun is set to develop Rivana - a multi-use development on the border with Fairfax County, which keeps housing and development in the urban area....as it should. Please re-focus your efforts on plans which make use of existing public transportation lines and proximity to existing employers.

Margit Royal- Paris, VA

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DON T WIDEN ROADS. Please find a greener plan So roads don t get wider and Loudoun co remains without too much development!

Julia Tayloe -Middleburg, VA



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301 565-0870  
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Transportation Planning Board  
Metropolitan Washington Council of Governments

Subject: Proposed Visualize 2045 Plan Update

The proposed Visualize 2045 update is totally unacceptable. It is essentially a repeat of TPB's 2018 plan and does not reflect the conclusions of the regional climate plan that COG adopted in 2020. With transportation the largest source of greenhouse gases and induced demand now an accepted reality, there must be a change of focus away from highway/road widening and perpetuating auto-dependent land use. Instead, investment and focus needs to be towards transit, biking and pedestrian improvements, and encouraging transit-oriented development around Metro and Purple Line stations. Also, TPB traffic growth modeling needs to reflect higher teleworking rates and not continue to use outdated 2014 patterns.

Proposed transportation projects that would be seriously damaging to the environment and people's health from increased pollution, that would perpetuate auto-dependent land use and sprawl, and therefore should not proceed include the following:

- adding lanes to the Capital Beltway & I-270 (CE3281, CE1182 and CE6432)
- widening Georgia Avenue to 8 lanes (CE2618)
- building the MD 83 Mid-County Highway extension (CE1245), and
- building the Montrose Expressway East (CE3703).

The replacement of the Governor Harry Nice Bridge on US 301 should proceed but it needs to be modified so that it includes the promised pedestrian and bicycle lane.

Two particularly valuable projects being planned that I hope will proceed are:

- BRT on MD 355 (CE3424), and
- BRT on US-29 so that it extends from Montgomery into Howard County, and is modified so that virtually the entire length of the BRT line runs on a dedicated lane.

In summary, TPB's draft plan needs to move away from its outdated auto-dependency model that has contributed to the high greenhouse gases and pollution problems the region is now facing. Instead, TPB needs to draft a climate-friendly plan that deletes highway and road widening projects and relies on more use of TDM, investment in transit, bicycle and pedestrian improvements, and creation of more walkable and bikeable transit-oriented communities around Metro and Purple Line stops.

Brian Ditzler

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Living among highways in an urban area is like being constricted and separated by wide fast moving rivers of heavy vehicles whooshing by us: a constant threat to our peace of mind. And death to community life. You want to see MORE not less of this?? Ok, first we have to face the fact that auto traffic in any settled urban area will always be congested. To an extent. Some of the time. That is a fact of city life and a constant of urban living. Open roads are for open areas. In congested areas, the traffic will fill up whatever roads you build, no matter how often and how ridiculously, and painfully, they are expanded. To keep the congestion at a tolerable level, we have to draw cars off by offering alternatives which must be the best we can come up with. Stick with what we already have in the way of roads, and put all our money, energy, ingenuity and moxie into making those alternatives attractive to people. It is time right now for some 'better mousetrap' thinking.

Arlene Montemarano -Silver Spring, MD

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Greetings! As you prepare the Visualize the 2045 plan and goals, please do have it be consistent with 2045 goals for reducing GHGs that are part of the COG plan. Siloing and having inconsistencies or outright differences in the overall plan will not be helpful, workable or address 2045 projected realities. Please do integrate the various goals with projected realities. Thank you, Rev. Dr. Jean Wright

Jean Wright - Fairfax VA

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We can't wait another four years for another TPB plan update to address climate change and racial equity and I want my kids to grow up in a world that's different from the present.

Jennifer Whitlock- Alexandria, VA

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Hello, I just read through the lists of projects in the proposed Constrained Element, and there seems to be a disconnect. There seems to be so much emphasis on equity, environment, and dense, strategic urban growth throughout the broader document, but the funding priorities put a dramatically higher emphasis on supporting personal vehicles over other forms of mass transit. If this is to be a visionary, aspirational plan for what movement around the DMV looks like in the next 25 years, there needs to be a rebalancing of priorities away from expanding freeways (which is factually and demonstrably ineffective at reducing traffic congestion) and toward modes of transportation that make added capacities on freeways unnecessary. Thank you.

Alex Freedman -Washington, DC

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Once again you have brought forth a sick joke, especially if any part of it comes to fruition. We are in the midst of a climate crisis yet you come up with the same old shop worn "add driving lanes" solution. My solution is for you to get rid of your highway engineers, who know nothing but asphalt and concrete and hire some rapid transit folks.

John Fay - Wheaton, MD

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The long-range transportation plan doesn't do enough to address climate change concerns, nor does it sufficiently adhere to the climate action plan COG recently adopted. We need real money to be thrown behind practical solutions that reduce VMT from mostly single-occupancy vehicles. Please try again.

Guilherme Vendemiatti - Washington, DC

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I believe bicycle lanes are needed for the American Legion Bridge as,prefer to rebuild it with a flatter grade, stacked between 355 and 29 for 495 Teleworking needs to be made permanent is in climate change without unnecessarily endorsing any green new deal Federal workers on covid leave since March 2020 be given retirement automatically without having to travel to HR offices as they can be t add piped for local volunteer works in our parks system . Any widening of 495 in Montgomery county over Northwest Branch needs to have a connecting trail bridge as that trail can bypass rocks

Steve Warner - Silver Spring, MD

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I wish to strongly protest the TPB Long-Range constrained plan's continued focus on new and wider highways. What happened to the TBP call to address climate change? This plan assumes nothing will change as we lurch over the climate precipice--and in fact speeds our descent. For example: in 2030 it widens Ga. Ave. to 6 lanes. In 2045 it builds M-83 and adds lanes to Mid-County Highway. And it endorses the highly destructive Hogan plan to pave over parks, homes, and businesses for tolled lanes on the beltway and I-270, the opposite of what is needed to reduce GHG emissions. The plan seems to exist in a time-warp, last century. Traffic reduction, not traffic promotion, should be our goal. Yes, I saw the page on transit projects, but the way to move ride share to transit and biking/walking is to produce rapid, reliable transit, bike lanes, and walkable communities. And REFRAIN from more road construction. When the roads are there, people will use them, and we all lose.

Anne Amble - Silver Spring, MD

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I am concerned that Vision 2045 will fuel further sprawl in Maryland instead of shaping our communities around sustainable transportation that will prepare us better for climate change. Highway widening just leads to induced demand. I know my own tendency to hop in a car to get somewhere 10 minutes earlier than public transportation will get me there. I actually prefer to take transit, but to make transit and active transportation work better for me and other Maryland residents, our budgets need to reflect these priorities. Instead of making it easier to drive, we need to make it easier to use every other form of transportation, and our land use planning needs to follow suit. Please don't create more sprawl by temporarily making it easier to drive on highways! The gains for car commutes will disappear within a few years, but we'll be stuck with the sprawl for decades.

Moira McCauley - Mount Rainier, MD

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Dear Council, Please do not build new roads. Please do not widen existing roads. You may spend funds to maintain the existing road network as it is. Building new roads unnecessarily urbanizes our rural treasures and promotes sprawl. Please be aware that I will not vote for or support any public officials who promote such policies. Thank You

David Berish - Hillsboro, VA

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This plan flatly rejects not only the TPB Dec 2020 vote to “prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG’s land use and equity goals” but also fails our region's goal of reducing climate emissions. It completely ignores the 84% of the region’s residents agreed with the statement that “elected officials need to consider the impacts of climate change when planning transportation in the future.” Like MoCo and DC, the TPB should reflect the region's climate change goals through focusing on public transit and active transportation, not prioritizing driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. Montgomery County's doing it. DC's doing it. Come on, TPB. You can do it, too.

Evelyn Fraser – Washington, DC

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Dear Chariman Allen, Transportation is the largest source of greenhouse gas emissions in the DC region (42%). So far TPB’s Visualize 2045 project list and planning assumptions do not commit to the transportation strategies in the COG's climate plan. Demand and adopt a better long-range transportation plan that addresses climate change! Move beyond the status quo! 84% of our region’s residents agreed that “elected officials need to consider the impacts of climate change when planning transportation in the future.” Good land use planning, affordable housing, and investments in walking, biking and transit are all successfully implemented strategies from Montgomery County’s bus rapid transit projects

to the moveDC plan update, transit-oriented development around the region, and many of TPB's own programs like Transportation-Land Use Connections. We know what to do to address climate change. Do it now!! We can't afford to wait another four years!

Evelyn Fraser

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To Whom it may concern, The road widening elements of the draft plan are a travesty. They are will not achieve the traffic reduction goals they aim to achieve, and will make it much harder to travel by any other mode. A century of evidence has shown that road widening lead to increased car use and decreases in every other mode. By forcing all trips onto cars you are making travel more expensive for everyone in the region. These projects will exacerbate the current climate emergency. They will lead to more traffic deaths. They will make the region poorer as a result. If you plan for cars and traffic, you'll get cars and traffic. If you plan for people and places, you'll get people and places. These projects are for cars and traffic, and every time we've done this, it's exactly what we've got. I strongly urge you to remove these incredibly misguided road widenings & redirect the massive amount of money to truly effective transportation projects.

Jacob Mason – Washington, DC

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Please concentrate the plan on rail and bus travel, not more roads for car travel. The roads are just going to fill up again in a handful of years anyway. We need to take increased telecommuting into consideration and encourage affordable housing near centers of activity. Urban sprawl forever is not sustainable and ruins quality of life.

Richard Johnson -Washington, DC

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I kindly ask you to stop supporting new free roads. Let people pay tolls and see how much they really value all that pavement. Toll the existing roads and you'll see people decide to start carpooling and change the time of their trips to uncongested times (if the tolls vary with congestion as they do on I-66).

Daniel Marcin - Silver Spring, MD

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As a cyclist who has survived one very serious crash with a vehicle several years ago, transforming our roads to reduce speeds and reduce the width of roads is very important for me among other safety measures. We can't wait another 4 years to act on climate change

and reduce our emissions. Transportation is the largest source of greenhouse gas emissions in the region (42%). The new and wider highways and arterial roads the proposed plan will fill up in as little as five years. They will fuel sprawl development, more driving, and more air pollution. The proposed plan takes us in the wrong direction on climate and fails to adapt to a changed region post-COVID that will see an expansion of telecommuting. We must take this opportunity post-COVID to re-imagine another transportation reality we need more transit for our essential workers, to redesign our streets to be safe for pedestrians and cyclists, and to recognize that increased telecommuting will reduce peak hour traffic

Jenn Pierson – Washington, DC

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Please remove all road widening projects from the plan. Widening roads just induces demand and makes traffic worse. Road widening will also prevent our region from reaching its climate goals. Instead, please focus on public transport, biking, walking, and micromobility.

Zachary Weinstein - Silver Spring, MD

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The recent pandemic has proven the limitations of spoke and hub public transit. Teleworking have given people the freedom to live wherever they most desire, and being forced to endure a crowded, noisy, unpleasant urban core is not a desirable option for most. Thanks to international pressure, electric vehicles are coming rapidly – the popularity of Tesla proves their potential, and the worldwide commitment to their use will soon make them economically practical and desirable. The "building roads creates congestion" assertion no longer applies, because the travel patterns of daily life will change radically. Please keep the critical funding for the critical highway funding in the plan. Please not yield the the obsolete "smart growth" proponents who only want funding for the areas where only they can afford to live. Don't force the rest of us to live in dense, unpleasant "activity centers." Your plan has balance, which is critical given recent priority shifts. Please keep it so.

Ronald Molinas - Vienna, VA

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We desperately need a regional transportation plan that will start meeting our climate goals and this isn't it. The days where TPB can sit idly by stapling together highway expansion projects from the state DOTs has passed. TPB must exercise its approval powers and require plans from the DOTs that cut Vehicle Miles Traveled, enable low-carbon transportation modes like walking, biking & transit. New and wider highways and arterial roads fill up in as little as five years. They fuel sprawl development, more driving, and more air pollution. They take us in the wrong direction on climate, increasing emissions at a time

when transportation is already our #1 source. At the same time, we need more transit for our essential workers, to redesign our streets to be safe for pedestrians and cyclists, and to recognize that increased telecommuting will reduce peak hour traffic. We can, and must, do better.

Chris Slatt, Sustainable Mobility for Arlington -Arlington VA

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I support projects that improve access for mass transit, pedestrians and bicyclists. I support more efficient use of existing roadway space – more throughput of PERSONS per road-mile, not more vehicle throughput. I support restriping of existing roadways for bicycles and pedestrians. I strongly oppose any road widenings for the increased throughput of single-occupant automobiles. I am against wider roads unless the new lane is designated solely for bus, trolley or high-occupancy vehicles. I am strongly opposed to the widening of the Beltway, I-270 and I-66. All of those roads are already wide enough and merely need to be better managed and regulated. I am opposed to any transportation projects that are not planned in close conformity with other land-use decisions such as housing, office space, retail, churches and parks. Thank you.

Peter Harnik – Arlington, VA

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There are too many destructive unnecessary highway/road widening projects. The draft plan fails to commit to regional climate targets, to account for increased telecommuting, or consider adopted goals to focus 75% of jobs & housing in activity centers. New & wider highways & roads just fuel sprawl development, more driving, & more air pollution. They take us backwards on climate, & increase emissions when it's already our #1 source. We need more transit for essential workers; to redesign our streets to be safe for pedestrians & cyclists, & to recognize that increased telecommuting will reduce peak hour traffic. And, funding for toll lanes adjacent to non-toll highways, does NOTHING to help reduce the carbon footprint; it only helps those who can afford to drive on toll lanes. And these toll lanes are WAY underutilized, making their construction a waste of taxpayer money. Use tax revenue to fund energy SAVINGS, NOT for welfare for the rich & environmental destruction!

Douglas Sedon -Jefferson, MD

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The transportation sector emits more GHGs than any other economic sector, which the Visualize 2045 plan itself acknowledges as an area of concern. Unfortunately, the plan only adds to the problems with American transportation infrastructure that have led to unsustainable GHG emissions. The plan calls for funding numerous highway projects, which will only fuel sprawl development and increase pollution while failing to reduce traffic long-term. It's also disappointing that the plan failed to commit to regional climate targets,

account for increased telecommuting, or consider adopted goals to focus jobs and housing in activity centers. I hope that the plan will instead invest more into bike lanes, sidewalks, and transit projects that can both address long-term traffic concerns and help us reduce transportation emissions. As someone in my early 20s, I will live with the disastrous consequences of climate change unless we act now. Please change the plan to address this reality.

Faaq Zarger - College Park MD

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I feel that the proposed transportation funding for the region falls far short of reaching the climate goals outlined by both COG and member jurisdictions. Visualize 2045 should have much more funding priority set on much more ambitious and sustainable projects. Not the usual road widening which exasperates sprawl, car dependency and green house gas emissions. COG should put its money where its mouth is and actually set the region up to achieve its carbon targets.

Kevin O'Halloran - Washington, DC

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For the last quarter century or so this area has lagged far behind in the need to build additional roads and increase the capacity of existing ones to match the increase in population over those years. We need not only the roads being proposed in this plan but more. Thanks for helping make this happen.

Lance Salonia - Washington, DC

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This plan is set up to fail future generations and the region with a lack of response to climate change impacts. Expanding roadways only will bring more single occupant internal combustion engines to our roadways, increasing the heat emergency effects of summer (and starting to impact spring and fall already) and further contributing to the emissions of our area. Only conversion of existing lanes to HOV should be utilized in this plan, with a greater focus on smart access to multimodal options. The addition of toll roads once again increases the inequity in our country allowing the rich to throw some money at a problem, since their time is viewed as more valuable. How does this support vulnerable and low income communities that often have the longest commute times to minimum wage jobs? The federal government is getting serious about emission reduction targets by 2030, it is past time that this plan be reevaluated and course corrected.

Linda Toth - Washington, DC

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Dear planning board, I'm concerned that the draft plan includes \$40 billion on road projects, which will further contribute to car culture, climate change, pollution and habitat destruction. A higher portion of the budget should be spent on public transportation and on making our communities more walkable and bike-able. Walking and biking are the most eco-friendly, affordable and healthiest ways to get around our area but we spend the least amount of money on them. I am a bike commuter (from Montgomery Co. to DC) and I see everyday how much more money needs to be spent in our area to ensure safety for walkers and bikers. Sincerely, Andrea Cimino

Andrea Cimino - Kensington, MD

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That's it. That's all I've got. We cannot widen our way out of traffic, and besides incentives for biking, walking, and bussing, there need to be disincentives against driving as well.

Kripa Parwardhan - Herndon, Virginia

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It is wrong for COG to adopt a regional climate action plan and then turn around and draft a transportation plan that does not implement the climate plan. In the plan TPB should delete unnecessary road projects that will increase emissions and add in more local street and transit projects that create more walkable, transit-oriented communities. TPB must start reshaping our thinking about this with actions. Further, the region's transportation patterns have been changed by the pandemic and TPB should not assume that we will go back to business as usual now and in the future.

Donna Gold Alexandria Virginia

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[Attached]  
Nancy Abele Bethesda MD

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This plan does not pursue the region's goal of reducing climate emissions, shamefully reverting to the status quo of driver-oriented projects that will not in the long term reduce traffic and, worse, will lead to increased emissions. The Council of Governments adopted a climate plan in 2020, and the TPB should reflect those goal by focusing on public transit and

active transportation, not spending billions to build and widen roadways serving single-occupancy vehicles.

Alexander Goyette – Alexandria, VA

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As an individual member of Elders Climate Action DMV chapter living in Virginia , I say no to the long range transportation plan Visualize 2045. The proposed plan does not adequately address climate change, public transportation, bike and pedestrian lanes or racial inequality. It would destroy habitats of flora, fauna, and humans and add significantly to noise pollution. Thank you for providing this opportunity for individuals to comment,

Jan Greenberg - Arlington, VA

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The current draft of Visualize 2045 deserves an F!

It misses the mark completely!

Please re-write it as follows --

1. Eliminate all highway and road/bridge projects (except maintenance).
2. Support investments in non-automobile options -- transit, pedestrian and bicycle infrastructure.

Perhaps you have not heard about the Climate Crisis. We need to reduce VMT per capita -- we can do so by emphasizing investments that will enable more folks to safely and conveniently get where they need/want to go without hopping in the car.

Perhaps you have not heard about the need to address social and economic inequities. Transportation investments can help move the needle here -- many lower-income persons do not have access to cars; and currently have to endure long frustrating commutes to jobs and other destinations. Upgrading transit will be especially important to the bottom half of the income pyramid.

I look forward to seeing the vastly improved revised Visualize 2045!

Sincerely,

David W Sears, PhD -Bethesda, MD

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Hi there,

On behalf of JBG SMITH I'd like to "second" the input submitted by the Greater Washington Partnership (attached here for reference) regarding regional "run through" rail service. Converting our existing commuter rail systems into an effective regional rail network is hugely important to places like National Landing, as it will allow more people from the region to access jobs there by transit. We encourage you to include run through service in your Visualize 2045 update.

Thank you,

Jay Corbalis

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Visualize 2045 is far too focused on prioritizing personal vehicles over transit, bikeways, and other low-impact, environmentally responsible travel modes. Repeating \$40 billion in highway and road widening projects from the last plan is a wasteful public investment. There is not one destination in the DMV that is challenging to drive to or park at. People who want to drive for their transportation are the most subsidized and have the most space while causing the most harm to other people and the environment.

If the plan was truly climate-focused, it would include strategies to reduce VMT. It would invest big in true networks of bicycle trails, cycleways, and regional transit. No more roads in the DMV should be widened.

Alexis Glenn -Alexandria, VA

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I just wanted to write a quick comment pleading for walkable neighborhoods and energy efficient transportation planning. In addition to all the benefits of this, and all the ills of vehicle-focused planning, I'd like to point out how hard it is to transition to walkable neighborhoods once vehicle infrastructure is overwhelmed.

The Silver Line to Tyson's was supposed to be an effort to make the area walkable. It has been several years, and there is still such a long way to go. Last week I had to go to the Kaiser in Tyson's for the vaccine. I had no choice for an alternate site. I'd like for the planners to try walking that, just once. A long wait to cross a six lane road, to other intersections without a crosswalk at all. I'm just lucky it was decent weather. I have to go back for a second round.

Anyways, please plan for a sustainable future.

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[Attached]

Eyal Li – Takoma, Park

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Hello, this is Carol Milbord from Hamilton virginia, I'm calling to comment on just a couple of aspects of Visualize 2045. All the road extensions that you are planning for the outer suburbs are very bad for the climate. They are only going to increase the sprawl. I'm particularly talking about the manassas battle field bypass, route 15, and other road projects like that. We need to stop building all these roads. It only increases sprawl, increases the pollution, and increases the commute time. You need to put our money into Metro, bike paths, and things like that. But you gotta stop the sprawl at the outer suburbs.

Carol Milbord– Hamilton, VA

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### **Comments from agencies/jurisdictions**

TPB Comments I-270 and I-495 Managed Lanes Study Attached PDF– City of Rockville.

Attached PDF - Danielle Glaros, Prince George's County

Attached PDF - Arlington Chamber Of Commerce

### **Comments from non-profit organizations**

Attached.

Sierra Club

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Attached.

WABA

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The Maryland Conservation Council, established in 1967 to conserve and protect our natural resources ([www.mdconservationcouncil.org](http://www.mdconservationcouncil.org)) calls on the TPB to fix the draft plan to address regional climate, equity and livability goals via one of two routes: 1. Model in the conformity process a climate-friendly plan in addition to modeling the business-as-usual project list. A climate-friendly plan would include travel demand management and land use strategies (including the regional housing targets), enhanced transit, pedestrian and bicycle improvements, and removal of many highway and arterial expansion projects, OR 2. Fix the current draft plan now, deleting the road widening projects

that will increase driving and emissions and adding in more transit and local street projects that create more walkable, transit-oriented communities. The pandemic and increasing work from home protocols need to be addressed, not 2014 practices. Thank you.

Maryland Conservation Council

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Business" as usual will not bend the curve and start reducing greenhouse gas emissions. We need to plan for sustainable development. We need to prioritize transportation infrastructure that minimizes Vehicle Miles Traveled (VMT) and associated greenhouse gas emissions (GHG). Sadly, Prince William County continues to propose paving more lanemiles as the solution to traffic congestion. Experience since 1950 has proven that approach is futile. Widening VA-28 (Nokesville Rd) and VA-294 (Prince William Pkwy), and constructing the Route 28 Bypass/Godwin Drive Extended, would increase VMT and GHG emissions. They would subsidize continued sprawl, rather than focus growth in Activity Centers where we can build affordable housing together with affordable transportation. Remove those projects from the Visualize 2045 plan.

Prince William Conservation Alliance

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Attached. –Citizens Against Beltway Extension

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In the Soviet Union, workers often joked “they pretend to pay us, and we pretend to work.” The first half of that saying surely does not apply to the staff of the National Capital Region Transportation Planning Board (TPB), but I’m very worried that the second half does.

I’m referring to the proposed update to the “Visualize 2045” plan. When there’s a mandate to create a report, there are two possible staff strategies. One is working to produce a good-faith report that meaningfully advances the underlying goals at stake. The other is producing something that can be called a report, whether or not it advances or impedes the underlying goals.

The proposed revision of “Visualize 2045” seems to fall into the second category. While the Metropolitan Washington Council of Governments (COG) has set forth ambitious climate goals that it encourages all member jurisdictions to implement in all of their activities, its own agency, the TPB, is working at cross purposes to these goals in its “Visualize 2045” proposal.

This in spite of the fact that increased ambition was needed, since the previous iteration of the “Visualize 2045” plan, from 2018, did not adequately address the greenhouse gas (GHG) reduction targets of the member governments. While member governments set goals of 80% to 100% reduction of GHG emissions from 2005 levels by 2050, the 2018 TPB plan aimed to reduce them by just 23% by 2045.

And yet, the current iteration of the plan is almost identical to the 2018 plan, and TPB director Kanti Srikanth admitted in March that the currently proposed project list, like that of the 2018 plan, would not achieve the member governments' GHG reduction targets. Also like the 2018 version, the current "Visualize 2045" plan is heavy on road-building, and does not meaningfully reduce dependence on automobiles. In fact, new roadbuilding on the proposed project list is even promoted as being a way to reduce GHG emissions!

We are told that the TPB can consider only those projects that "can be implemented using revenue sources that are already committed, available, or reasonably expected to be available in the future." And yet, even though the new federal Administration is clearly bringing a government-wide focus on solving the climate crisis, the TPB apparently doesn't consider funding for much other than roadbuilding to be "reasonably expected to be available." This is dangerously shortsighted.

It is especially striking to compare the climate ambitions of the COG with the lack of climate ambition shown in the TPB proposal. As noted in COG's November 2020 "Metropolitan Washington 2030 Climate and Energy Action Plan" (see <https://www.mwcog.org/documents/2020/11/18/metropolitan-washington-2030-climate-and-energy-action-plan/>), the 2030 GHG reduction goals adopted by the COG Board of Directors on October 14, 2020 align with the level of effort called for by the Intergovernmental Panel on Climate Change (IPCC). Those interim climate goals, as set out in COG Board Resolution R45-2020, include:

- A climate mitigation goal of 50 percent greenhouse gas emission reductions below 2005 levels by 2030; and
- A climate resilience goal of becoming a "Climate Ready Region" by 2030, which means that "all local governments must assess current and future climate risks, and be actively integrating climate planning across government plans, operations, and communications."

In light of this commitment, it is particularly distressing that COG's own agency, the TPB, is apparently not "actively integrating climate planning" across its own "plans, operations, and communications."

In fact, the list of projects that are touted as promoting a reduction of GHG emissions include major projects to add two lanes in each direction to the Capital Beltway in Maryland, and to add two lanes in each direction to I-270. This in spite of the well-known fact that widening roads brings increased traffic.

In similar fashion, many of the other projects that involve constructing new roads or widening existing roads assert (at Question 32 of the Project Description Form), that the roadbuilding project will promote non-auto travel or reduce vehicle miles traveled (VMT), contrary to common sense and lived experience.

Question 32 also asks for the identification of "all travel mode options that this project promotes, enhances, or supports" (emphasis added), and yet many roadbuilding projects claim not to promote the "single driver" travel mode, but only things that might sound better. For example, we are told by Question 32 responses that:

- Widening Braddock Road from 2 to 4 lanes supports bus travel and walking, *but not single driver transportation*;
- Widening Loudoun County Parkway from 4 to 6 lanes supports bicycling, metrorail, and walking, *but not single driver transportation*;
- Widening Croson Lane supports bicycling and metrorail, *but not single driver transportation*;
- Widening VA 659 supports walking, *but not single driver transportation*;
- Building a new 4-lane road (Crosstrail Blvd.) supports bus travel and bicycling, *but not single driver transportation*;
- Widening Northstar Blvd. supports bicycling and walking, *but not single driver transportation*;
- Building a new 4-lane road (Marina Way) supports bus travel, walking, bicycling, and carpooling, *but not single driver transportation*;
- Building a new 4-lane road (Williamson Blvd.) supports bus travel, bicycling, and walking, *but not single driver transportation*; and
- Building a new 4-lane road (Observation Drive Extended) supports bus travel and walking, *but not single driver transportation*.

Not every roadbuilding project refuses to admit that it supports single driver transportation, but the extent to which this patently obvious selection is avoided suggests a deliberate pattern of obfuscation.

Obviously, something is seriously out of joint with the TPB process. As you know, among the roads that “business as usual” will build is the road to climate catastrophe. We all, at every level, need to be doing all we can to head off the worst effects of the climate crisis. This includes the TPB.

And that is clearly not happening with the TPB process, which seems biased toward business as usual, and endless roadbuilding.

***The public expects better than this.*** According to TPB’s own survey of public sentiment, some 84% of the region’s residents want the plan to address climate change – significantly higher than the 69% who said that traffic congestion was a concern.

It is clear that the “Visualize 2045” process needs an immediate reset – unless the 2045 we are visualizing is one of climate disaster. There is no time left for relying on excuses and phony answers to continue business as usual. If we are to take action to address the climate crisis, we must actually take action, not just kick the can down the latest newly-built road.

“Visualize 2045” should help member jurisdictions, and all of us, to imagine a sustainable, equitable, healthy transportation future, not limit our vision to more and more roads.

To help bring forth a brighter, more optimistic vision, among the options I urge the Board to consider are:

- directing the staff to develop a “climate friendly” plan that can be considered as an alternative to the “business as usual” plan, and

- directing the staff to seriously revise the current plan (deleting road projects that will increase GHG emissions, and focusing more on transit and street projects that will make communities more walkable, with more transit options).

Thank you for the opportunity to comment on this important subject. I hope that you, and all the members of the Board, will act with the wisdom and courage needed to protect the interests of our great grandchildren, and of theirs.

Sincerely,

John Clewett  
Co-lead, Lewinsville Faith in Action

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Comments on the Transportation planning Board’s long range transportation plan Visualize 2045

The local chapter of Elders for Climate Action stand with other environmental groups, specifically the Coalition for Smarter Growth and the Sierra Club, as well as an overwhelming majority of Maryland residents in opposing the current long range transportation plan for failing to address the urgency of the climate crisis.

In spite of its own directive to prioritize equity, reduce vehicle miles, emissions and land use it’s proposed projects continue using outdated models to put its resources into highway widening projects that are at odds with regional and local policy goals on climate.

We support a plan that uses best climate friendly practices in land use and greater accessibility for pedestrian, bicycle and public transportation, and limits highway work to the essential.

Thank you,  
Cathie Nelsen, member Elders for Climate Action DMV chapter

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Attached.

Thank you for considering our concerns.



Barbara Coufal, Co-Chair  
Citizens Against Beltway Expansion

# **Appendix B**

**Information to support board action  
on Visualize 2045:**

**TPB April Work Session Summary  
with attachment from the Commonwealth of Virginia**



## **MEMORANDUM**

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner  
**SUBJECT:** Summary: TPB Work Session: Facilitated Review of Technical Inputs (April 21, 2021)  
**DATE:** May 13, 2021

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This memorandum summarizes the comments made by the members of the National Capital Region Transportation Planning Board (TPB) on the technical inputs for the update to Visualize 2045 and the Transportation Improvement Program (TIP) during the TPB's April 21, 2021 work session. This memorandum also summarizes the responses provided by TPB member agency technical staff and TPB staffs. The memorandum is organized into two sections, general comments, and project-specific comments.

### **INTRODUCTORY REMARKS**

Welcoming members to the work session, board Chair Mr. Charles Allen noted the purpose of the session as additional time and an opportunity for members of the board to share, with board colleagues or staff, any comments they may have and to pose any questions that members may have on the new and existing projects in the plan to the transportation agencies. He noted that this review by the board members was happening concurrently with the review by the public.

He then asked TPB staff director, Kanti Srikanth, for an overview of the plan update process.

Responding to Mr. Allen's request, Kanti Srikanth explained the plan update process that the TPB is currently engaged in. Mr. Srikanth noted the following three points:

1. **Timeline, Air Quality Conformity requirements and next steps:** Per federal requirements, all elements of the long-range transportation plan must be updated at least once every four years. The last plan update was in 2018, the plan was then amended in 2020. The TPB must complete the next update in 2022. Since our region has not attained the federal ozone standards, we are required to complete a technical analysis, the air quality conformity analysis, before we can adopt an updated plan; the projects that are being reviewed now are those proposed to be included in the air quality conformity analysis; the TPB will be asked at its June 2021 meeting, to approve the inputs to the air quality conformity analysis.
2. **Scope of changes during review period:** During the session, board member discussion can include comments or questions not just on new projects OR the major changes proposed to projects already in the plan; board members can comment and question any and all projects that are in the plan even those with no proposed changes in this update. Members can provide their own perspectives on how the projects support the goals and policy priorities, noting that the board has a comprehensive set of social, economic and environmental policy priorities. While the board could act to remove projects from the list that goes into the analysis, the board will not be

able to make changes to a project or add projects without the agreement of the agency responsible to build, operate, maintain and fund the project.

3. Opportunities for continued plan updates: While the federal requirement is for an update every four years, it does not preclude more frequent updates to the plan. Should the TPB desire to do so either through amendment OR an update; such a decision to amend or update the plan could be triggered by substantive changes in funding, the project mix, demographic data or other factors affecting the region's long-range transportation plan and programs.

Stacy Cook, Transportation Planner provided a background with key considerations as to the process requirements and established policy priorities of the board. The presentation materials and comment period packet discussed by the board during the work session can be found on the April TPB meeting page: <https://www.mwcog.org/events/2021/4/21/transportation-planning-board/>

## GENERAL COMMENTS

During the April 21 work session, members of the board provided advice to staff as well as comments and observations about the technical inputs:

### Advice to and questions for staff:

- Members of the board noted that in their review of the comment period materials, some of the responses to the regional policy questions (as documented in the final December 2020 Technical Inputs Solicitation) appeared incomplete. They asked for more complete responses to these questions. For example, some board members noted some of the narrative responses requested in the solicitations (34b, 40b, 44a and 44b), which they considered as required, were not complete. They advised staff to work with the technical members to complete these questions. Some members noted that it was their responsibility to execute the process, diligently follow their own procedures, and that if they were to vote, they needed complete information.
  - **Response:** *TPB staff have been working this spring to update responses for all capital projects in the plan, including existing projects. They will work with technical staff in the region to address the board member comments on the completeness of the responses for both proposed and existing projects.*
- A board member noted that activity centers are out of date, and inquired as to how we get new designations for activity centers?
  - **Response:** *TPB Director Srikanth noted that the activity centers noted in the solicitation process are regional activity centers that was developed by COG. He said that the process to develop the criteria and establish the existing 141 regional activity centers took about two years, and indicated that there are not plans at COG or TPB to update those at this time, but when they are updated, criteria could be revisited. He noted, however, adopting a set of regional activity centers by COG does not preclude local jurisdictions identifying their own activity centers that serve the local community and economy.*
- In response to a question to Director Srikanth about the policy questions in the Technical Inputs Solicitation, he asked board members to clarify if they were looking for quantitative or qualitative information, members clarified that they were looking for completeness in the responses the questions (32-45).

### General observations and comments

Topic: land use:

- Board members noted that places have different needs based on land use and local context. For example, outer jurisdictions do not have mass transit available nor the land use densities to support making a major investment in it. They noted that the outer jurisdictions have different needs, context, and issues to consider than those of the core and inner suburbs and noted that transit demand in these areas is generally for commuters. Members pointed out that when considering TPB policy priorities as well as local needs, there is not a one-size-fits-all approach.
- Some board members noted the relationship between land use, equity, and transportation options, commenting that housing is expensive near transit stations and that many people in the workforce rely on other modes of transportation in addition to transit.
- Other board members noticed that while land use has implications for transportation needs, transportation projects also impact land use form and development, and therefore impact future transportation demand.

Topic: Climate change mitigation, greenhouse gas and VMT reductions:

- Some board members noted a need for an aggressive approach to reduce greenhouse gasses and mitigate climate change. Others noted an interest in the quantitative VMT impacts of projects and the related GHG impacts. Some members suggested we need to look at the individual projects.
  - **Response:** *Some technical staff from the region responded by saying that most projects are typically developed based on best practices in the industry and the benefits that can be expected by project type.*
- A board member asked about how projects were evaluated as a whole for Virginia. Another board member (from VDOT) noted that quantitative VMT and GHG reduction assessments are not conducted for many projects, especially when in the early planning phases, adding that these may be done for larger and more developed projects as part of the National Environmental Policy Act (NEPA) review process (please see supplemental information provided by the Commonwealth of Virginia staff that follows this memorandum). Noting that the update to the VTrans long-range plan was underway, a member noted that VDOT staff can see if those conducting VTrans have done that type of analysis. Noting that for the evaluation of projects as a whole, VDOT looks to TPB to conduct the regional analysis, Director Srikanth was asked about the regional/systemwide analysis on greenhouse gas reductions for the updates of the long-range transportation plan:
  - **Response:** *Director Srikanth noted that for many years, for each update and amendment to the long-range transportation plan and Transportation Improvement Program (TIP), the greenhouse gasses analysis of all projects as a set has been conducted by staff and reported to the board.*
- Some members sought a complete response beyond a yes/no answer (question 40a) regarding the greenhouse gas (GHG) impacts of individual projects, preferably quantitative analysis but at least complete responses (question 40b asks for an explanation).
- A number of other board members commented that while there is an effort to reduce or limit road projects, major transit investments are not an option everywhere, and that allowing additional congestion to cause delay by not completing road projects to reduce congestion will likely result in more harmful emissions, not less. In regard to the merits of having roadway projects, some board members noted that having the traffic moving, rather than idling, is important to minimize emissions. Supporting this comment, some members noted that there will be a continuing need for roadways based on the demand for use of personal vehicles, which are increasingly ‘greener’ and less reliant on petroleum products.

- Some board member commented that in some locations in the region, there may be a need for roads and roadway projects as areas urbanize. Others reflected that if a project does not reduce greenhouse gas emissions, it may still provide benefits, acknowledging that there may be instances where a project that does increase the VMT and greenhouse gas emissions may also be necessary to address other priorities. One project discussed in this discussion was the Loudoun County, US-50 North Collector, which is a new road that would project connectivity, not only for vehicles but also for transit, and bicycles and pedestrians. Members of the board noted that it needed information about VMT and GHG reductions. Representatives from the county noted that while this information has not been studied, the project has been assessed by a consultant and is expected to significantly alleviate congestion, which can help to reduce emissions from idling in congestion.
- Some board members referenced concerns about induced demand from roadway widening projects. Others noted that it would be helpful to have information about what types of demand-management strategies are considered before widening a roadway.

#### Topic: Balanced Transportation Network

- Several board members noted that the region has faced considerable congestion, and that many board priorities and discussions have focused on addressing that issue. They noted that some transportation system improvements are needed for that reason and that the discussion doesn't need to be a choice between transit and roads. Some members noted that the focus should be on looking at the transportation system as a dynamic multimodal network, with travel demand management continuing to be an important and important goal to grow.
- Some board members reflected that today, most the projects are multimodal. The large projects have various strategies to reduce the VMT such as travel demand management or transportation management plans.

### QUESTIONS RECEIVED BY EMAIL REVIEWED DURING THE MEETING

Questions provided by email from TPB Board Member, Ms. Kelly Russell; responses provided by TPB Staff.

1. **There are some very large road projects in here. Will there be any indication as to whether road projects are on net harmful to our pollution, climate, and safety goals?**
  - **TPB Staff Response:** *The TPB's regional air quality conformity analysis will provide an estimate of ozone related emissions and greenhouse gases (GHGs) in future years that the region can expect with all of the proposed roadway and transit improvements projects in the constrained element of the plan and the assumed future land use. This estimate, however, cannot be conducted for each individual project in the plan. Rather it will be one estimate of the collective effect of all 500-plus roadway and transit projects that are reflected in the analysis, along with the projected growth in the 23 member jurisdictions covering the TPB's Planning Area (more than 3,500 sq. miles).*

*Typically, large projects are required (by state or federal processes) to conduct a project-level planning analysis. The TPB member agencies conduct such studies and they would be able to provide information on the net impact on pollution or safety. We know, for example, that the*

Commonwealth of Virginia has a process where projects requesting state or regional funds have to show how the project performs across a set of metrics.

*(The tools we have are good at large regional level and often times impacts of individual projects are not clearly seen with these tools. There are other tools available and used to evaluate individual projects at a closer level, we do not have these ready or the staffing resources to do this).*

2. **Are projects that improve walking and bicycling access to transit subject to any additional quality check? A new unprotected bike lane on a 45 mph, widened road does not improve access.**
  - **TPB Staff Response:** *At the TPB as part of its process there are two checks that are done for all projects, not just for walk/bike projects – these are at a high level and not an engineering and design level. The first check we do is funding: before we add the project to the Transportation Improvement Program, we work with the agencies to determine that funding is available and commitment or reasonably expected to be provided. The second check we do is ask would this project change the roadway capacity – by taking away a lane for example, and if so then we will have to include the project in our air quality conformity analysis.*

*Any checks about the engineering design of facilities or safety features are not typically reviewed by the TPB. If a member brings a project that is either in the TIP or proposed to be added to the TIP which perhaps is not supportive of the TPB's policy priorities, then the TPB would write to the agency and could even withhold adding the project to the TIP (which is needed for the project to access any federal funds). The TPB has said that protected bike lanes provide the most safety, especially on major roadways and encourages member jurisdictions to pursue this.*

## PROJECT-SPECIFIC COMMENTS

**Comment:** TPB Chair Allen asked about the the H and I Street bus lanes, looking for information as to how or in what ways DDOT has estimated or produced evidence that shows the impact of the project on VMT and greenhouse gas emissions.

- **DDOT Response:** *Megan Kanagy, the Bus Priority Program Manager for DDOT, responded that DDOT is not doing any technical analysis to estimate the greenhouse gas emissions or VMT reduction as a result of bus priority projects, specifically. She noted that that is beyond the scope of what the agency typically does. DDOT knows from best practices that projects such as these are part of kind of overall effort to shift people to taking transit by making transit faster and more reliable.*

Mr. Allen followed up to clarify that for bus priority lanes, there is a foundational theory behind it, as to being able to move more people on bus transit. He then asked to confirm that there has not been an analysis of mode shift resulting from DDOT making transit more efficient and a better experience, thereby reducing VMT compared to if people had chosen to drive solo occupancy vehicles or carpooling.

- **DDOT response:** *Ms. Kanagy confirmed that DDOT has not conducted that specific analysis for this project. She noted that H and I Street has existing lanes from the pilot study and that this project is an upgrade to that design based on what was learned during the pilot period to help*

make it work better, such as reducing the lanes from right-turning vehicles, and providing a second bus lane in a couple locations where buses had been laying over in the curb lane. She further responded as to the data availability that for H and I Street: the analysis that DDOT has (pre-Covid) was showing travel time benefits about 10 percent across different times of day, with low investment cost – mostly paint. She noted that DDOT will be working with WMATA to analyze how this new design is working and could possibly provide some estimates. While that detailed modeling for D.C.-specific projects has not been done, DDOT certainly look into future monitoring as similar types of improvements are implemented.

- **DDOT Post-Meeting Follow-up Response:** in the DDOT Regional Policy Response summary tables, DDOT provided additional follow up to this question regarding H and I street bus lanes estimated impacts on GHG (question 40b): This project will improve transit speeds and reliability and reduce SOV emissions through increased bus ridership. WMATA's analysis of the pilot lanes on these roads found that travel times fell an average of 10% and DDOT anticipates further time reductions with the improved designs. DDOT also references the [findings of New York City](#), which found ridership gains of 10% - 20% in instituting its Select Bus Service program.

**Comment:** Mayor Newton of Rockville, Maryland, provided the following comment on the I-495 / I-270 Express Lanes project. This project was included in the 2018 update of Visualize 2045 and MDOT has proposed additional changes for the current update of Visualize 2045: The City of Rockville has unanimously voted against this project even with the modifications and requests the TB do the same. The City, along with the County Council, will be sending a letter shortly regarding that. The project, even with the modifications puts additional burdens on the city of Rockville, noting the 3 bridges the City owns over I-270, the taking of one general purpose lane, the high tolls, including perhaps 7 dollars a mile for trucks, and the impact on local streets especially from those trying to get around a blockage on the managed lanes. The City does not believe the project responds to COG's goals of quality, air quality, greenhouse gasses, or social justice noting that the project creates inequity with only have one free lane from I-370 South. Additionally, the project doesn't provide transit option from Blacksburg I-370 north to I-70.

- **MDOT Response:** Regarding transit and the TRP: We are working with all stakeholders, including Frederick, Montgomery, and Prince George's County on incorporating transit. Our transit working group, was started in May of 2019. To inform the discussions of this working group, MDOT is including an analysis of what I-270 could potentially look like with community bus service, connecting Frederick County all the way to Tyson's, Virginia. Those are ongoing discussions that we're currently having with representatives as part of this project. If it does move forward with the build alternative, we would dedicate a portion of the total revenue to transit service improvements. Those will be finalized and P3 section agreement. That's currently scheduled for 2022.





# COMMONWEALTH of VIRGINIA

## DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.  
Commissioner

1401 East Broad Street  
Richmond, Virginia 23219

(804) 786-2701  
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May 11, 2021

### **Overview of VDOT Environmental Stewardship Initiatives**

This summary is in response to a request at the April 21 TPB work session on Visualize 2045 for a summary of VDOT's efforts to address climate change and mitigate greenhouse gas production. Environmental stewardship is a focus across the Commonwealth of Virginia, and VDOT and DRPT are playing a major role. Throughout the state, environmental stewardship is integral to what we do.

#### **Virginia's Commitment to Environmental Stewardship**

Climate change and air quality are prominent in the Commonwealth's plans and policies. The Commonwealth's commitment to air quality is illustrated by the recently enacted Executive Order 43 and SB 851. Executive Order 43 is intended to ensure that the modernization of Virginia's electric grid is done in a way that prioritizes carbon free sources of electricity to reduce our environmental impact and mitigate the impacts of climate change.

(<https://www.governor.virginia.gov/media/governorviriniagov/executive-actions/EO-43-Expanding-Access-to-Clean-Energy-and-Growing-the-Clean-Energy-Jobs-of-the-Future.pdf> .

Similarly, The goal of SB 851 ( <https://lis.virginia.gov/cgi-bin/legp604.exe?201+ful+SB851> ) is 100 percent carbon-free electric energy generation by 2050 at least cost for ratepayers. VDOT's top transportation leaders discussed environmental stewardship, including greenhouse gas mitigation and resiliency in the face of climate change, at the April 20, 2021 Commonwealth Transportation Board Meeting. This discussion begins 39 minutes into this video:

[https://www.youtube.com/watch?v=ETjpTT26su0&list=PLw3yV1Midq46Z8a\\_MUzfEigR15h9L4CCy&index=1](https://www.youtube.com/watch?v=ETjpTT26su0&list=PLw3yV1Midq46Z8a_MUzfEigR15h9L4CCy&index=1)

#### **Transportation Agency Efforts to Protect and Improve Air Quality**

On the transportation front, VDOT and DRPT are involved in a wide range of environmental stewardship initiatives ranging from littering abatement to groundbreaking planning and research involving climate change mitigation and resiliency. We are also preparing for a clean energy transportation fleet and automated/connected vehicles.

#### **Greenhouse Gas Mitigation Planning and Projects**

Greenhouse gas mitigation is one of the environmental areas the Commonwealth is focusing on. VDOT is a national leader among state DOTs in developing assessment techniques for air quality and greenhouse gases. VDOT is preparing a Statewide Planning Level Greenhouse Gas Analysis that includes a mobile source inventory of highway, transit, and rail emissions for a base year and

the 2040 build and no-build scenarios. This will include operational (tailpipe), construction and maintenance, and fuel cycle emissions. VDOT is currently scoping a GHG Pilot Project that will include a quantitative GHG analysis of the I-95 Corridor between the Springfield Interchange and Fredericksburg. The Southern Environmental Law Center is assisting with scoping. Both of the above studies will help inform ways that VDOT can better address GHG and climate change in project development and funding.

This focus is not limited to policies and planning, as VDOT and DRPT fund or implement a number of transportation initiatives designed to improve air quality and mitigate climate change. These include bicycle and pedestrian projects, travel demand management (TDM) programs that seek to reduce the amount of commuting in single-occupancy vehicles, and investment in electric vehicles and charging infrastructure. Additionally, DRPT distributes funding to transit agencies and the Commonwealth, along with Maryland and DC, provides substantial funding to WMATA. This funding was increased significantly two years ago. Virginia localities also provide funding to WMATA.

### **Multi-Modal Projects**

It is important to note that VDOT and DRPT, along with our local government partners, prioritize multi-modal projects, intelligent transportation systems and operational improvements in the Virginia planning and funding process. This multi-modal approach, coupled with coordination of transportation and land use planning and far-sighted advance preparation for advanced transportation technologies.

“Mega Projects”, such as I-66 Inside and Outside the Beltway, exemplify this approach. . The Demand for travel in the I-66 corridor will only continue to grow, but the two mega-projects are accommodating this demand through a multi-modal approach that dis-incentivize single occupant vehicles and provides transit, bicycle and ridesharing alternatives. These projects are using variable congestion pricing, technology, travel-demand management programs and new transit services to focus on moving more people rather than more cars. Some of the tolls from these projects will fund new transit services administered through the Northern Virginia Transportation Commission. I-66 outside the Beltway was designed to not preclude future Metrorail extensions, and a network of park-and-ride lots are being provided. A new separated bike and pedestrian trail are being funding along I-66 Outside the Beltway, and new bike/pedestrian improvements are being provided as part of the I-66 Inside the Beltway project.

VDOT and DRPT oversee hundreds of smaller projects, and these projects are subject to official state policies requiring provision of pedestrian and bicycle accommodations. Virginia’s performance based project selection program, Smart Scale, heavily incentivizes projects which provide bicycle/pedestrian accommodations, transit connections, operational improvements rather than capital intensive road widening, and careful consideration of land use impacts of transportation projects.

Under state law, comprehensive plan amendments and major rezoning cases must be submitted to VDOT’s Land Development staff for review by VDOT and DRPT so that land development and transportation are planned in a coordinated manner. DRPT has developed Multimodal System

Design Guidelines ([http://www.drpt.virginia.gov/media/1055/drpt\\_mmsdg\\_final\\_full.pdf](http://www.drpt.virginia.gov/media/1055/drpt_mmsdg_final_full.pdf)) which encourage provision of transit, bicycle and pedestrian accommodations as central features of new walkable, transit oriented neighborhoods, districts and corridors. VDOT is authorized to waive certain dimensional standards for roadways in areas covered by these plans so that the limited rights of way can accommodate alternative transportation modes.

### **Planning for Resiliency**

VDOT, along with regional and local agency partners in the state, have already engaged in efforts to plan for resiliency. As part of the development of VTrans, Virginia's Long Range Transportation Plan, the Office of Intermodal Planning and Investment undertook a vulnerability assessment. Initial work for this assessment conducted in 2019 established a definition of climate change vulnerability and resilience for the agency; created a draft vulnerability assessment methodology to score the state's transportation assets based on exposure, sensitivity to climate change, and adaptive capacity; and performed a review of Virginia's transportation vulnerability assessments. The Office is working to refine the indicators and weighting approach as needed, finalize remaining data collection, and produce a vulnerability rating for each segment of the National Highway System and for each bridge under the state's jurisdiction.

# **Appendix C**

**Information to support board action  
on Visualize 2045:**

**Conformity Input Tables  
updated based on Inter-agency review**

## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (transit)

DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
<b>DDOT</b>							
613	DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	<del>2023</del> 2026	5754
793	WATEREXT	Implement	DC Circulator Expansion	Navy Yard Route Realignment	36th St.	2018 Complete	6103
794	UHOWEXT	Implement	DC Circulator Expansion	Rosslyn to Dupont Circle Route	Extension to U St./Howard University	<del>2018</del> 2026	6103
		Implement	DC Circulator Realignment	Potomac Ave.	Skyland	2018 Complete	6103
822	HIBUS	Implement	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	2019 Complete	CE3196
823	HIBUS	Implement	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2019 Complete	CE3196
		Construct	K St. NW Transitway	9th St. NW	21st St. NW	<del>2024</del> 2025	CE3081
610	DCSTGTWN	<del>Construct</del> Implement	Union Station/Georgetown Streetcar	K Street/34th Street NW	3rd Street/H Street NE	<del>2030</del> 2040	CE3081
989		Implement	16th St. Bus Priority Improvements	H St. NW	Arkansas Ave NW	<del>2020</del> 2022	6638
		Implement	H St. and I St Bus lanes Phase 2	13th St. NW	Pennsylvania Ave NW	2021	3212
7823		Study	7th St. NW Bus Improvements	Massachusetts Avenue	Pennsylvania Ave.	Not Coded	3212
7835		Study	H St. NW Bus Improvements	14th St. NW	North Capitol St.	Not Coded	3212
7834		Study	Minnesota Avenue SE Bus Improvements	Pennsylvania Avenue SE	East Capitol Street	Not Coded	3212
10614		Study	MLK Ave SE Bus Improvements	Good Hope Road	Redwood Street	Not Coded	3212
<b>MDOT/MTA</b>							
617	MARCFRQ	Implement	Brunswick Line Service Improvements			2029	CE3427
618	MARCFRQ	Implement	Camden Line Service Improvements			2029	CE3427
481	CCTBRT	Construct	Corridor Cities BRT	Shady Grove	Comsat	<del>2028</del> 2035	CE1649

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DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
619	MARCFRQ	Implement	Penn Line Service Improvements			2029	CE3427
479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	<del>2020</del> 2023	2795
480	SSTCTR	Construct	Silver Spring Transit Center	Phase II		2017 complete	
<b>Montgomery County</b>							
669		Study	Countywide BRT	various corrirors		Not Coded	
	RANDBRT	Implement	Randolph Road BRT	US 29	MD 355	2040	CE3662
5062	NBETHBRT	Implement	North Bethesda Transitway BRT	Montgomery Mall Transit Center	White Flint	2035 2030	CE3663
	MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2045 2030	CE3424
	VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike	MD 97 Georgia Ave.	2030 2025	CE3103
982	NHBRT	Implement	New Hampshire Ave. BRT	Colesville Park and Ride	Takoma Metro Station	2045	CE3672
	29BRT	Implement	US 29 BRT	Burtonsville	Silver Spring Transit Center	2020 Complete	CE3423
483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		2045	CE1249
487	TIGERVEIR	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2020 2021	CE1253
<b>VDOT</b>							
1028		Construct	Long Bridge	Control Point RO (Arlington) Rosslyn (RO) Interlocking near Long Bridge Park in Arlington, Virginia	L'Enfant (LE) Interlocking near 10th Street SW in the District of Columbia	<del>Not Coded</del> 2030	
3680		Construct	VRE 4th Track Project	L'Enfant Interlocking	Virginia Interlocking	2028	CE3758
1029		Construct	Alexandria 4th Track Project	Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway	Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road	2025 2028	

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ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
1030		Construct	Franconia to Occoquan 3rd Track Project	One mile north of the Franconia-Springfield VRE station (CFP 98.8)	Approximately 400 feet north of Furnace Road, just north of the Occoquan River (CFP 90.08)	2028	
		Construct	Broad Run Expansion- 3rd Track Project	Broad Run	Manassas (Wellington Road)	2025	CE2420
504	VREFREQ	Implement	VRE Service Improvements (Reduce Headways) - associated with 3rd and 4th Track Projects	Fredericksburg and Manassas lines		2028 2035	CE2832
795	US1VABUS	Widen	US 1 (bus/right-turn lanes)	VA 235 North	SCL Alexandria (I-95 Capital Beltway)	2035	CE1942
861		Construct	Crystal City Transitway: Northern Extension - complete dedicated lanes	Crystal City Metro Station	Army Navy Drive Transit Station (Army Navy Dr halfway between Hayes St and Joyce St)	2022	CE3521
	MWAYEXT2	Construct	Crystal City Transitway: Southern Extension - complete dedicated lanes	South Glebe Road	Alexandria city line	2025	
	MWAYROW	Construct	Crystal City/Potomac Yard Transitway-realign with dedicated right-of-way	East Glebe Road	Evans Lane	2030	
677		Study	US 1 Corridor Streetcar Conversion	Four Mile Run	Braddock Road	Not Coded	CE2685
489	POTYDS	Construct	Metro Station	Potomac Yard		2021 2022	CE3013
493		Construct	Park-and-Ride Lot-Garage	Springfield CBD	vic. I-95 & Old Keene Mill Road	2022 2023	CE2188
670		Construct	Park-and-Ride Lot	Dulles Town Center	300 Spaces	2014 2019 complete	CE2871
499		Construct	Park and Ride Lot	Arcola Center 300 spaces		2015 2024	
503	SILVER 2	Construct	Dulles Corridor Metrorail	Wiehle-Reston East Station	Ashburn Station	2020 2022	CE1981

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ConID	Scenario	Improvement	Facility	From	To	Projected	PIT Project ID
						Complete	
1018	SILVER 2	Construct	Park-and-Ride Garage	Herndon-Monroe Station		2020	CE3700
1019	SILVER 2	Construct	Park-and-Ride Garage	Innovation Station	2000+ parking spaces	2020	CE3700
629	POTSHRS	Construct	VRE - Potomac Shores Commuter Rail Station	Potomac Shores	Prince William County	<del>2020</del> 2022	CE2831
505	VANDBRT	Construct	West End Transitway (City Funded)	Van Dorn Street Metro	<del>Pentagon &amp; Landmark</del>	2026 & 2035	CE2930
1034	VANDBRT2	Construct	West End Transitway Phase II (Southern Segment)	Van Dorn Street Metro	Landmark Mall	2026	CE2930
507	NRS	Construct	Landmark Transit Center	Duke Street and Van Dorn Street		2023	CE3071
508	ALEXBUS	Implement	DASH Service Expansion	citywide		<del>2020</del> 2030	CE2933
820	BELTHOT	Implement	Beltway HOT lanes transit service			2020	
821	BELTHOT	Implement	Beltway HOT lanes transit service			2030	
509	DUKEBUS	Construct	Duke Street Transitway	King Street Metro	Fairfax County Line	<del>2024</del> 2027	CE2932
672		Construct	Leesburg Park and Ride Lot (new location)	Crosstrails Blvd (approx)	300 Spaces	2018	CE2695
673		Construct	Sterling Park and Ride Lot		200 Spaces	<del>2014- 2019</del> complete	CE3357
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	CE3359
797	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		2025	CE3484
798	I66HOTI	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Inside the beltway		<del>2030</del> 2040	CE3484
799	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		<del>2024</del> 2022	CE3448
800	I66HOTO	Implement	I-66 Corridor Enhanced Bus Service (details shown with project description sheet)	Outside the beltway		<del>2025-2030</del> & 2040	CE3448

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DRAFT 5/12/2021

ConID	Scenario	Improvement	Facility	From	To	Projected	
						Complete	PIT Project ID
801		Construct	I-66 Corridor Park and Ride lot	Haymarket		2021	CE3448
802		Construct	I-66 Corridor Park and Ride lot	University Blvd. in Gainesville		2021	CE3448
803		Construct	I-66 Corridor Park and Ride lot	Balls Ford Road in Manassas		2021	CE3448
804		Expand	I-66 Corridor Park and Ride lot	Prince William Pkwy (Cushing Rd)		2021 2040	CE3448
806	NRS	Construct	I-66 Corridor Park and Ride garage	Monument Drive	garage replaces surface lot	2021 2023	CE3448
808	US1BRT	Construct	Bus Rapid Transit (BRT)	US 1 Richmond Highway	Huntington Metro to Hybla Valley to Ft. Belvoir to Woodbridge VRE	2030	CE3496

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**2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS  
(highway)**

DRAFT 5/12/2021

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE2860	605	DI9		Reconstruct	I 295 Interchange at Malcolm X Blvd.	Add above grade ramp connection from NB I-295 off ramp to new St. Elizabeth's Access Road						2020 2022
CE2813	604			Construct	F Street NW	2nd Street NW	3rd Street NW			0	2	2018 2019 Complete
3423	541	DP9A	AW011, AW024 A, AW001 A, AW025 A, CKTB6	Widen	South Capitol Street Corridor: Frederick Douglas Bridge	Independence Avenue (East)	Martin Luther King, Jr. Blvd. (west)	2	2	5	6	2021 2025
5803	542	DP9C		Construct	South Capitol Street Intersection	at Potomac Avenue						2021 2022
6038	543	DP9D		Construct	Suitland Parkway interchange	at Martin Luther King, Jr. Boulevard to complete movements						2021
CE3196	582	DS27		Reduce Capacity	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	3	3	5	4	2019 Complete
CE3196	583	DP38		Reduce Capacity	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2	2	4	3	2019 Complete
3212	11116			Reduce Capacity Bus Lanes	H Street NW	Pennsylvania Ave	Connecticut Ave	2	2	4	3	2021
3212	11117			Reduce Capacity Bus Lanes	H Street NW	Connecticut Ave	Vermont Ave	2	2	4	2	2021
3212	11118			Reduce Capacity Bus Lanes	H Street NW	Vermont Ave	15th Street	2	2	4	3	2021
3212	11119			Reduce Capacity Bus Lanes	H Street NW	15th Street	14th Street	2	2	3	2	2021
3212	11120			Reduce Capacity Bus Lanes	I Street NW	13th Street	14th Street	2	2	3	2	2021
3212	11121			Reduce Capacity Bus Lanes	I Street NW	16th Street	Connecticut Ave	2	2	3	2	2021
3212	11122			Reduce Capacity Bus Lanes	I Street NW	17th Street	18th Street	2	2	3	2	2021

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3212	11123			Reduce Capacity Bus Lanes	I Street NW	19th Street	20th Street	2	2	3	2	2021
CE3077	558	DP42	ED0C2A	Reduce Capacity	C Street/N. Carolina Avenue	Oklahoma Avenue	14th Street NE			5	3	2020 2022
6315	567	DP16		Reduce Capacity	East Capitol Street	40th Street	Southern Ave			6	4	2021
CE3075 6014	585	DS6		Reduce Capacity	Maryland Ave. NE	6th St. NE	15 St. NE			4	2	2019 2021
CE3399	608			Reconstruct	New Jersey Avenue NW 1-way to 2-way	H Street NW	N Street NW					2020 2021
6114	609			Reduce Capacity	South Capitol Street	Firth Sterling Ave.	Southern Ave Maryland state line			5	4 5	2015 2022
3232	663			Reduce Capacity	Adams Mill Rd. NW	Kenyon	Klinge			3	2	2016 Complete
3232	701	DS8		Reduce Capacity	6th Street NE	Florida Avenue	K Street			2	1	2016 Complete
3232	702	DS9		Reduce Capacity	7th Street NW	New York Avenue	N Street			4	2	2016 2021
3232	704	DS11		Reduce Capacity	14th Street NW	Florida Avenue	Columbia Road			4	2	2016 Complete
3232	705	DS12		Reduce Capacity	Brentwood Parkway NE	6th Street/Penn Street	9th Street			2	1	2016 Complete
6195	717	DS13		Reduce Capacity	Florida Avenue NE	3rd Street	West Virginia Avenue			6	4	2019 2023
6195	710			Reduce Capacity	Florida Avenue NE	2nd Street	3rd Street			6	5	2019 2023
3232	707	NRS		Reduce Capacity	New Jersey Avenue NW	H Street	Louisiana Ave			4	2	2020 2021
CE3447	713	DS14		Reduce Capacity	Pennsylvania Avenue NW	18th Street	20th Street			5	4	2020 2025
CE3447	712	DS15		Reduce Capacity	Pennsylvania Avenue NW	17th Street	18th Street			6	4	2021 2025
CE3447	715	DS16		Reduce Capacity	Pennsylvania Avenue NW	26th Street	28th Street			5	4	2021 2040
CE3447	716	DS17		Reduce Capacity	Pennsylvania Avenue NW	28th Street	29th Street			4	2	2021 2040
CE3447	714	DS18		Reduce Capacity	Pennsylvania Avenue NW	20th Street	26th Street			6	4	2021 2040
3232	709	DS19		Reduce Capacity	Wheeler Road SE	Alabama Avenue	Southern Avenue			4	2	2020 2021
3232	829	DS21		Reduce Capacity - bike lanes	6th Street NW	Constitution Avenue	Massachusetts Avenue			6 peak- 4 offpeak	4 peak - 2 offpeak	2019 2030

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								Fr	To	Fr	To	
3232	830	DS22		Reduce Capacity - bike lanes	6th Street NW	Massachusetts Avenue	Florida Ave NW			4	<del>2</del> 3	<del>2019</del> 2030
3232	832	in base		Reduce Capacity - bike lanes	Blair Road NW	Peabody St. NW	Aspen St. NW			3	2	2021
3232	860	DS23		Reduce Capacity - bike lanes	Harewood Road NW	Rock Creek Church Road NW	North Capitol Street			2	1	<del>2020</del> 2022
3232	835	DP22		Reduce Capacity - bike lanes	Louisiana Avenue NW	Columbus Circle NE/ Mass Ave NE	Constitution Avenue NW			4	3	<del>2020</del> 2040
CE3651	944	DP32		Reduce Capacity - bike lanes	17th Street NW	New Hampshire Avenue	Massachusetts Avenue NW	3	3	2	1	<del>2020</del> - 2021
CE3652	946	DP34		Reduce Capacity - bike lanes	K Street NW	<del>3rd Street NW</del> 7th St NW	1st Street NE			<del>6</del> 4	<del>4</del> 2	<del>2020</del> - 2021
CE3654	947	DP35		Reduce Capacity - bike lanes	Pennsylvania Ave	2nd Street SE	14th Street SE	2	2	6	4	<del>2020</del> 2023
CE3654	948	DP36		Reduce Capacity - bike lanes	Pennsylvania Ave SE	14th Street SE	Barney Circle			8	6	<del>2020</del> 2024
CE3653	949	DP37		Reduce Capacity - bike lanes	Irving Street NE/NW	Michigan Avenue NE	Warder Street NW			6	4	2020 Completed
3232	1013			Reduce Capacity - bike lanes	9th St NW	New York Avenue NW	H Street NW			3	2	2030
3232	<del>1013</del> 831	NRS		Reduce Capacity - bike lanes	9th St NW	Massachusetts Ave	Florida Ave			4	<del>2</del> 3	<del>2019</del> 2030
3232	1012	DP39		Reduce Capacity - bike lanes	9th St NW	Constitution Ave	Massachusetts Ave			6/4	4/2	<del>2019</del> 2030
3232	1010	DP40		Reduce Capacity - bike lanes	Nebraska Ave NW	New Mexico Ave	Loughboro Road			4	3	<del>2020</del> 2022
3232	1009			Reduce Capacity - bike lanes	Pennsylvania Ave SE	2nd St	17th St.			8	6	2021
3232	1008	DS28		Reduce Capacity - bike lanes	Dalecarlia Pkwy NW	Loughboro Road	Westmoreland Circle			4	2	<del>2020</del> 2040
3232	1007	DS29		Reduce Capacity - bike lanes	K St NE	1st St	8th St			3	2	2019 Complete
3232	1006	DS30		Reduce Capacity - bike lanes	Mount Olivet Rd NE	Brentwood	West Virginia Ave			4	3	<del>2020</del> 2022
3232	1005	DS31		Reduce Capacity - bike lanes	M St SE	Half St	11th St			6	5	<del>2020</del> 2022

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
3232	1004	DP41		Reduce Capacity - bike lanes	Florida Ave NE	West Virginia Ave	14th St			3	2	2019 Complete
3212	7820			Reduce Capacity - bike lanes	15th Street Cycletrack	Pennsylvania Ave NW	East Basin Dr. SW	3	3	4	3	2021
3212	7838			Reduce Capacity - bike lanes	17th St. Bike Lanes	New Hampshire Avenue NW	K St. NW	3	3	4	2	2021
3212	7821			Reduce Capacity - bike lanes	20th St. NW Bike Lanes	G St.	Massachusetts Ave.	4	4	4	2	2022
3212	7827			Reduce Capacity - bike lanes	21st St. NW	Constitution Ave NW	Massachusetts Ave NW	3	3	3	2	2021
3212	7839			Reduce Capacity - bike lanes	Kenyon St NW, Irving, St NW and Michigan St NE Protected Bike Lanes	Warder St NW	4th St NE	3	3	8	6	2020 Completed
3212	10675			Reduce Capacity - Bus Lanes	M Street SE	10th Street	Half Street	3	3	6	4	2020 Completed
3212	7824			Reduce Capacity - Bus Lanes	Martin Luther King Jr. Ave SE	W Street	Redwood Street	3	3	4	2	2020 Completed
3212	7836			Reduce Capacity -	Park Place/5th Street NW	Grant Circle	Kenyon St NW	3	3	2	1	2022
3212	7825			Reduce Capacity -	Virginia Ave NW	Rock Creek and Potomac Pkwy NW	18th St NW	3	3	6	5	2021
3212	7837			Reduce Capacity - bike lanes	Warder Street/7th Street NW	Kenyon St NW	New Hampshire Ave NW	4	4	2	1	2022
6638	839	DP23		Reduce Capacity - Bus Priority	16th Street NW	Arkansas Avenue NW	Columbia Road NW			6	4	<del>2020</del> 2022
6638	840	DP24		Reduce Capacity - Bus Priority	16th Street NW	Columbia Road NW	W Street NW			5	4	<del>2020</del> 2022
6638	838	NRS		Reconstruct	16th Street NW	W Street NW	H Street NW			4	4	2022
CE3081	841	DP25		Reduce Capacity - Streetcar	H Street NE/NW	3rd Street NE	New Jersey Ave NW			6	4	<del>2030</del> 2040
CE3081	842	DS26		Reduce Capacity - Streetcar	New Jersey Avenue NW	H St NW	K Street NW			3 lanes 1-way	1 lane each 2-way	<del>2030</del> 2040
CE3081	844	DP26		Reduce Capacity - Streetcar	K Street NW	New Jersey Avenue NW	7th Street NW			3	2	<del>2030</del> 2040
CE3081	845	DP27		Reduce Capacity - Transitway	K Street NW	9th Street NW	12th St NW			4	2	2021 2025
CE3081	846	DP28		Reduce Capacity - Transitway	K Street NW	12th St NW	21st St NW			6	4	2021 2025

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(highway)**

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								Fr	To	Fr	To	
CE3081	847	DP29		Reduce Capacity - Streetcar	K Street NW	21st St NW	25th Street NW			4	2	2030 2040
CE3081	848	DP30		Reduce Capacity - Streetcar	K Street NW	25th Street NW	29th Street NW			6/4	4	2030 2040
CE3081	849	DP31		Reduce Capacity - Streetcar	K Street NW	29th Street NW	Wisconsin Avenue NW			4	2	2030 2040
<b>MDOT</b>												
<b>Interstate</b>												
	126	MI2Q	MO839 1	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020
6432 CE1186	125	MI2U1	AW0731	Construct/Widen	I 270 Toll Lanes	I 495	I 270Y	1	1	4 + 2 HOV	4 + 4 HOT +2 HOV +4 ETL	2025
6432 CE1186	892	MI2U2	AW0731	Construct/Widen	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT +2 HOV +4 ETL	2025
6432 CE1186	893	MI2U3	AW0731	Construct/Widen	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB ETL	2025 2030
6432 CE1186	893	MI2U4	AW0731	Construct/Widen	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB +2 ETL	2025 2030
6432 CE1186	894	MI2U5	AW0731	Construct/Widen	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB +1 HOV NB +2 ETL	2025 2030
6432 CE1186	894	MI2U6	AW0731	Construct/Widen	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB +2 ETL	2025 2030
6432 CE1186	895	MI2U7	AW0731	Construct/Widen	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT +4 ETL	2025 2030

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
6444	952	MI2TSB6		Construct	I270 southbound auxiliary lane (innovative congestion management)	South of Shady Grove Rd local slip ramp	South of Shady Grove Rd express lanes slip ramp	1	1			2019 complete
6444	953	MI2TSB7		Construct	I270 southbound auxiliary lane (innovative congestion management)	Md 28 on-ramp	MD 189 off-ramp	1	1			2019 2021
6444	954	MI2TSB8		Construct	I270 southbound (innovative congestion management)	MD 189 on-ramp	Montrose Road off-ramp	1	1			2019 complete
6444	955	MI2TSB12		Construct	I270 southbound (innovative congestion management)	North of Montrose Road	Democracy Boulevard	1	1			2019 complete
6444	956	MI2TNB1		Construct	I270 northbound (innovative congestion management)	Democracy Boulevard on-ramp	North of Montrose Road slip ramp to local lanes	1	1			2019 complete
6444	957	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			2019 2021
6444	958	MI2TNB2		Construct	I270 northbound auxiliary lane (innovative congestion management)	South of MD 28 slip ramp to express lanes	North of MD 28 slip ramp to local lanes	1	1			2019 2021
		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
6444	962	MI2TNB5		Construct	I270 northbound (innovative congestion management)	MD 121	Comus Road Bridge	1	1			2019 2021 complete
	210	MI4		Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
CE2250	151	MI4a	FR5801	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2025 2022
				Study	I-295 Toll Lanes- planning study	US 50	I-95 (in Baltimore)					Not Coded
CE1479	108	MI1P MI1PR	PG3331	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
6432 CE3281	696	MI1Q	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 HOT	2025
6432 CE3281	856	MI1R	AW0731	Construct/Widen	I 495 Toll Lanes	I 270Y	MD 355	1	1	6	6 + 4 ETL HOT	2025

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								Fr	To	Fr	To	
6432 CE3281	905	MI1S	AW0731	Construct/Widen	I 495 Toll Lanes	MD 355	I 95	1	1	8	8 + 4 ETL HOT	2025 2030
6432 CE3281	906	MI1T	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8 + 4 ETL HOT	2025 2030
CE1182	907	MI1U	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 ETL HOT	2025 2030
CE1182	908	MI1V	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 ETL HOT	2025 2030
CE1182	909	MI1W	AW0731	Construct/Widen	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 ETL HOT	2025 2030
<b>Primary</b>												
3108	139	MP10A	PG2531	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	2023
CE1202	935 936	NRS	PG2531	Reconstruct	US 1	MD 193	I 95 / I 495	2	2	4	4	2030 2035
CE1200	370	MP9	CA4131	Widen	MD 2/4 Solomons Island Road	North of Stoakley Road/Hospital Drive	South of MD 765A (south junction) just south of Parkers Creek	2	2	4	6	2040— 2045
CE1200	913	NRS	CA4131	Construct	MD 2 / MD 4 Interchange	at Stoakley Road/Hospital Drive and at MD 765A (south junction)		2	5	4	6	2040 2045
CE2246	645	NRS		Reconstruct	MD 4 Interchange	at MD 235		2	2	2	2 4	2031
	127	MP2C	AT1981	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	2035
CE1194	355	NRS	PG9171	Construct	MD 4	at Westphalia Road		2	5	4	6	2040
3547	393	NRS	PG6181	Construct	MD 4 Pennsylvania Avenue	at Suitland Parkway		5	5	4	4	2020
CE1194	933	NRS	PG9171	Construct	MD 4 Interchange	at Dower House Road		5	5	4	6	2040
CE1194	212	MP3A	PG9171	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040
CE1196 3469	440	NRS		Construct	MD 5	at Earnshaw/Burch Hill Roads		2	5	4	6	2030- 2035

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								Fr	To	Fr	To	
3469 CE1196	205	MP4F	PG3916	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2030 2035
	354	NRS	PG1751	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	2019
3469 CE1196	441	NRS		Construct	MD 5 Branch Avenue	at Surratts Road		2	5	4	6	2030 2035
CE3567	914	MP15B	FR1881	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	2045 2040
CE3566	915	MP15A	FR1881	Construct/Widen	US 15	US 340 / South Jefferson Street	MD 26	5	5	4	6	2030
CE913	358	MP15	FR5711	Construct	US 15 Interchange	at Monocacy Blvd./Christophers Crossing		3	3	4	4	2019 2018 complete
3641 CE1197	211	NRS	MO891 1	Construct	US 29 Columbia Pike	at Musgrove/Fairland Road				6	6	2035
CE1197	551			Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030
CE1197	552, 919, 918	MP19A MP19B MP19C		Construct	US 29 Columbia Pike Interchange	at Stewart Lane, Greencastle Road, & Blackburn Road		5	5	6	6	2045
	647	MP5e-NRS		Study	US 29 Columbia Pike	North of MD 650 New Hampshire Avenue	Howard County Line	5	5	6	6	2045
CE3425	941	NRS	PG0641	Reconstruct	US 50	District of Columbia line	I 95 / I 495	2	2	4	4	2035
CE1210	858	FP2B		Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035
6483	391	FP2A	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	4	6	2022
CE1210	859	FP2C	FR3881	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	4	6	2035
CE1190	387	MP14	PG6191	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045
	353	NRS	PG7001	Upgrade	MD 210	at Kerby Hill Road/Livingston Road		5	5	6	6	2021
4879	124	MP6D	PG2211	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040
5527	384	MP18		Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2023
CE1004	940	MP8E		Widen	US 301	Harry Nice Bridge	I-595 / US 50	2	5	4/6	6	2045
CE2239	939	NRS	CH2031	Reconstruct	US 301 Interchange	at MD 5 Business/MD 228		2	5	6	6	2030 2040
CF2239	938	NRS	CH2031	Reconstruct	US 301	at MD 5 (south junction)		2	5	6	6	2030 2035
CE1619	937	NRS		Construct	US 301 Interchange	at MD 197		5	5	6	6	2030 2035
<b>Secondary</b>												

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								Fr	To	Fr	To	
3476 CE1462	206	MS2F	MO8861	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	2-4	2045
3476 CE1462	925	NRS	MO8861	Reconstruct	MD 28 Norbeck Road	MD 182	Norwood Road	2	2	4	4	2045
3476 CE1462	926	NRS	MO8861	Reconstruct	MD 198	Norwood Road	MD 650	2	2	2	2	2045
3476 CE1462	927	NRS	MO8861	Reconstruct	MD 198	MD 650	Old Columbia Pike	2	2	2	2	2045
3476 CE1462	928	NRS	MO8861	Reconstruct	MD 198	Old Columbia Pike	US 29A	2	2	4	4	2045
3476 CE1462	929	NRS	MO8861	Reconstruct	MD 198	US 29A	I 95	2	2	4	4	2045
3106	137	MP12C	MO7461	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	2021
CE2618	931	NRS	MO2241	Widen-Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	<del>7/8</del> 6/7	2025 2030
CE1211	392	NRS	MO8521	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
	135	NRS	MO8541	Upgrade	MD 97 Georgia Avenue Interchange	at Randolph Road		2	2	6	6	2018
CE1203	115	MS32		Widen-Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	<del>2</del> 3	<del>2</del> 3	<del>2/4</del> 4	4	2030
CE1203	921	NRS		Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	<del>2/4</del> 2	<del>2/4</del> 3	<del>2030</del> 2035
3057 CE1206	118	MS6B	MO632	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035
3057 CE1206	1	MS6D	MO6323	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2035
CE2253	356	MS35	PG6911	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	2025 2030

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								Fr	To	Fr	To	
CE2261	924	MS36A	FR5491	Construct/Widen	MD 180	Greenfield Drive	I 70 (west junction)	4	4	2	4	2030 2035
	857	MS36B	FR6781	Construct/Widen	<del>MD 180</del>	<del>I 70 (west junction)</del>	Ballenger Center Drive	4	4	2/4	4	2021
CE1204	359	MS10B	PG9491	Widen	MD 201 Edmonston Rd. / Old Baltimore Pike	Cherrywood Lane	Ammendale Way	3	3	2/3	4	2045
CE1204	965	MS10E	PG9491	Construct/Widen	MD 201 Extended (Cedarhurst Dr.)	Muirkirk Road	US 1	3	3	2	4	2045
CE2248	942	NRS	PG5811	Reconstruct	MD 223	MD 4	Steed Road	3	3	2	2	2045
CE1207	175	MS18D	PG6541	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2020 2030
	516	same as MC15B	MO344 1	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	2020
6384	152	BRAC nrs	MO593 1	Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda			2	2			2020 complete
<b>Frederick County</b>												
<b>Secondary</b>												
	648	MS36C	FR5491	Widen/Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020
	993	in FS3		Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Road	3	3	2	4	2024
	880	FS3		Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	2020
	879	NRS		Construct	Christopher's Crossing	Shookstown Road	Rocky Springs Road	3	3	0	4	2026
	651	FS2a		Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2019
	691	NRS	F3	Construct	Spectrum Drive	Technology Way	MD 85 Buckeystown Pike	0	4	0	2	2030
<b>Montgomery County</b>												
<b>Secondary</b>												
3498	208	NRS		Construct	Burtonsville Access Road	MD 198 Spencerville Road	School Access Road in Burtonsville	0	4	0	2	2025
5944	597	NRS		Construct	Century Boulevard	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	0	3	0	4	2020 2013 Completed
CE1577	199	MC43		Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2020 2030
3049	112	MC7A		Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2025 2030
				Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035

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								Fr	To	Fr	To	
CE1245	172	MC11A		Construct	M 83 MidCounty Highway Extended	MD 27 Ridge Road	Middlebrook Road	0	2	0	4-6	2025-2045
CE1245	204	MC11D	509337-4	Construct	M 83 Midcounty Highway Extended	Middlebrook Road	Montgomery Village Avenue	0	2	0	4-6	2025-2045
	113	MC12F		Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020
CE1229	161	MC14G		Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2025-2045
3703	214	MC15B		Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2022-2045
				Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
				Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
CE2912	428	NRS		Construct	Platt Ridge Drive Extended	Jones Bridge Road	Montrose Driveway			0	2	2018 Completed
CE1236	119	MC34		Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2019-2021
<b>Urban</b>												
5985	421		501204-1	Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2020-2026
5985	422			Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2020-2026
5986	424		501116-6	Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2020-2030
5986	425		501116-1	Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2020-2030
5986	423		501116-5	Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2020-2030
<b>Prince George's County</b>												
<b>Secondary</b>												
6367	361	PGS3a		Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2023-2026
6367	362	NRS		Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2025-2028
CE1270	386	PGS5		Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2025-2028
CE1320	365	PGS73	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2025-2030
CE1272	388	PGS9a		Widen	Bowie Race Track Road	MD 450 Annapolis Road	Old Chapel Road Clearfield Road	4	4	2	4	2025-2024

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								Fr	To	Fr	To	
CE1272	389	PGS9b		Widen	Bowie Race Track Road	MD 197 Laurel-Bowie Road	Old Chapel Road	4	4	2	4	2025
CE1273	390	PGS10		Widen	Brandywine Road	Piscataway Road (north of)	Thrift Road	4	4	2	4	2020
CE1274	418	PGS12		Widen	Brinkley Road	MD 414 St. Barnabas Road	MD 337 Allentown Road	3	3	4	6	2020
CE1275	134	PGS13		Construct	Brooks Drive Extended	Marlboro Pike	Rollins Avenue	0	3	0	4	2020
CE1277	140	PGS16a		Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
CE1277	138	PGS16b		Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
CE1278	141	PGS17		Widen	Cherry Hill Road	Powder Mill Road	Selman Road	3	3	2	4	2019 Complete
CE1279	142	PGS18		Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2021 2028
CE1280	144	PGS20b		Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	2020 2014 Complete
CE1280	143	PGS20a		Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
CE1281	145	PGS21a		Widen	Contee Road	US 1	MD 201 Virginia Manor Road	4	4	2	4	2018 Complete
CE1282	146	PGS22		Widen	Dangerfield Road	Cheltenham Avenue	MD 223 Woodyard Road	4	4	2	4	2020
CE1283	147	PGS24b		Widen	Dower House Road	Foxley Road	MD 4 Pennsylvania Avenue	4	4	2	6	2025
CE1283	155	PGS24a		Widen	Dower House Road	MD 223 Woodyard Road	Foxley Road	4	4	2	4	2025
CE1284	156	PGS25		Widen	Fisher Road	Brinkley Road	Holton Lane	4	4	2	4	2025
CE1285	157	NRS		Construct	Forbes Boulevard Extended	south of Amtrak	MD 193 Greenbelt Road	0	4	0	4	2020
CE1287	159	PGS29		Widen	Fort Washington Road	Riverview Road	MD 210 Indian Head Highway	4	4	2	4	2025
CE1288	160	PGS30b		Widen	Good Luck Road	Cipriano Road	MD 193 Greenbelt Road	4	4	2	4	2025

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								Fr	To	Fr	To	
CE1288	162	PGS30a		Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
3132	164	PGS34a		Widen	Hill Road	MD 214 Central Avenue Consideration Lane	MD 704 ML King Jr Highway	4	4	2	4	2018 complete
3132	163	PGS34B		Widen	Hill Road	Consideration Lane	MD 214 Central Avenue	4	4	2	4	2018 2028
CE1015	416	NRS		Construct	Iverson Street-Extended	Wheeler Road	19th Avenue	0	4	0	4	2018
CE3438	666	PGS35		Widen	Karen Boulevard	Walker Mill Road	MD 214 Central Avenue	4	4	2	4	2020
5806	165	PGS38b		Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2020 2025
CE1291	417	PGS38a		Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2025 2028
	213	PGS40a		Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021
		PGS40b		Reduce Capacity - bike lanes	Lottsford Road	MD 202 (Landover Rd.)	Largo Dr. West	3	3	6	4	2020
CE1292	166	PGS39b		Widen	Lottsford Vista Road	MD 704 ML King Jr Highway	Ardwick-Ardmore Road/Relocated	4	4	2	4	2020
CE1295	360	PGP4a		Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025
CE1294	167	PGS42		Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	2020 2017 Complete
CE1294	2	PGS42C		Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4 /Livingston Road	3	3	2	4	2017
CE1295	169	PGS44b		Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020
CE1295	168	PGS44a		Widen	Metzerott Road	MD 650 New Hampshire Avenue	Adelphi Road	4	4	2	4	2020
CE1296	171	PGS46		Widen	Murkirk Road	US 1 Baltimore Avenue (west of)	Odell Road	4	4	2	4	2020

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								Fr	To	Fr	To	
CE1297	173	PGS47		Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2020 2028
CE1298	174	PGS48		Widen	Old Alexandria Ferry Road	MD 223 Woodyard Road	MD 5 Branch Avenue	4	4	2	4	2025
CE1299	649	PGS50		Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2020 2028
CE1533	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
CE1324	193	PGS81		Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2025 2020 Complete
CE1301	150	NRS		Reconstruct	Rhode Island Avenue	MD 193	US Route 1	4	4	2	2	2025
CE1302	176	PGS56a		Widen	Ritchie Road/Forestville Road	Alberta Drive	MD 4 Pennsylvania Avenue	3	3	2	4	2020
CE2623	153	PGS55b		Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2020 2028
CE1303	177	PGS57		CE1197)	Rollins Avenue	MD 214 Central Avenue	Walker Mill Road	4	4	2	4	2020
CE1304	178	PGS58		Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
CE1305	179	PGS60B		Widen	Spine Road	MD 5 Branch Avenue / US 301	MD 381 Brandywine Road	3	3	2	4	2025 2020 Complete
CE1306	109	PGS61		Widen	Springfield Road	Lanham-Severn Road	Good Luck Road	4	4	2	4	2020
CE1307	122	PGP2		Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			2025 2021 Complete
CE1309	181	PGPS63		Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2022
CE1313	185	PGP5a		Construct	US 50 Columbia Park Road Ramp	wb ramp to Columbia Park Rd						2025 2014 Complete
CE1314	187	PGS67a		Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
CE1314	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
CE1316	429	PGS69a		Widen	Walker Mill Road	Silver Hill Road	I 95	3	3	2	4	2020 2028
CE2624	154	PGS91		Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2020 2028
3166	189	PGS70		Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018 complete
CE1318	437	PGS71		Widen	White House Road	Ritchie-Marlboro Road	MD 202 Large Landover Road	3	3	2	6	2020
CE1319	190	PGS72		Widen	Whitfield Chapel Road	CE1319	Ardwick-Ardmore Road	4	4	2	4	2020

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
	436	PGS40b		Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025
<b>Anne Arundel County</b>												
		AA14C		Widen	US 50 EB only	MD 70	MD 2 NB	1	1	6	7	2019
		AA14D		Widen	US 50	I-97	MD 2	1	1	6	8	2045
		AA15a		Widen	I-295	I-195	MD 100	1	1	4	6	2035
		AA3E		Widen	MD 2	US 50	I-695			4	6	2035
		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	National Business Parkway		2	4	6	2025
		AA35		Widen	MD 177	MD 2	Lake Shore Dr.			2	4	2045
		AA30		Widen	MD 198	MD 32	BW Parkway	2	2	2	4	2030
				Widen	MD 214	MD 424	Shoreham Beach Dr.			2	4	2045
		AA34a		Widen	MD 713	MD 175	Stoney Run Dr.		2	2	4	2040
<b>Carroll County</b>												
		CA1B		Widen	MD 140	Sullivan Road	Market St.		1	4/6	8	2035
		NRS		reconstruct	MD 140 (w/ intchg @ MD-191)	Baltimore County Line	Kays Mill Rd.			4	4	2035
		CA2a		Widen	MD 26	MD 32	Liberty Reservoir			4	6	2035
		CA4A		widen	MD 32	MD 26	Howard County Line		2	2	4	2040
		CA5		Widen	MD 97	MD 140	Bachmans Valley Rd.		2	2	4	2035
<b>Howard County</b>												
		HW1b		Widen	I-70	US 29	MD 32	1	1	4	6	2035
		HW19		Widen	I-95 Peak period shoulder use	MD 32	MD 100	1	1	4	4+1	2035
		HW20		Widen	US 1	Howard/PG line	Howard/Balt. Co. line			4	6	2045
		HW10b		Widen	US 29 NB	Middle Patuxent River	Seneca Dr.		5	4	6	2030
		HW10F		Widen	US 29 NB	Seneca Dr.	MD 100	5	5	5	6	2017
		HW3c		Widen	MD 32	Cedar Lane	Anne Arundel County Line Brock Bridge Rd.		1	4/6	8	2045
		HW3B		Widen	MD 32	MD 108	I-70		2	2	4	2021
		HW3D		Widen	MD 32	I-70	Howard/ Carroll County Line River Rd			2	4	2045
		HW5F		Widen	MD 100	I-95	AA/Howard Line	1	1	4	6	2035
		HW6c		Widen	MD 108	Trotter Rd.	Guilford Rd.	2	2	2	4	2035
		HW7C		Widen	MD 175	Oceano Ave	Howard/AA Col Line			2	4	2045
		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	2023
		NRS		Widen	Dorsey Run Rd.	MD 175	CSX RR spur			2	4	2021
		nrs		Widen	Guilford Rd.	US 1	Dorsey Run Road			2	4	2020

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								Fr	To	Fr	To	
<b>Calvert-St. Mary's MPO</b>												
CE2246	644	MP9B	C-SMMPO	Construct	Thomas Johnson Bridge replacement	over the Patuxent River		2	2	2	4	2031
		MP9C	C-SMMPO	Widen	MD 4 (in St. Mary's County)	Thomas Johnson Bridge	MD 235	2	2	2	4	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
<b>VDOT</b>												
<b>Federal Lands</b>												
CE3061	433	FED3a		Construct	Manassas Battlefield Bypass	US 29 West of Centreville	East of Gainesville, via 234	0	1	0	4	2035 2040
CE3061	434	FED3b		Remove/Close	US 29 Lee Highway	Pageland Lane	Bridge over Bull Run	2	2	2/4	0	2035 2040
CE3061	435	FED3c		Remove/Close	VA 234 Sudley Road	Southern Park Boundary	Sudley Springs (north of park)			2	0	2030
<b>Interstate</b>												
CE1759	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.-'@Vaden Dr.	1	1	0	2	2021 2022
CE2096	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 2016 complete

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								Fr	To	Fr	To	
CE2096	350	VI1AG	78827	Reconstruct	I 66 WB Operational/Spot Improvements	Lee Highway/Spout Run On-Ramp	Glebe Road Off-Ramp	1	1	2	3	2020 2022
CE3448	718	VI1Y	105500	Widen / Revise Operations	I-66		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
CE3448	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

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								Fr	To	Fr	To	
CE3448	852	VI1ZA	105500	Widen / Revise Operations	I-66	US 29 Centreville	University Boulevard Ramps (new interchange for HOT only)	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction	3 general purpose + 2 HOT in each direction	2021
CE3448	852	VI1ZA1	105500	Widen / Revise Operations	I-66	VA 234 Bypass	University Blvd.	1	1	4 general purpose in each direction off-peak, 3 general purpose + 1 HOV in peak direction	3 general purpose + 2 HOT in each direction (+1 Auxiliary each direction between)	2021
CE3448	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 +	3 general purpose + 2 HOT in each direction (+1 Auxiliary)	2040
CE3484	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 complete
CE3484	862	VI1X1		Revise Operations	I-66	I-495	US 29 near Rosslyn	1	1	HOT 2 in peak direction during peak period	HOT 3 in peak direction during peak period	2021 2022

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								Fr	To	Fr	To	
CE3484	863	V11X2		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
CE3448	7221			Study	I-66 Revise Operations by 2024	I495	US 29 near Rosslyn			HOT 3 in peak direction during peak period	HOT 3 in both directions during peak period	not coded
CE3484	788	V11XB		Construct/Widen	I 66 Eastbound	VA 267 DTR	Washington Blvd. Off-Ramp	1	1	3	4	2020
CE3484	789	V11XC		Construct/Widen	I 66 Eastbound	Washington Blvd. Off-Ramp	North Fairfax Drive	1	1	2	3	2020
CE3484	786	V11XD		Construct/Widen	I 66 Westbound	Sycamore Street	Washington Blvd. On-Ramp	1	1	2	3	2040
CE3448	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
CE3448	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
CE3448	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
CE3448	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
CE3448	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
CE3448	757	NRS		Reconstruct	I-66 Interchange	Cloverleaf interchange converted to diverging diamond interchange	@ Nutley Street (VA 243)	1	1	—	—	2022
CE3448	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		1	1		Bus / HOV-3 / HOT from proposed Express Lanes	2022
CE3448	983	I66R43		Remove	I-66 ramp	remove existing EB on-ramp from Sainsbury Dr. at Vaden Dr.						2022

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								Fr	To	Fr	To	
CE3448	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
CE3448	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
CE3448	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
CE3448	766	I66R62		Construct	I-66 Express Lanes Interchange ramps	EB Express Lanes on-ramp from NB US 50	@ Lee Jackson Mem Highway (US 50)	0	1	0	1	2040
CE3448	767	I66R19A I66R20A I66R21A I66R22A		Relocate / Reconstruct	I-66 Interchange	Reconfigure interchange with Express lanes ramps shifted to the north of I-66; ; Construct new EB off-ramp, WB on-ramp to/from I-66 Express lanes	@ Monument Drive (US 50)	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT Movement s in both directions 24 hrs/day	2040
CE3448	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 Movement s in both directions 24 hrs/day	2022
CE3448	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  The existing reversible HOV ramp at Stringfellow Road will be expanded and converted to Express Lanes ramps providing access to and from the east using the Express Lanes. The new ramps will allow two-way traffic to and from the Express Lanes toward the Beltway 24 hours a day.	@ Stringfellow Road	1	1	Bus / HOV-2 Reversible by time of day	Bus / HOV-3 / HOT both directions 24 hrs / day	2022
CE3448	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

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								Fr	To	Fr	To	
CE3448	772	I66R41		Construct	I-66 slip ramp	EB general purpose to EB express lanes	2.5 miles west of VA 286	0	1	0	1	2022
CE3448	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
CE3448	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
CE3448	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
CE3448	781?	I66R61		Construct	I-66 Express Lanes Interchange ramps	SB HOV to WB Expr	Route 28 Interchange	0	1	0	1	2040
CE3448	917			Construct	I-66 flyover ramp	EB general purpose to EB Express Lanes	.65 miles east of VA Bus 234	0	1	0	1	2022
CE3448	920			Construct	I-66 flyover ramp	WB Express Lanes to WB general purpose	.65 miles east of VA Bus 235	0	1	0	1	2022
CE3448	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
CE3448	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
CE3448	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
CE3448	781	I66R5 I66R6		Construct	I-66 Express Lanes Interchange Ramps	EB on-ramp, WB off-ramp to/from I-66 Express lanes	@ University Boulevard .75 mile east of US 29	0	1	0	1	2022
CE3448	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
CE3448	785	VSP49C		Construct	I-66 Express Lanes Access Connector Road	Heathcote Boulevard Extension	John Marshall Highway (VA 55)	0	1	0	1	2040
CE3179	444	VI2T		Widen	I 395 southbound	VA 236 Duke Street (north of)	VA 648 Edsall Road (south of)	1	1	3	4	2018 Complete
	854	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 complete

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								Fr	To	Fr	To	
				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 complete
				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 complete
				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 complete
				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 complete
				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 complete
				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 complete
				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 complete
				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 complete
				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 complete
				Revise Operations	I-395 sb HOV on-ramp at Eads Street			1	1	HOV-3+ in pm peak period	HOT3+ in evening hours	2019 complete
		VI2R47		Remove	I-395 HOV/HOT SB Slip Ramp to I-395 main lanes	Just south of Eads St		1	0	1	0	2019 complete
CE2147	270	VI2AC		Reconstruct	I 95 Interchange	VA 613 Van Dorn Street		1	1			2030
CE3556				Construct	I-95 HOT lanes ramp	.25 miles south of Russell Road (Exit 148)	Russell Road	0	1	0	1	2022

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								Fr	To	Fr	To	
CE3093		6 NRS		Reconstruct	Boundary Chanel Drive	Old Jefferson Davis Highway (off of I-395 Boundary Chanel Interchange)						2020 2022
CE2667	378	BRAC	BRAC0005	Construct	I 95 NB Off Ramp at Newington	I-95 NB	Fairfax County Parkway NB	1	1	0	1	2020
CE2668	8	BRAC0004 / V12ra		Construct	I 95 Reversible Ramp (Colocated w/ existing slip ramp from HOV to GP lanes)	I 95 HOV/BUS/HOT Lanes (Located N of Rte. 7100/I 95 I/C Phase II DAR)	EPG Southern Loop Road AM Only	0	1	0	1	2025
	16	V12r43a		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	V12r45a		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	V12X		Construct	I-95 Auxiliary Lane SB	VA 123	VA 294	1	1	0	1	2022
CE3697	1011	V12R48		Construct	I-95 Opitz Drive Reversible Ramp	I-95 Express Lanes at Opitz Drive	Opitz Drive	1	1	0	1	2022
CE3763				Study	I 95/I 495 Gap Study - Study HOT lanes, including potential ramp access at Van Dorn St. and US 1	East Side of Springfield Interchange	East of Wilson Bridge	1	1			not coded
CE3272	20	V14Iaux1		Widen	I 495 Capital Beltway NB Auxiliary Lane	North of Hemming Ave. Underpass	Braddock Road Off Ramp	1	1	4+2	5+2	2030
CE3272	21	V14Iaux2		Widen	I 495 Capital Beltway SB Auxiliary Lane	Braddock Road On Ramp	North of Hemming Ave. Underpass	1	1	4+2	5+2	2030
CE3272	22	V14Iaux3		Widen	I 495 Capital Beltway NB Auxiliary Lane	Braddock Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
CE3272	24	V14Iaux5		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 236 On Ramp	Gallows Road Off Ramp	1	1	4+2	5+2	2030
CE3272	25	V14Iaux6		Widen	I 495 Capital Beltway SB Auxiliary Lane	Gallows Road On Ramp	VA 236 Off Ramp	1	1	4+2	5+2	2030
CE3272	29	V14Iaux10		Widen	I 495 Capital Beltway NB Auxiliary Lane	US 50 On Ramp	I 66 Off Ramp	1	1	5+2	6+2	2030
CE3272	32	V14Iaux13		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
CE3272	35	V14Iaux16		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 123 On Ramp	VA 7 Off Ramp	1	1	5+2	6+2	2030
CE3272	38	V14Iaux19		Widen	I 495 Capital Beltway NB Auxiliary Lane	VA 267 On Ramp	VA 193 Off Ramp	1	1	4+2	5+2	2030 2025
CE3272	39	V14Iaux20		Widen	I 495 Capital Beltway SB Auxiliary Lane	VA 193 On Ramp	VA 267 Off Ramp	1	1	4+2	5+2	2030 2035

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PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE2069	999	VI4IRMP1		Construct	I-495 Express Lanes On-Ramp	Dulles Connector Road WB	I-495 Express Lanes NB	0	1	0	1	2025
CE2069	1000	part of VI4KA		Construct	<del>I-495 Express Lanes (Shoulder Lane) - NB DIRECTION PEAK PERIODS ONLY</del>	<del>Dulles Connector WB On Ramp</del>	<del>GW Parkway Off Ramp</del>	<del>0</del>	<del>1</del>	<del>0</del>	<del>1</del>	2025
CE2069	1001	VI4IRMP2		Construct	I-495 NB Exchange Ramp	<del>Interstate Ramp - I-495 NB GP Lanes at Dulles Toll Road</del>	<del>I-495 NB GP Express Lanes at Dulles Toll Road</del>	0	1	0	1	2045
CE2069	1002	VI4IRMP3		Construct	I-495 SB Exchange Ramp	<del>Interstate Ramp - I-495 SB GP Express Lanes at Dulles Toll Road</del>	<del>I-495 SB Express GP Lanes at Dulles Toll Road</del>	0	1	0	1	2045
CE2069	40	VI4K		Construct	I 495 Capital Beltway HOT Lanes	American Legion Bridge	George Washington Parkway (south of) with access ramps	1	1	8	8+4	2025
CE2069	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
CE3186	49	Part VI4IHOTa		Relocate	I 495 Capital Beltway Interchange Flyover Ramp (Phase 4)	EB Dulles Airport Access Highway to NB General Purpose	at VA 267 Dulles Toll Road	1	1	1	1	2030 2045
CE3186	519	Part VI4IHOTa		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide SB HOT to EB HOV	at VA 267 Dulles Toll Road	1	1			2030 2035
CE3186	519	Part VI4IHOTa		Construct	I 495 Capital Beltway Interchange (Phase IV)	Provide EB DTR to NB HOT	at VA 267 Dulles Toll Road	1	1			2030 2025
CE3186	517	Part VI4IHOTa		Widen	I 495 Capital Beltway Interchange Ramp (Phase III DTR)	Widen EB DTR ramp to 2 NB lanes	NB GP Lanes	1	1	1	2	2030 2045
CE3186	520	VI4Irm1		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 2045
CE3208	50	VI4IHOTb		Construct	I 495 Capital Beltway Interchange Ramp (Phase II, Ramp 3 DAAH)	I 495 Capital Beltway SB	Dulles Airport Access Highway WB	0	1	0	1	2020- 2035
CE3680	991	VP21G		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
CE3152	534	VP15E		Construct	VA 267 Dulles Toll Road Ramp	New Boone Boulevard Extension at Ashgrove		0	1	0	2	2037
CE3153	535	VP15B		Construct	VA 267 Dulles Toll Road Ramp	Greensboro Drive @ Tyco Road		0	1	0	2	2036
CE1965	236	MW1	MW1	Widen	Dulles Airport Access Road	Dulles Airport	VA 123	1	1	4	6	2030
<b>Primary</b>												
CE3291	549	VP1AH	90339	Widen	US 1 Richmond Highway	Fuller Road	Stafford County Line	2	2	4	6	2040
CE2594	631	VP1AD	90339	Widen	US 1 Fraley Blvd. (Town of Dumfries)	Brady's Hill Road	VA 234 Dumfries Road	2	2	4	6	2025
CE2594	632	VP1ADA		Widen	US 1 Richmond Highway	VA 234 Dumfries Road	Cardinal Drive/Neabsco Road	2	2	4	6	2030
CE3173	84	VP1AF	104303	Widen	US 1 Richmond Highway	Featherstone Road	Mary's Way	2	2	4	6	2022

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								Fr	To	Fr	To	
CE2161	239	VP1P	94102	Widen	US 1 Richmond Highway	Mary's Way	Annapolis Way	2	2	4	6	2019
CE2161	633	NRS	100938	Reconstruct	US 1 Richmond Highway	at VA 123 Gordon Boulevard (Interchange)						2028
CE2161	634	VSP63	100938	Construct	Belmont Bay Drive Extension	US 1 Jefferson Davis Highway	Heron's View Way			0	4	2025
CE3180	85	VP1AG		Widen	US 1 Richmond Highway	Annapolis Way	<del>Lorton Road</del> Pohick Road	2	2	4	6	2035
CE1942	322	VP1U		Widen	US 1 Richmond Highway	<del>VA 235 - North</del> Mt. Vernon Memorial Highway	<del>VA 235 - South</del> VA 626 Sherwood Hall Ln	2	2	4	6	<del>2025</del> 2028
CE3331	653	VP2P		Construct	VA 7 Interchange	At VA 690		2	2	0	4	2025
CE1870	86	VP2JA	16006	Widen	VA 7 Bypass	VA 7 West	US 15 South King Street South	5	1	4	6	2040
CE1870	299	VP2J	16006	Widen	VA 7 Bypass	US 15 South King Street	VA7/US 15 East	5	1	4	6	2040
CE2105	221	VP2M		Widen	VA 7	Reston Avenue	<del>West Approach to Bridge over Dulles Toll Road</del> Jarrett Valley Dr.	2	2	4	6	2025 2024
CE2105	628	VP2Lb		Widen	VA 7 Leesburg Pike	VA 123 Chain Bridge Road	I 495 Capital Beltway	2	2	6	8	2030
CE3161	87	VP2N		Widen	VA 7 Leesburg Pike	I 495	I 66	2	2	4	6	2030
CE2175	347	VP2B	TBD	Widen	VA 7	Seven Corners	Bailey's Crossroads	2	2	4	6	2030
CE3701	1022	NRS		Study	VA 7 Interchange	VA 123 Dolly Madison Road						2030
CE3327	682	NRS	105584	Construct	VA 7 Overpass at	George Washington Boulevard		0	4	0	4	2022 2024
CE2664	621	nrs	99481	Construct	VA 7 Interchange	at VA 659 Belmont Ridge Road		2	2	6	6	2017 2020 complete
CE3523	1023	NRS		Construct	US 15 Bypass / Battlefield Parkway Interchange			2	2	4	4	2035
CE3162	253	VP4EA		Widen	US 15 James Madison Highway	US 29 Lee Highway	Haymarket Drive	3	3	2	4	2040
CE3162		VP4EC		Widen	US 15 James Madison Highway Overpass	1200' S of RR tracks	1000' N. of RR tracks	3	3	2	4	2030
CE3738	881	VP4G		Widen	US 15	Battlefield Parkway	Montesor Road	2	2	2	4	2022 2026

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								Fr	To	Fr	To	
CE2045	88	VP6H		Widen	VA 28	Fauquier County Line	VA 652 Fitzwater Drive	3	3	2	4	2040
CE2045	309	VP6KA	105198	Widen	VA 28	VA 652 Fitzwater Drive	VA 215 Vint Hill Road	3	3	2	4	2019
CE2045	326	VP6MA	96721	Widen	VA 28	Godwin Drive	Manassas City limits	3	2	4	6	2019
CE2045	89	VP6K	105428	Widen	VA 28 Nokesville Road	Manassas City Limits	VA 619 Linton Hall Road	3	3	4	6	2022
CE1734	1037	VP6EDD		Convert	VA 28 PPTA Phase II- HOV	I-66	Westfields Blvd	5	5	8+ 2 aux	6 + 2aux + 2 HOV	2040
CE1734	873	VP6EDE		Convert	VA 28 PPTA Phase II- HOV	Westfields Blvd	Dulles Toll Road	5	5	8	6 + 2 HOV	2040
CE1734	310- 791	VP6EAA		Widen	VA 28 PPTA Phase II	I 66	Westfields Blvd	5	5	6	8+ 2 aux	2021
CE1734		VP6EAB		Widen	VA 28 PPTA Phase II	Westfields	US 50	5	5	6	8	2025
CE1734		VP6EBB		Widen	VA 28 PPTA Phase II	US 50	Sterling Blvd.	5	5	6	8	2016
CE1734	310	VP6ECC	106651	Widen	VA 28 PPTA Phase II	Sterling Blvd.	VA 7	5	5	6	8	2025
CE3181	656			Study	VA 28 Manassas Bypass /VA 411	VA 234 Godwin Drive/Route 234 on the western edge of the City of Manassas	I66 proposed interchange btwn Rt234 Business & Rt28 on I-66 Proposed Interchange					Not Coded
CE3479	737	VP6N	108720	Widen	VA 28 Centreville Road	US 29	Prince William County Line	2	2	4	6	2023
CE1865	995	VP6O		Construct	VA 28 Manassas Bypass	VA 234 Sudley Road	VA 28 Centreville Road	0	5	0	4	2025
CE3383	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
CE1933	620	VP7s		Widen	US 29 (add NB lane)	Legato Raod	Shirley Gate/Waples Mill Rd.	3	2	4	5	2017- 2019 complete
CE1933	349	VP7AA		Widen	US 29	ECL City of Fairfax (vic. Nutley St.)	Espana Court	2	2	4	6	2025 2040
CE1933	625	VP7AB		Widen	US 29	Espana Court	I 495 Capital Beltway	2	2	4	6	2025 2040

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								Fr	To	Fr	To	
CE3474	731	VP7T		Widen	US 29 Lee Highway	VA 659 Union Mill Road	Buckleys Gate Drive	2	2	4	6	2024
CE2182	319	VP8H		Widen	US 50	ECL City of Fairfax	Arlington County Line	2	2	4	6	2025 2035
CE3739	2500			Construct	US50 North Collector Road	Tall Cedars Parkway	VA 28/ Air and Space Museum	2	2	2	4	2029
	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
CE3603	885	NRS		Upgrade/ Intersection	Route 50 & Everfield Drive			2	2	2	2	2022 2026
CE3694	997	VP16		Widen	VA 55	Route 29	Town of Haymarket Fayette St.			2	4	2028
CE1723	245	VP10G	100938	Widen	VA 123	US 1	Annapolis Way	2	2	4	6	2025
CE1784	235	VP10H		Widen	VA 123 Ox Road	Hooes Rd.	Fairfax Co. Parkway	2	2	4	6	2030
CE1784	337	VP10F	1784	Widen	VA 123 Ox Road	Fairfax Co. Parkway	Burke Center Parkway	2	2	4	6	2030
CE1856	300	VP10R		Widen	VA 123	Burke Center Parkway	Braddock Road	2	2	4	6	2030
	95	VP10S		Widen	VA 123	VA 677 Old Courthouse Road	VA 7 Leesburg Pike			4	6	2030
CE3376	595	VP10T		Widen	VA 123 Chain Bridge Road	VA 7 Leesburg Pike	I 495 Capital Beltway	2	2	6	8	2030
CE3698	1016	NRS		Upgrade	VA 123	I-495 Capital Beltway	VA 267 Dulles Access Road	2	2	6	6	2030
CE3698	1015	VP10U		Widen	VA 123	VA 267 Dulles Access Road	VA 634 Great Falls Street	2	2	4	6	2030
CE3371	590	VP24B		Widen	VA 215 Vint Hill Road	Kettle Run Drive	VA 1566 Sudley Manor Drive	4	4	2	4	2020
CE3641				Widen	VA 234 Sudley Road	Grant Road	Godwin Drive	2	2	2	3	2021
CE1897	286	VP12O	99482	Construct	VA 234 Bypass Extension North	VA 234 Bypass@I-66 (Prince Wm. Co.)	US 50 (Loudoun Co.)		5		4	2040
CE3177	678		105420/ T143	Construct	VA 234 Bypass Interchange	Balls Ford Road Relocated						2022
CE3178	660		T5665	Construct	VA 234 Bypass Interchange	Dumfries Road/Brentsville Road						2025 2024

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								Fr	To	Fr	To	
	739			Construct	VA 234 Byp-Prince William Parkway Interchange at	VA 840 University Boulevard						2030
CE3703		NRS		Construct	VA 234 Bypass Interchange	Clover Hill Road						2026
CE3467	727	NRS		Construct	VA 234 Prince William Parkway Interchange at	VA 1566 Sudley Manor Dr.						2030
CE1760	311	VP13A		Widen	VA 236	Pickett Road	I 395	2	2	4	6	2025 2035
CE2106	264	VSF25aa	57167	Convert	VA 286 Fairfax County Parkway HOV	VA 267 Dulles Toll Road	Sunrise Valley Drive	5	5	6	4+2	2035
CE2106	96	VSF25ea	57167	Widen	VA 286 Fairfax County Parkway	Sunrise Valley	West Ox Road Rugby Road	5	5	4	6	2035
CE2106	97	VSF25e	57167	Convert	VA 286 Fairfax County Parkway HOV	West Ox Road	US 50	5	5	6	4+2	2035
CE3702	1024	NRS	111725	Widen/Construct	VA 286 Fairfax County Parkway Interchange	VA 654 Pope's Head Road		2	2	4	6	2025 2024
CE2106	98	VSF25y		Upgrade	VA 286 Fairfax County Parkway HOV	US 50	VA 7735 Fair Lakes Parkway	2	5	6	4+2	2035
CE2106	101	VSF25z		Widen/Upgrade	VA 286 Fairfax County Parkway HOV	VA 7735 Fair Lakes Parkway	I 66	2	5	6	6+2	2035
CE2106	320	VSF25g		Widen	VA 286 Fairfax County Parkway	US 29	Rolling Rd. VA 123 Ox Road	5	5	4	6	2030
				Widen	VA 286 Fairfax County Parkway	VA 123	Sydenstricker Road	5	5	4	6	2030 2040
CE1833	304	VSF26		Construct	VA 289 Franconia-Springfield Parkway HOV	VA 286 Fairfax County Parkway	VA 2677 Frontier Drive	5	5	6	6+2	2025
CE1833	104	NRS		Construct	VA 289 Franconia-Springfield Parkway Interchange	Neuman Street		1	1			2035
CE1833	105	VSF26b		Upgrade	VA 289 Franconia-Springfield Parkway HOV	VA 638 Rolling Road	VA 617 Backlick Road	5	5	6	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
CE3704	1028	NRS		Construct	VA 294 Prince William Parkway Intersection Improvements	VA 641 Old Bridge Road						2028
CE3705	1027	NRS		Construct	VA 294 Prince William Parkway Interchange	VA 640 Minnieville Road						2028

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								Fr	To	Fr	To	
CE3151	106	VP15CD		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	VA 828 Wiehle Avenue	0		0	+1	2035 2037
CE3154	107	VP15CDE		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	VA 828 Wiehle Avenue	Route 7 Leesburg Pike	0		0	+1	2035 2036
CE3154	1033	VP15CD2		Construct	Collector-Distributor Rd Westbound (parallels Dulles Toll Rd.)	Route 7 Leesburg Pike	Spring Hill Rd.			0	+2	2035
CE3151		VP15CDE2		Construct	Collector-Distributor Rd Eastbound (parallels Dulles Toll Rd.)	Spring Hill Rd.	Route 7 Leesburg Pike			0	+2	2035
<b>Urban</b>												
CE2139	313	VU28B	100518	Construct	Battlefield Parkway	US 15 south of Leesburg	Dulles Greenway	0	2	0	4	2020
CE3222	52	VU30F	50100	Widen/Reconstruct	East Elden Street	Monroe Street	Fairfax County Parkway	3	2	4	6	2020 2026
CE1783	328	VU52	77378	Widen	Eisenhower Avenue	Mill Road	Holland Lane	3	3	4	6	2019 2023
CE3300	553	VU55	106976	Widen	Evergreen Mills Road	US 15 S. King Street	South City Limits of Leesburg	4	4	2	4	2022 2021 Complete
CE3286	681	VU56		Construct	Farrington Avenue	Van Dorn Street at Eisenhower Avenue	Edsall Road	0	4	0	2	2035 2034
CE1952	267	VU10B	105521	Widen/Reconstruct	Spring Street	Herndon Parkway (East)/Spring Street	Fairfax County Parkway Interchange	3	2	4	6	2021 2024
CE2073	232	VU33	102895	Widen	Sycolin Road	VA7/US 15 Bypass	SCL of Leesburg	4	4	2	4	2020 2027
CE2671	382	NRS	89890/L EES0001	Construct	US 15 Bypass Interchange	At Fort Evans Road and Edwards Ferry Road		5	2	4	4	2025
CE2020	290	VU45	15960 (PE & RW Only)	Widen	VA 234 Dumfries Road Business	South Corporate Limits	Hastings Drive	3	3	2	4	2040
CE3375	594	NRS		Reconstruct	VA 234 Grant Avenue	Lee Avenue	Wellington Road	3	3	4	2	2020
CE3174	53	nrs	8645	Construct	Intersection Improvement	King Street	Beauregard Street					2018 2025
CE3175	54	nrs		Construct	Ellipse	Seminary Road	Beauregard Street					2020 2028
CE3166	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 2023
	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	2019 2022
CE3441	687	NRS	76408	Reconstruct	VA 17 Intersection Improvements in Warrenton	South of Frost Ave.	South of Winchester St.					2021
<b>Secondary</b>												
<b>Arlington County</b>												
CE2830	411	AR17a		Widen	Washington Boulevard	Wilson	Kirkwood	3	3	3	4	2019 2022

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CE3657	951	NRS		Construct	12th Street South	VA-120 (South Glebe Rd.)	South Monroe St	4	4	0	2	2019 2024
CE3677	987	AR30		Convert to 2-way	27th Street South	US-1	Crystal Drive	4	4	4	4	2019
CE3678	988	AR31		Demolish	South Clark Street	12th Street South	20th Street South	4	0	2	0	2019
<b>Fairfax County</b>												
CE1849	336	FFX2a		Widen	VA 602 Reston Pkwy.	VA 5320 Sunrise Valley Dr.	VA 606 Baron Cameron Avenue Sunset Hills Road	3	3	4	6	2020 2040
		FFX2c		Widen	VA 602 Reston Pkwy.	Sunset Hills Road	New Dominion Parkway	3	3	4	6	Complete
CE1849	4041	FFX2b		Widen	VA 602 Reston Pkwy.	New Dominion Parkway	VA 606 Baron Cameron Avenue	3	3	4	6	2040
CE3475	732	VSF44		Widen	VA 608 Frying Pan Road	VA 28 Sulley Road	VA 657 Centreville Road	3	3	2	4	2025 2030
CE2186	218	VSF4ca		Widen	VA 611 Telegraph Road	Leaf Road North	VA 635 Hayfield Road	3	3	2	4	2025 2040
CE2186	298	VSF4i		Widen	VA 611 Telegraph Road	VA 635 Hayfield Road	VA 613 (Van Dorn St.)	3	3	2	4	2025 2040
CE2186	62	VSF4h	11012	Widen	VA 611 Telegraph Road	VA 613 S. Van Dorn	VA 644 Franconia Road	3	3	2	3	2025 2040
CE3275	63	VSF15b		Construct	VA 613 Van Dorn Interchange	VA 644 Franconia Road		0	0	0	0	2025 2035
CE2158	301	VSF8g		Widen	VA 620 Braddock Road	VA 286 Fairfax County Parkway	VA 123 Ox Road	3	3	4	6	2025 2040
CE3731	2484	VSF8K		Widen	VA 620 Braddock Road	Paul VI Eastern Entrance	Loudoun County Parkway	3	3	2	4	2028
CE2206	334	VSF8j		Construct/Widen	VA 620 New Braddock Rd.	VA 28	US 29 @ VA 662 (Stone Rd.)	0/4	3	0/2	4	2025
CE3478	736	VSF45		Widen	VA 636 Hooes Road	VA 286 Fairfax County Parkway	VA 600 Silverbrook Road	3	3	2	4	2025
CE1936	302	VSF10a		Widen	VA 638 Rolling Road	VA 286 Fairfax County Parkway Viola St.	VA 644 Old Keene Mill Road	3	3	2	4	2025 2026
CE3301	586	VSF10E	102905	Widen	VA 638 Rolling Road	Rt 5297 DeLong Drive	Fullerton Drive Virginia Dr.	3	3	2	4	2022 2035
CE2645	377	VSF10c	16505	Widen	VA 638 Pohick Road	VA 1	I 95	3	3	2	4	2025

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								Fr	To	Fr	To	
CE1859	217	FFX11a		Widen	VA 645 Stringfellow Road	US 50	VA 286 Fairfax County Parkway	3	3	2	4	2030 2040
	64	VSF37a		Widen	VA 650 Gallows Road	VA 7 Leesburg Pike	VA 699 Prosperity Ave.	2	2	4	6	2038
CE2833	65	VSF33a		Widen	VA 651 Guinea Road	VA 6197 Roberts Parkway	VA 4807 Pommeroy Drive	3	3	2	4	2025 2040
CE1748	255	FFX12a		Construct	VA 651 New Guinea Road	VA 123 Ox Road	Roberts Road	0	3	0	4	2025 2040
CE3442	688	VSF17b		Construct	VA 655 Shirley Gate Road	VA 286 Fairfax County Parkway	VA 620 Braddock Road	0	3	0	4	2030
	346	VSF18C	74749	Widen	VA 657 Centreville Road	VA 8390 Metrotech Dr.	VA 668 McLearn Road	3	3	4	6	2040
CE3150	66	NRS		Construct	Boone Boulevard Extension	VA 123 Chain Bridge Road	Ashgrove Lane			0	4	2036
CE3460	724	VSF46		Construct	VA 2677 Frontier Drive	Franconia-Springfield Transportation Center	VA 789 Loisdale Road	0	4	0	4	2024 2030
CE3155	69	NRS		Construct	Greensboro Drive WB	Spring Hill Road	Tyco Road	0	4	0	2	2034
CE3158	68	VSF43		Widen	Magarity Road	VA 7 Leesburg Pike	VA 694 Great Falls Street			2	4	2037
CE3157	67	NRS		Construct	New Bridge/Road Crossing- bike ped only	Tysons Corner Center Ring Road	Old Meadow Road			0	0	2036 2022
CE3609	882	VSF48		Construct	Rock Hill Road Overpass Davis Dr. Bridge	VA 5320 (Sunrise Valley Dr.)	VA 209 (Innovation Avenue)	0	4	0	4	2030
CE3450	722	VSF49		Construct	Soapstone Drive 4-Lane Overpass	Sunrise Valley Drive	Sunset Hills Road	0	4	0	4	2027
CE3699	1017	VSF50		Construct	Town Center Parkway Underpass of Dulles Toll Road	VA 5320 Sunrise Valley Dr.	VA 675 Sunset Hills Road	0	4	0	4	2030
CE3060	442	VSF41	103907	Construct/Widen	VA 8102 Scotts Crossing Rd	VA 123 Dolly Madison Blvd	Jones Branch Dr			0/2	4	2018
CE3759	4080			Construct	Worldgate Drive Extension	Van Buren Street	Herndon Parkway	0	3	0	4	2030
<b>Loudoun County</b>												
CE3355	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	2018
CE3315	566	VSL10E		Widen	VA 607 Loudoun County Parkway	US 50	VA 606 at new Arcola Blvd.	3	3	4	6	2030

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## 2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (highway)

DRAFT 5/12/2021

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
	275	VSL10bb		Widen/Upgrade	VA 607 Loudoun County Parkway	W&OD Trail	Redskin Park Drive	4	3	4	6	2025
CE3736	2493	VSL10F		Widen	VA 607 Loudoun County Parkway	Shellhorn Road	Ryan Road	3	3	4	6	2022
CE3604	890	VSL2C		Widen	VA 620 Braddock Rd	VA 659	Fairfax County Line	3	3	2	4	2025
CE3605	889	VSL2D		Widen	VA 620 Braddock Rd	VA 659	Royal Hunter Drive	4	4	2	4	2025
CE3606	884	NRS		Reconstruct	VA 620 Braddock Road	Braddock Road	Summerall/Supreme	4	4	2	2	<del>2020</del> 2022
CE3601	887	NRS		ReAlign Intersections	VA 621 Evergreen Mills Rd	Watson Road	Reservoir Road	3	3	2	2	<del>2020</del> 2024
CE3311	<del>578</del> 580	VSL62		Widen	VA 621 Evergreen Mills Road (Eastern Segment)	<del>VA 607 Loudoun County Parkway</del> Northstar Boulevard	<del>VA 659 Belmont Ridge Road</del> Stone Springs Boulevard	4	4	2	4	2025
CE3312	<del>578</del> 580			Construct	VA 621 Evergreen Mills Road (Western Segment)	VA 842 Arcola Boulevard	VA 659 Belmont Ridge Road	4	4	2	4	2025
CE3333	683	NRS		Construct	VA 625 Waxpool Road/ VA 607 Loudoun County Parkway Interchange Improvements	Loudoun County Parkway	Waxpool Road	3	3	4	4	<del>2019</del> 2024
CE3443	689	VSL54	106996	Widen	VA 640 Farmwell Road	VA 1950 Smith Switch Road	VA 641 Ashburn Road	4	4	4	6	<del>2020</del> 2022
CE2209	335	VSL45	VSL45	Widen Study	VA 643	Leesburg Town Limits	Crosstrails Boulevard	3	3	2	4	<del>2035</del> not coded
CE3502	827	VSL65		Construct	VA 643 Shellhorn Extended	VA 606 Loudoun County Parkway	VA 634 Moran Road	0	4	0	4	<del>2020</del> 2023
CE3499	825	VSL64		Construct	VA 645 Westwind Blvd Drive Extended	VA 607 Loudoun County Parkway	VA 606 Old Ox Rd.	0	4	0	4	<del>2020</del> 2026
CE3734	2489	VSL68		Widen	VA 645 Croson Ln.	Clairborn Parkway	Old Ryan Road			2	4	2027
CE1897	72	VSL4ac	76244 & 99481	Widen	VA 659 Belmont Ridge Road	VA 7 Leesburg Pike	VA 267 Dulles Greenway	4	3	2	4	2018
CE1897	746	VSL4AD		Widen/Upgrade	VA 659 Belmont Ridge Road	VA 645 Croson Lane	VA 267 Dulles Greenway	4	3	2	4	<del>2025</del> 2023
CE1897	2523	VSL4G		Widen	VA 659 Belmont Ridge Road	Arcola Mills Drive	Shreveport Drive			2	4	2028
CE1818	297	VSL4f		Widen	VA 659 Gum Spring Rd.	Prince William County Line	VA 620 Braddock Road	4	4	2	4	2035

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DRAFT 5/12/2021

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3306 CE3307	573 574 575	VSL61		Construct	VA 842 Arcola Boulevard (Southern Segment)	US 50	VA 607 Loudoun County Parkway	0	4	0	4	2022
CE3067	76	VSL40F	102858	Construct	VA 901 Clairborne Parkway	VA 645 Croson Lane	VA 772 Ryan Road	0	4	0	4	2019
CE3309	576	VSL63		Construct	VA 774 Creighton Road (completion of eastern end)	VA 659 Belmont Ridge Road Northstar Boulevard	VA 621 Evergreen Mills Road	0	4	0	4	2025 2020
CE3323	641	VSL58		Construct	Ashburn Silver Line Station Connector Bridge	VA 267 Dulles Greenway	Ashburn Silver Line Station	4	4	0	4	2019 Complete
CE3734	883	VSL66		Widen	Croson Ln	Clairborn	Mooreview Pkwy	4	4	2	4	2025
	577	VSL56		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Kincaid Boulevard	0	4	0	4	2019 Complete
CE3735	2491	VSL56A		Construct	Crosstrail Boulevard	VA 625 Sycolin Road	Dulles Greenway	0	4	0	4	2026
	662	NRS	69870	Construct	VA 868 Davis Drive	VA 606 Old Ox Road	VA 846 Sterling Boulevard	0	4	0	4	2025
CE3313 & CE3314	564 & 565	VSL67A		Construct	Dulles West Blvd. Phase I & Phase II	Dulles Landing Drive VA 607 Loudoun County Parkway	Arcola Blvd	0	4	0	4	2022
CE2582	1031	VSL67B		Construct	Dulles West Blvd. Phase III	Arcola Blvd	Northstar Dr.	0	4	0	4	2025
	888	NRS		Reconstruct	Elk Lick Rd Intersections	US 50	Tall Cedars Pkwy	4	4	2	2	2020
CE3602	886	NRS		Construct	Moorefield Boulevard	Mooreview Parkway	Moorefield Station	0	4	0	3	2020
CE3316	568	VSL57		Construct	VA 2298 Mooreview Parkway (Missing Link)	VA 2773 Amberleigh Farm Drive	VA 772 Old Ryan Road	0	4	0	4	2019
CE3318	570	VP12R	106994	Construct	VA 3171 Northstar Boulevard (Missing Link #79)	Shreveport Drive	US 50	0	3	0	4	2022
CE3737	2495	VP12S		Construct	VA 3171 Northstar Boulevard	Tall Cedars Parkway	Braddock Road	0	3	0	4	2028

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(highway)**

DRAFT 5/12/2021

PIT Project ID	Con ID	Project ID	Agency ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
CE3320	572	VSL59		Construct	VA 1071 Prentice Drive (Western Segment)	VA 607 Loudoun County Parkway	Loudoun Station Drive	0	4	0	4	2019 2026
CE3321	556	VSL59		Construct	VA 1071 Prentice Drive Eastern Segment	VA 789 Lockridge Road	VA 607 Loudoun County Parkway	0	4	0	4	2019 2026
CE3501	826	VSL48B		Construct	VA 2401 Riverside Parkway	VA 607 Loudoun County Parkway	VA 2020 Ashburn Village Boulevard Extension	0	4	0	4	2018 2022
CE3324	559	VSL49B		Construct	VA 1061 Russell Branch Parkway (Western Segment)	VA 659 Belmont Ridge Road	Tournament Parkway	0	4	0	4	2017 2024
CE3326	563	VSL55A		Construct	<del>Shreveport Drive (Western Segment) - Evergreen Mills Road</del>	VA 621 Evergreen Mills Road	VA 659 Belmont Ridge Road	0	4	0	4	2025 2021 Completed
CE3329	562	VSL60	105783	Construct	VA 846 Sterling Boulevard Extension	VA 1036 Pacific Boulevard	VA 634 Moran Road	0	4	0	4	2025
CE3332	555		87106	Widen	VA 2119 Waxpool Road	VA 2070 Demott Road	VA 2020 Ashburn Village Boulevard	4	4	2	4	2018
<b>Prince William County</b>												
CE3187	82	VSP2i	92999	Widen	VA 619 Fuller Road	US 1	VA 619 Fuller Heights Road Relocated			2	4	2025
CE3693	996	VSP3D		Widen	VA 621 Devlin Road	Linton Hall Road	Wellington Road			2	4	2028
CE2357	79	VSP3b	80347	Widen/Upgrade	VA 621 Balls Ford Road	Sudley Rd	Doane Drive	4	3	2	4	2022
CE2357	690	VSP64			VA 621 Balls Ford Road Relocated	Doane Drive	Devlin Road	0	3	0	4	2022
CE3372	591	VSP66		Construct	VA 627 Van Buren Road	VA 234 Dumfries Road	VA 610 Cardinal Drive	0	4	0	4	2040
CE3374	593	VSP65		Widen	VA 638 Neabsco Mills Road	US 1 Jefferson Davis Highway	Smoke Ct.			2	4	2023
	376	VSP5e	103484	Widen	VA 640 Minnieville Road	VA 643 Spriggs Road	VA 234 Dumfries Road	3	3	2	4	2018
CE3695	998	VSP17C		Widen	VA 674 Wellington Road	University Boulevard	VA 621 Devlin Road/Balls Ford Road	3	3	2	4	2028
CE2145	646 581	VSP17ba		Widen	VA 674 Wellington Road	VA 621 Devlin Road/Balls Ford Road	VA 234 Prince William Parkway Bypass	3	3	2	4	2025
CE2145	338 589	VSP17b		Widen	VA 674 Wellington Road	VA 234 Bypass Prince William Parkway	VA 668 Rixlew Lane	3	3	2	4	2035
CE1754	308	VSP18	VSP18	Widen	VA 676 Catharpin Rd.	VA 55 John Marshall Highway	Heathcote Blvd.	3	3	2	4	2040 2020
CE3753	4600			Construct	Annapolis Way Extension	VA 123 Commuter Lot Entrance	Current termini west of Marina Way			0	2	2028

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(highway)**

DRAFT 5/12/2021

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								Fr	To	Fr	To	
CE3754	3520			Study	HOV lanes on Dale Blvd/PW Pkwy/Minnieville Rd	Dale Blvd / PW Pkwy / Minnieville Rd						not coded
CE3756	3580			Construct	Horner Road	VA 123 Gordon Blvd	Annapolis Way	0	4	0	2	2030
CE2876	4123			Widen	Liberia Avenue	VA 28	Richmond Avenue			4	6	2025
CE1985	401	NRS		Construct	McGraws Corner Dr. / Thoroughfare Rd.	US 29 Lee Highway @ Virginia Oaks Dr.	US 15 @ Thoroughfare Dr.	0	4	0	4	2040
CE1921	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	2025
CE3480	745	NRS		Construct	VA 234 Potomac Shores Parkway	US 1 Jefferson Davis Highway	VA 4700 River Heritage Boulevard	0	4	0	4	2020
CE2008	325	VSP20C	VSP20c	Widen/Upgrade	VA 1392 Rippon Boulevard Extension	West of Wigeon Way	Rippon VRE Station	4	3	2	4	2040 2030
CE3482	743	NRS		Widen	VA 4700 River Heritage Boulevard	VA 234 Potomac Shores Parkway	Dominica Drive	4	4	2	4	2020
CE3481	744	NRS		Construct	VA 4700 River Heritage Boulevard	Dominica Drive	VA 234 Potomac Shores Parkway	0	4	0	2	2020
CE3293	642	VSP62a		Construct	Rollins Ford Road	Wellington Road	Linton Hall Road	0	3	0	4	2040
	643	VSP67	104802	Construct	VA 2190 Summit School Road Extension	Telegraph Road	VA 2190 Summit School Road (south end of existing)	4	4	2	4	2025
CE1837	257	VSP25c		Widen	VA 1781 Telegraph Rd.	VA 294 (Prince William Pkwy)	VA 849 (Caton Hill Rd.) - Horner Road Park-n-Ride Lot Access	4	4	2	4	2025
CE3755	3560			Construct	Thorough Blvd.	VA 640 Minnieville Road	Elm Farm Road			0	2	2030
	83	VSP47e		Construct	University Boulevard	Sudley Manor Drive	Wellington Rd/Progress Ct.	0	3	0	4	2035
CE2176	904			Construct	Williamson Blvd	Sudley Manor Drive	Portsmouth Road			0	4	2030
<b>FAMPO</b>												
		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 Warrenton Rd. (exit 133)	1	1	0	2	2022
				Study	I 95 : HOV / Bus / HOT Lanes	VA 17 Warrenton Road (exit 133)	VA 17 in Spotsylvania County (exit 126)	1	1	0	2	not coded
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	SB GP Lanes to SB HOT Lanes	1	1	0	1	2022
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	South of Telegraph Road (North of Aquia Creek)	NB HOT Lanes to NB GP Lanes	1	1	0	1	2022
				Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	North of Garrisonville Road (south of Aquia Creek)	NB GP Lanes to NB HOT Lanes	1	1	0	1	2022
		VI2RFD		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	At Courthouse Rd.	NB AM on-ramp	1	1	0	1	2022
		VI2RFE		Construct	I 95 : HOV / Bus / HOT Lanes: Ramp	at Courthouse Rd.	SB PM off-ramp	1	1	0	1	2022

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(highway)**

DRAFT 5/12/2021

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								Fr	To	Fr	To	
		FAI1F		Widen	I-95 northbound	Exit 126 (US 1/VA17)	Exit 130 (VA 3 Plank Rd.)	1	1	3	4	2035
		FAI1G		Construct	I-95 northbound 3 lane collector distributor road	Exit 130 (VA 3 Plank Rd.)	Exit 133 (VA 17 Warrenton Rd.)	1	1	3	6	2025
		FAI1H		Widen	I-95 northbound	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	3	4	2045
		FAI1HA		Construct	I-95 4th auxiliary lane	Exit 133 (VA 17 Warrenton Rd.)	Exit 136 (Centerport Parkway)	1	1	X	X+1	2045
		FAI1J		Widen	I-95 southbound	Exit 130	Exit 126 (US 1/VA17)	1	1	3	4	2035
		FAI1K		Construct	I-95 southbound	1.3 miles south of Exit 130	.3 miles north of Truslow Rd	1	1	x	x+3cd	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
		FAP6E		Widen	Tidewater Trail 17 Business/VA 2	US Beulah Salisburty Dr.	US 17 Bypass (Mills Dr.)	2	2	2	4	2035
		FAP6		Widen	US 17	US 1	Hospital Blvd.	2	2		4	2025
		FAP6C		Widen	US 17 (Warrenton Rd.)	McLane Drive	Stafford Lakes Parkway	2	2	4	6	2020
		FAP7A		Widen	VA 218 (Butler Rd.)	Carter St.	Castle Rock Dr.	4	4	2	4	2045
<b>Fredericksburg</b>												
				Construct	Carl D. Silver Pkwy Ext.	current terminus	Gordon Shelton Blvd.			0	4	2035
		FAU1			Fall Hill Ave./ Mary Washington Blvd. Extension	Mary Wash. Blvd.	Gordon Shelton Blvd.			2	4	2020
					Lafayette Blvd.	City Limit	VA-3 (Blue & Gray Parkway)				4	2045
		FAU2			Gateway Blvd. Extended	William St. (PR-3)	Fall Hill Ave (UR-3965)			0	4	2035
<b>Stafford County Secondary</b>												
		NRS			VA 610	Shenandoah Ln	Oriville Rd				6	2021
		FAS5b			VA 630 (Courthouse Rd)	Austin Ridge Dr.	VA 648 (Shelton Shop Rd)	4	4	2	4	2035
		FAS13			VA 648 (Shelton Shop Rd.)	VA 610 (Garrisonville Rd)	VA 627 (Mountainview Rd)	4	4	2	4	2035
		FAS3E		Widen	Garrisonville Rd.	Eustace Rd.	Shelton Shop Rd.			4	6	2045
<b>Spotsylvania County Secondary</b>												
		FAS26A			VA 606	US 1	I-95				4	2025
		FAS18B			VA-620 (Harrison Rd.)	US-1 BUS (Lafayette Blvd.)	VA-639 (Salem Church Rd.)			2	4	2035
		FAS19			VA 636 (Mine Rd./ Hood Dr.)	VA 208 (Courthouse Rd.)	US 1	4	4	2	4	2025
		FAS19B			VA 636 (Mine Rd./ Hood Dr.)	Falcon Dr. / Spotsylvania Ave	Landsdowne Rd	4	4		4	2035

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## MEMORANDUM

**TO:** Transportation Planning Board  
**FROM:** Stacy Cook, TPB Transportation Planner  
**SUBJECT:** Addendum to Agenda Item #10  
**DATE:** May 19, 2021

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This document includes additional information by provided by TPB member transportation agencies for the TPB as it considers the inputs to the air quality conformity analysis of Visualize 2045 and the Transportation Improvement Program. Additional information was provided by two counties' transportation agencies in response to the public comment summary and letters received during the comment and interagency review period, including:

- Fairfax County
- Loudoun County

### FAIRFAX COUNTY – ADDITIONAL INFORMATION

The information in *italics* below is supplemental to the information provided in the comment and interagency review packet, TPB May Meeting Agenda Item #10:

**Comment:** Route 28/The Manassas Bypass/Nokesville Rd/Godwin Drive.

- **Comment:** Improvements to the existing Virginia Route 28 corridor should be prioritized over building the Manassas Bypass.
- **Response from Prince William County:** Prince William County is in the process of updating the Prince William County Comprehensive Plan which includes evaluating additional improvements along the Route 28 Corridor.
- **Response from VDOT:** VDOT recently completed a study to identify potential safety and operational improvements to the existing Route 28 corridor. Manassas Bypass (Bi-County Parkway) and Manassas Battlefield Bypass were included as part of a National Environmental Policy Act (NEPA) and a (Draft Environmental Impact Statement (DEIS) that was completed in 2005, information about those analysis can be found at a web link provided by VDOT.
- **Response from Fairfax County DOT:** *Fairfax County Department of Transportation awarded a Design Build contract to Shirley Contracting Company in June 2020 to widen Route 28 from the Prince William/ Fairfax County line (Bull Run bridge), north to Upperridge Drive/ Old Centreville Road (just south of RT 29) from four to six lanes (three lanes in each direction). Substantial completion is expected by December 31, 2022 with final completion by the summer of 2023.*

**Comment** on the US 1, Richmond Highway, Expansion Project. There was one comment on the US Richmond Highway 1.

- **The comment** identified a technical error in the US 1 Expansion Project 3180 and details and noted that if VDOT is not planning to add vehicle capacity over the for the state to consider adding a VRE/Amtrak rail bridge over the Occoquan or a dedicated bus transit bridge with bike/ped over the Occoquan.
- **TPB Staff Response:** This comment has been shared with the members of the Transportation Planning Board and their technical agencies. A technical correction has been made by TPB staff for project CE3180 in the conformity tables.
- **Response from Fairfax County DOT:** *The rail bridge over the Occoquan will relieve a potential bottleneck there in the expansion of the CSX line to 3 tracks.*

## LOUDOUN COUNTY – ADDITIONAL INFORMATION

All the information below is supplemental to the information provided in the comment and interagency review packet, TPB May Meeting Agenda Item #10:

1. **Comment:** The letter from the Coalition for Smarter Growth indicates some projects are “**Proposed Major Highway Projects**”, two are specifically Loudoun County Projects. On the project noted in the letter as “#51. US-15 (James Madison Hwy) (CE3738) - widen to 4 lanes, 2026 (\$110M)”.

**Loudoun County Response:** Loudoun County offers that clarification that the project noted in the comment as #51 is not a Proposed Major Project. It is already in the constrained element of Visualize 2045, the long-range transportation plan. Loudoun County has addressed similar comments as made on project identified in the letter as #51 in the response to public comments, in the TPB May meeting, Agenda Item #10, packet, pages 13, 14, and 15.

2. **Comment:** The letter from the Coalition for Smarter Growth has a list of “**New/Significantly Changed Minor Projects**”, starting on pdf page 48. This section comments on all new projects submitted by Loudoun County this year.

**Loudoun County Response:** All of these projects are included in Appendix I of the TPB May Work Session materials, which addresses all of these comments.

3. **Comment:** The letter from the Coalition for Smarter Growth “Comment “#56. US-50 North Collector Road (CE3739) – construct new 4 lane road, 2029 (\$110M)” requests: “Remove from LRTP, Replace with Alternative - Can provide an alternative to Route 50 but as part of this, Route 50 lanes (one in each direction) should be converted to dedicated bus + HOV2 or HOV3 lanes. Alternatively, this road and Tall Cedar Parkway could be given dedicated transit lanes.”

**Loudoun County Response:** Appendix I of the TPB May Work Session materials, which references projects in Loudoun County, speaks to the benefits of the US-50 North Collector Road. Appendix I indicates how the project addresses some Aspirational Needs, and meets

Regional Goals. In addition, this project is in the 2019 Comprehensive Plan and is included as a **Transit Corridor**.

*As defined in our 2019 Countywide Transportation Plan, “Transit Corridors have been identified through a combination of considerations of existing routes, existing and planned population densities, street functions, and planned service changes in the TDP. This network of transit corridors serves as a starting point for countywide improvements. It creates transit infrastructure supportive of greater densities and growth at activity centers, establishes highly visible and managed transit corridors capable of linking multiple activity centers through the use of multiple routes, shifts transportation mode shares in the denser and more congested eastern portion of the county, introduces logical feeder service to Metrorail and commuter bus service in currently unserved areas, provides opportunities to reassess present and future importance of activity centers as development occurs, and allows consideration of the role of the Dulles Greenway and nearby park-and-ride facilities in providing express services for riders from central and western portions of the County. Conversely, as a framework, this network is limited. It does not add significantly enhanced coverage to currently underserved areas, requires additional consideration of transit-only lanes, transit-priority lanes, and more robust facility investments as part of corridor improvements, and needs further study of the best locations for investments in additional base or premium services while maintaining reasonable service levels along existing routes”.*