



National Capital Region
Transportation Planning Board



(Aimee Custis/[Flickr](#))

TRANSPORTATION PLANNING BOARD MEETING PACKET

June 21, 2023

12:00 P.M. – 2:00 P.M.

In-person Meeting



TRANSPORTATION PLANNING BOARD

Wednesday, June 21, 2023
12:00 P.M. - 2:00 P.M.
Walter A. Scheiber Board Room

In Person - Hybrid Meeting

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Reuben Collins, TPB Chair
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing comments to TPBcomment@mwkog.org with the subject line “Item 1 Virtual Comment Opportunity”, or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, June 20, 2023, to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE MAY 17, 2023 MEETING MINUTES**
Reuben Collins, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Mark Rawlings, TPB Technical Committee Chair
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT**
Richard Wallace, 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**
Reuben Collins, TPB Chair

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

ACTION ITEM

- 12:50 P.M.** **7. APPROVAL TO AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) TO INCLUDE FUNDING UPDATES FOR TWO TRANSIT PROJECTS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) ON BEHALF OF THE VIRGINIA PASSENGER RAILWAY AUTHORITY (VPRA)**

John Lynch, Northern Virginia District Engineer, VDOT

VDOT has requested an amendment to update project and funding information for two transit projects, the Long Bridge VA – DC, and Alexandria 4th Track, in the TPB’s FY 2023-2026 TIP. This request is made on behalf of VPRA, the implementing agency. This amendment adds approximately \$2 billion to the Long Bridge VA – DC project and approximately \$25.5 million to the Alexandria 4th Track project. Both projects are already included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP. Full funding for both projects including the amounts added by this amendment, was included in the Financial Plan for the LRTP and TIP. On June 2, 2023, the TPB Steering Committee reviewed the amendment request and recommended approval.

Action: Adopt Resolution R12-2023 to amend the FY 2023-2026 TIP as requested by VDOT.

INFORMATIONAL ITEMS

- 12:55 P.M.** **8. INTERCITY BUS AND RAIL TRAVEL OVERVIEW**

*Andrew Meese, TPB Systems Performance Planning Program Director
Pierre Gaunard, TPB Transportation Planner*

The board will be briefed on information and staff activities regarding intercity travel, specifically persons traveling by rail or bus, which federal regulations added to metropolitan transportation planning requirements in 2016.

- 1:15 P.M.** **9. MILITARY INSTALLATION RESILIENCE REVIEW (MIRR) OVERVIEW: NORTHERN VIRGINIA REGIONAL COMMISSION AND MWCOG**

*Jeff King, COG Department of Environmental Programs
Chris Landgraf NVRC*

The Office of Local Defense Community Cooperation’s (OLDCC) Installation Resilience Program provides financial and technical Federal assistance to assist states, U.S. territories, and local communities to work with the Military Services as one community to maintain or improve military installation resilience. Recently, MWCOG and NVRC have each completed a Military Installation Resilience Review (MIRR), and a summary of the transportation elements of those reviews and recommended projects follows.

1:45 P.M. 10. FY 2024 UPWP PROJECTS UPDATE

*Lyn Erickson, Plan Development and Coordination Program Director
Various Staff*

July 1 marks the start of a new fiscal year and TPB staff will be engaged in many new projects. Staff will provide an update on some of the FY 2024 UPWP activities.

NOTICE ITEM

1:55 P.M. 11. VDOT REQUEST TO AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

John Lynch, VDOT

VDOT is requesting an amendment to update all project and funding information in its portion of the FY 2023-2026 TIP to align funding with its Draft FY 2024-2027 Statewide Transportation Improvement Program (STIP). The Board will be asked to approve the amendment in July.

2:00 P.M. 12. ADJOURN

The next meeting is scheduled for July 19, 2023.

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



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the June 2023 TPB Meeting
DATE: June 21, 2023

The Transportation Planning Board accepts public comment on a rolling basis. Comments can be submitted via email (tpbcomment@mwkog.org), online (mwkog.org/tpbcomment), Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>), mail, and phone. Comments are collected until noon on the Tuesday before the TPB meeting. These comments are compiled and shared with the board at the meeting the following day.

Public comments received from the Visualize 2050 feedback form are shared with the TPB Technical Committee at their monthly meeting. Comments received after the June 2023 Technical Committee meeting will be shared at July’s meeting.

Between noon at Tuesday, May 16 at noon on Tuesday, June 20, 2023 at noon, the TPB received 225 individual project comments from the Visualize 2050 Initial Project List Feedback Form, six comments submitted via email, and one request for the live comment period.

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

PUBLIC COMMENT FROM VISUALIZE 2050 FEEDBACK FORM

Comments on District of Columbia Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Benning Rd Bridges and Transportation Improvements	1					1
C Street NE Implementation	1					1
District-wide Bicycle and Pedestrian Management Program	7				1	8
East Capitol Street Corridor Mobility & Safety Plan					1	1
Pennsylvania Avenue NW Protected Bicycle Lanes	1	1				2
South Capitol Street Corridor	1				1	2
Union Station to Georgetown Streetcar Line	8			1		9
DC Project Suggestions						3
TOTAL COMMENTS						27

Comments on Maryland Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Brunswick Line	4					4
Bus Rapid Transit: US 29 - Phase 2	6					6
Camden Line	1					1
Corridor Cities Transitway (CCT)	3					3
I-270 Innovative Congestion Management	1				2	3
I-270" (MD OP Lanes Phase 1)					1	1
MARC Improvements	5	1				6
MARC Run-through service to L'Enfant Plaza	1					1
MARC Run-through service to Virginia	3	1				4
MD 28/MD 198 Corridor Study					1	1
MD 355 Bus Rapid Transit	5					5
MD 650 New Hampshire Avenue BRT	2					2
MD 97 at MD 28 Interchange		1				1
Montrose Parkway					3	3
North Bethesda Transitway Bus Rapid Transit (BRT) Project	3	1				4
Op Lanes Maryland Phase 1	1				13	14
Presidential Parkway					1	1
Randolph Road Corridor Bus Rapid Transit (BRT) Project	2					2
US 1 Corridor		1				1
US 29 Corridor					4	4
Veirs Mill Bus Rapid Transit	5					5
MD Project Suggestions						10
TOTAL COMMENTS						82

Comments on Virginia Projects

Projects	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
"Loudoun County Parkway Widening					1	1
Alexandria 4th Track	3					3
Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	1					1
Arkendale to Powells Creek Third Track Project and Potomac Shores Station	1					1
Battlefield Park Bypass Project					3	3
Boone Blvd Extension					1	1
Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)					1	1
Croson Lane widening					1	1
DASH Service Expansion	7					7
Devlin Road Widening					1	1
Duke Street BRT Design & Construction	8					8
Dulles Airport Access Road Project					3	3
Dulles Toll Road Collector					1	1
Dulles Toll Road Expansion					2	2
Eisenhower Valley Access and Circulation Improvements					1	1
Fairfax County Parkway Improvements		1			1	2
Franconia to Occoquan 3rd Track Project	1					1
Frying Pan Road Widening					1	1
Grant Avenue Road Diet	1					1
Greensboro Drive Extension		1				1
Herndon Metrorail Intermodal Access Improvements	1	1				2
Herndon Metrorail Intermodal Access Improvements - Phase II	1					1
I-66 Improvements	1					1
I-95 Express Lane Extension to Fredericksburg	1					1
Landmark Transit Center	3					3
Lee Highway Widening					2	2
Liberia Avenue widening					1	1

Long Bridge VA - DC	13					13
Magarity Road Widening					2	2
Multimodal Bridge to Van Dorn Metro Station	2					2
New Guinea Road, Construct					3	3
Reston Parkway Improvements					1	1
Rolling Road widening project					2	2
Route 1 Improvements					1	1
Route 1 Metroway Extension (Alexandria)	1					1
Route 15 North Widening					1	1
Rte 7 Corridor Improvements - Phase 2	2	1				3
Rte. 28 Bypass					1	1
Shirley Gate Road Improvements					2	2
Soapstone Drive Connector	1					1
Sudley Road 3rd Lane, NB					1	1
Telegraph Road widening					1	1
US 1 Bus Rapid Transit	2					2
US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)					1	1
US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) (Any project that involves widening roadways for increasing SOV capacity or reducing traffic)					1	1
VA 123 Widening (Fairfax)					2	2
VA 123 Widening (Prince William)					1	1
VA 28 Widening					1	1
VA 7	1					1
VRE L'Enfant Station and 4th Track	1					1
VRE Service Improvements (Reduce Headways)	1					1
Washington Boulevard Widening					1	1
West End Transitway	2					2
VA Project Suggestions						7
TOTAL COMMENTS						108

Multi-Jurisdictional Project Suggestions

There are eight multi-jurisdictional project suggestions.

PUBLIC COMMENT

Arlene Montemarano – Comment via Email – May 7, 2023

Montemarano shared a meeting invitation to the Action Committee for Transit’s monthly meeting focused on the procurement of toll lane P3.

Arlene Montemarano – Articles via Email – May 20, 2023

Montemarano shared two articles, “[Montgomery Dels. Korman, Moon move up House leadership ranks](#)” and “[Korman Gets a Big Promotion](#)”

Arlene Montemarano – Article via Email – May 29, 2023

Montemarano shared an article “[If You Think Adding That Extra Lane Will Reduce Traffic Congestion – You’d Be Wrong](#)” and called for the cancellation of the Maryland Op Lanes project.

Arlene Montemarano – Comment via E-mail – June 9, 2023

Montemarano forwarded an email invitation to an Action Committee for Transit meeting with Lieutenant-Governor Aruna Miller on the topic “A Bold New Transportation Plan for Maryland”. They expressed their disapproval for the toll lane plan.

Arlene Montemarano – Comment via E-mail – June 14, 2023

Montemarano forwarded the meeting summary from the June 13th meeting of Action Committee for Transit which included remarks from Lieutenant-Governor Aruna Miller on “A Bold New Transportation Plan for Maryland”.

George Aburn – Letters via E-mail – June 20, 2023

Aburn followed up on his previous comments and expressed concern that environmental justice and climate change are not being adequately addressed in transportation plans. He submitted additional documents, including a letters addressed to the TPB Board, Community Advisory Committee, and Technical Committee.

Public Comment Received from February 15 – June 20, 2023

The comments outlined below were received from the Visualize 2045 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>) from February 15 – June 20, 2023 at 12PM. TPB staff has organized the original responses to the feedback form by state. Comments are reported monthly at the TPB Technical Committee and TPB meetings.

Table 1. District of Columbia Project Comment

Date	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/28/2023	Union Station to Georgetown Streetcar Line	Project webpage	Neutral		
3/22/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly agree		Mark Scheufler
4/13/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly disagree	the existing bike lanes have constrained and restricted traffic flow. This program does not increase traffic throughput, it in fact impedes it. Secondly, because the bike lanes are both on the right hand side of the road and the fact that it is slowing traffic has increased the danger to both bike riders, pedestrians, and drivers by forcing the drivers to make a right hand turn from the middle lane.	
4/13/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly disagree	Given the constraints to traffic from the bike lanes, further impeding traffic in a high traffic area by taking away lanes for a street car makes no sense. If the bike lanes go away, then and only then, does it make sense to remove another lane for street cars.	

5/2/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	The current streetcar route does not provide significant transit benefits because the route is too short to connect many destinations on a trip. The extension west (together with the currently planned extension east to Benning Road) has the potential to fill a significant transportation gap and should be used together with mixed-use development along the corridor to create an excellent east-west corridor for DC. There would be significant equity benefits by connecting east of the river neighborhoods with downtown DC, and there is potential to facilitate tourism as the Streetcar could support trips taken from Georgetown or the white house area to reach difficult-to-reach areas like H Street Corridor or the Anacostia River.	Eric Englin
5/31/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
5/31/2023	Union Station to Georgetown Streetcar Line		Strongly agree		
6/14/2023	District-wide Bicycle and Pedestrian Management Program	News/media	Strongly agree		
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	Good east west transit is essential to DC, and therefore I strongly support the Georgetown to Union Station streetcar project	
6/14/2023	Pennsylvania Avenue NW	News/media	Strongly agree	Protected bike lanes are important to encourage safe cycling, I strongly support this project so that	

	Protected Bicycle Lanes			cyclists will be protected from vehicle traffic on Pennsylvania Ave.	
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Friend/colleague	Strongly agree	nowhere near ambitious enough. our planet is literally on fire	Karthik Balasubramanian
6/14/2023	East Capitol Street Corridor Mobility & Safety Plan	News/media	Strongly disagree	engineers unjustifiably dropped protected bike lanes. cowards	Karthik Balasubramanian
6/14/2023	C Street NE Implementation	Neighborhood/civic association	Strongly agree		Karthik Balasubramanian
6/14/2023	South Capitol Street Corridor	Neighborhood/civic association	Strongly agree		
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	We need to provide alternatives to cars and that includes making our streets more friendly & safe for pedestrians, bikers & mass transit and less inviting for cars.	
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	A high frequency Streetcar is necessary for providing better transit connections to locations currently served by bus. Along K and M streets. Since direct Metro service between the two high volume destinations of Union Station and Gtown is not provided, a streetcar line with frequent service would provide a better and more reliable connection. It is important, however, that the streetcar operate in a dedicated transit way, and not in mixed traffic, given congestion along the route. It's also important that service be frequent - at least every 10 minutes, otherwise ridership will be lower than expected. People in DC just don't have the luxury of scheduling their lives around when transit will arrive. Time is money.	Paul Brown
6/14/2023	South Capitol Street Corridor	Advocacy organization	Strongly disagree	Given commitments in various planning documents to combat climate change and	

				encourage more environmentally sustainable development patterns and transportation, we should not pursue roadway widening projects unless it is to incorporate high capacity transit. Please include high capacity transit in this project to encourage transit and make it competitive to the automobile in this corridor.	
6/14/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Advocacy organization	Agree	DC needs more high capacity transit/Bus Rapid Transit lanes to promote alternatives to the automobile and reduce congestion. Besides K st, Pennsylvania Ave is a perfect candidate as it has the space for dedicated bus lanes. Please incorporate bus lanes into the design.	
6/14/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	An east-west high capacity transit option is critical to reducing congestion downtown and promoting environmentally sustainable transportation. Please get this project finally off the ground and also consider further extensions to Rosslyn/up Wisconsin Ave.	
6/14/2023	Union Station to Georgetown Streetcar Line	Friend/colleague	Strongly agree	Alternative methods to driving are great! This will help relieve congestion, help people get to where they need faster, and reduce pollution since there are fewer drivers.	Andy
6/14/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Alternatives to driving are great. This will reduce congestion, reliance on cars and create safer roads.	
6/14/2023	Union Station to Georgetown Streetcar Line	Project webpage	Strongly agree	Building alternatives to driving are great, especially in the city.	
6/14/2023	District-wide Bicycle and Pedestrian Management Program	Neighborhood/civic association	Strongly agree	agree 100% with any and all District bicycle and pedestrian management plans. This city MUST slow down in vehicular traffic	
6/14/2023	District-wide Bicycle and Pedestrian	Neighborhood/civic association	Strongly disagree	Enduring the devastation of my local shopping center, 17th st., due to the unnecessary and unused so-called "protected"bike lanes. I, a life-	Suzanne Legault

	Management Program			long cyclist, have given up riding in the city. The so-called bike lanes are jammed with delivery trucks (or even police cruisers), forcing me into hostile traffic--already furious at the loss of a lane.	
6/15/2023	Benning Rd Bridges and Transportation Improvements	News/media	Strongly agree		
6/15/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree	This is an important project to improve mobility and safety and advance the region's climate and air pollution goals.	
6/15/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/15/2023	Union Station to Georgetown Streetcar Line		Disagree	Enhancing transit between Georgetown and Union station along K Street sounds great, but I question the cost of a light-rail line compared to dedicated bus lanes. A busway could be well designed and could also ideally enable express buses from I-66 to have direct access to stops in DC without a transfer, which could help to address the Rosslyn station bottleneck on Metro and could function as an Orange/Silver line express from stations like Vienna and Reston or West Falls Church into DC.	
6/17/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars are great, I love streetcars. Also this would connect me with my office and I would use it 6 times per week	

Table 2. District of Columbia Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
--	---	------

5/2/2023	Visualize 2050 should consider the wider Streetcar plan that DC had developed and evaluate the potential costs/benefits in relation to other transit or road projects. Ideally, this could also take into account potential economic development that takes place when infrastructure is put into a fixed place, rather than a bus route that could move with relatively little notice.	Eric Englin
6/14/2023	Bus lanes on every arterial road in DC.	Karthik Balasubramanian
6/14/2023	Whatever is done to K St, it should not include bicycle lanes. What should be promoted are dedicated bus lanes, with strict enforcement, such as have be implemented in NYC on 14th St.	Suzanne Legault
6/18/2023	Bus Priority Program improvements (multiple corridors) Washington Union Station Expansion Project Vision Zero high-injury network and intersection projects, with accelerated implementation	Brian Lutenegeger

Table 3. Maryland Project Comment

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
3/13/2023	I-270"	Advocacy organization	Disagree	Any highway widening project 1) will induce MORE driving, not less, adding more pollution to the air, and 2) is a missed opportunity to invest in better bus rapid transit, light rail, or heavy rail. If so many people are using these highways and getting stuck in traffic it's a sign to "upgrade" to a higher-capacity system like buses or rail. Please apply my comment to any and all proposed highway widening projects in Maryland.	
3/13/2023	MARC Improvements	Advocacy organization	Strongly agree	We NEED to prioritize better rail infrastructure. Electrification; greater service frequency; and better connections to other public transit systems must be top of the list and should be prioritized above ANY highway-widening projects to meet our climate goals and protect the environment for our children.	

3/17/2023	MD 28/MD 198 Corridor Study, Potomac River Bridge to Loudon County Connecting MD-28 Into Dulles, VA	Friend/colleague, Lived EXPERIENCE	Strongly agree	We badly need another Potomac River crossing connecting Montgomery County, MD and Loudon County, VA. For security, faster transport, better economics, and so much more.	Greg Visscher
3/18/2023	Op Lanes Maryland Phase 1	News/media, It impacts an organization I'm affiliated with	Strongly disagree	It will damage the environment, worsen climate change, will only benefit the wealthy and the developers, widening roads doesn't reduce traffic and the American Legion Bridge is structurally sound and just needs re-decking	Nancy Soreng
3/18/2023	Brunswick Line	Advocacy organization	Strongly agree	Expanding more frequent trains would take pressure off I 270 and be better for the environment	Nancy Soreng
3/20/2023	Montrose Parkway	Neighborhood/civic association	Neutral	The verbal description of the project and previous information I received described this as a NEW road. But the map included with the description shows just the segment crossing the railroad tracks. I SUPPORT re-routing the road above the railroad tracks. That crossing is extremely dangerous and I currently try to avoid it whenever possible.	Mary Stickles
3/20/2023	Veirs Mill Bus Rapid Transit	Neighborhood/civic association	Strongly agree	More and more reliable east-west transit routes are needed in the MD DC suburbs. Bus rapid transit seems to be the quickest and most cost effective option. I also support the pedestrian and bike improvements along that route.	Mary Stickles
3/20/2023	Brunswick Line	Project webpage	Strongly agree	We need more and more dependable transit options in the MD DC suburbs. Brunswick line	Mary Stickles

				does not run frequently enough to be well used as it could be.	
3/24/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association		<p>I submit this article from WAPO, in case you missed it. Good points.</p> <p>www.washingtonpost.com washingtonpost.com Opinion Maryland residents won when a toll-lane plan failed Mar. 21st, 2023 Kudos to the people of Maryland for getting Transurban to walk away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders. I recently moved away from Northern Virginia, where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the Transurban profit-oriented model, and it would be much less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts. Virginia is locked into decades of such restrictions with Transurban, such as not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p>	Arlene Montemarano

3/26/2023	Op Lanes Maryland Phase 1 (Creating more of a heat sink as the planet gets hotter.)	Advocacy organization	Strongly disagree	There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched fact that induced car travel offsets the temporal traffic fluidity gained after adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula $Q = Mc\hat{T}$ where Q is the amount of heat released, M the mass (of a new lane in this case), c the specific heat of the material (concrete or asphalt in this case), and \hat{T} the temperature increase. Given the large M added with a miles-long new lane, a large amount of pavement heat (Q) will be generated when temperature increases (\hat{T}). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.	Arlene Montemarano
4/15/2023	Op Lanes Maryland Phase 1	Multiple sources	Strongly disagree	This project is deeply concerning because of the climate impact it would have. It would also likely generate additional traffic overall and on other roads that do not have capacity to support them.	Kacy Kostiuk
4/15/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	Serving on the TPB previously	Strongly disagree	This project does not allow for bike lanes, which the TPB previously requested as part of the project. Although this project is now likely farther along in the process, I hope MDOT will reconsider options to support bike lanes on this project.	Kacy Kostiuk
4/15/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving	Kacy Kostiuk

4/15/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line).	Kacy Kostiuk
5/30/2023	MARC Improvements	Friend/colleague	Strongly agree	I want to more easily travel to and within Maryland by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
6/6/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	Veirs Mill is constantly crowded and jams the buses which have to share traffic with an onslaught of personal cars. A BRT system with an integrated protected bike path is necessary to improve the condition of the road between Wheaton and Rockville. Currently there is no clear or safe path for a bicyclist to take what should be a relatively easy bike ride between the two town centers, yet there is not. Plus, current bus stop along Veirs Mill are dangerous, many lack suncover or benches, and people who are not in personal vehicles are treated as second-class citizens in their own community. The status quo of unending crowded personal automobiles must change - a BRT route (or even better, trolleybus or a tram) and safe protected bicycle infrastructure is needed to alleviate this congestion and poor quality of living along Veirs Mill.	Adam Carlesco
6/13/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project should be eliminated as it doesn't coincide with the climate goals for pollution. No transit is included that should be a priority and not roads. All the construction pollution is not	

				considered at all from air to water to hazardous waste, etc.	
6/14/2023	Brunswick Line	News/media	Strongly agree	All Marc lines, including the Brunswick line should have bidirectional and weekend service. I support expanded service on this line in the 2050 vision plan	
6/14/2023	Corridor Cities Transitway (CCT)	News/media	Strongly agree	Bus connections from Montgomery county to Frederick MD need to be bidirectional and all day, including weekends. Expanded public transit to Frederick should be a part of the 2059 vision plan	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	Good Brt is important for this region- I support this project in the 2050 vision plan	
6/14/2023	MARC Improvements	News/media	Strongly agree	Marc all day, weekend, and bidirectional service on all lines is important door reducing car dependency in this region. I strongly support Marc service improvements on all lines.	
6/14/2023	MARC Run-through service to L'Enfant Plaza	News/media	Strongly agree		
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree		
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway	News/media	Strongly agree		

	Bus Rapid Transit (BRT) Project				
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree		
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	George Hite
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Ineffective to try to build out of congestion.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	Important improvement to reduce commuting along by auto	
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	Support TOD around BRT stations. Grade-separated intersections would undermine that possibility.	
6/14/2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree	This demand should be handled by the ICC.	
6/14/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Don't further divide White Flint area.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	We need to move beyond excessive car use to help the environment and need improved buses for equity reasons. People should not be dependent on cars that create congestion, cause	Ethan Goffman

				dangerous and fatal accidents, harm local air quality, worsen climate change, and are financially difficult or impossible for households.	
6/14/2023	MARC Improvements	News/media	Strongly agree	We need better train service and less car dependence to help the environment and those who cannot drive or cannot afford cars.	Ethan Goffman
6/14/2023	Brunswick Line	News/media	Strongly agree	We need greatly improved train service, not more sprawl.	Ethan Goffman
6/14/2023	Corridor Cities Transitway (CCT) (BRT network in Montgomery and Prince George's counties)	News/media	Strongly agree	We need a complete network of public transit that makes it possible for people to live conveniently without cars or for families to depend on only one car.	Ethan Goffman
6/14/2023	MARC Improvements	Advocacy organization	Agree	Encourage greater MARC usage	
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Important opportunity to improve transit and land use in the 355 corridor	
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	Need to provide better and more frequent bus service in the New Hampshire Ave corridor	
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	Dense corridor that could support higher transit usage with better service.	
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	BRT is an efficient mode of transit.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We need to make this project a reality sooner than later. We need to reduce vehicle miles traveled, and dedicating road space to high capacity vehicles, like buses and trains, does exactly that.	Jacob Allen Barker

6/14/2023	MARC Improvements	Advocacy organization	Strongly agree	All current MARC lines need to run all day bidirectionally. We need to make more places in the state accesible to those doing the most good to combat energy, climate, and environmental crises and find ways to move people without cars around out state.	Jacob Allen Barker
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Corridor Cities Transitway (CCT)	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The way to ease traffic in the region is through more affordable public transit, not more toll roads. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality.	Andrea Cimino
6/14/2023	Montrose Parkway	Neighborhood/civic association	Strongly disagree	I used to live near Montrose Parkway and still own a condo near it. The way to ease traffic in the White Flint area is through investing in needed local street network, protected bike lanes, and 355 BRT. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality. Some bike lanes have already been built in this area (on Nebel St) and I'd love to see more, as I am a regular bike commuter.	Andrea Cimino
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Like most Montgomery County residents, I spend a lot of time on Rt 355. I would be so much easier to travel the length of it with bus rapid transit. If you want to go from one end of Rt 355 to the other by bus, currently you have to take several buses. Metro is an option but bus is more affordable, especially during rush hour. I am in	Andrea Cimino

				favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, and the climate, and will reduce pollution.	
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization		This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	This project will give a better option to travel by bus north and south on the eastern side of the county. Bus rapid transit can help low-income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	I-270 Innovative Congestion Management (Project to add toll lanes on interstates 270 and 495 between the American Legion Bridge and Frederick, MD)	News/media	Strongly disagree	Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is	Douglas Sedon

				used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes – either rail or bus, or both. And, HOV lanes should be segregated – The overwhelming majority of drivers on the present I-270 HOV lanes are without any passengers in their vehicles.	
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	Bus Rapid Transit on the MD 355 corridor is an important complement to the Metro Red Line, both in terms of going beyond Shady Grove but also enabling connections to and from the Metro along MD 255. Given long distance between some Red Line stations, BRT is crucial to such locations not near stations, as Montgomery College, residents near Pooks Hill, Pike & Rose, residents in Chevy Chase. The BRT should extent to terminate at a reconfigured Friendship Heights transit center, with the curb lane along Wisconsin freed up for use by the BRT.	Paul Brown
6/14/2023	Camden Line	Advocacy organization	Strongly agree	More frequent bidirectional MARC service on the Camden line (and also Brunswick line) will help transition these commuter lines into more like regular transit lines, providing real transit options that don't exist now. Ideally, both lines would be electrified to allow for EMU (electric multiple unit) train service rather than the current loco-pulled diesel trains.	Paul Brown
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree	Integrating commuter rail service to allow riders to travel to non-downtown destinations without transferring at Union station is key to making transit more competitive with the automobile. Please include this and other rail/BRT projects in the constrained visualize 2050 project list.	

6/14/2023	Brunswick Line (Direct rail service to BWI)		Strongly agree	Please provide direct rail service to BWI, which is now the last airport without rail connection to DC. This can either be MARC or metro rail extension.	
6/14/2023	Brunswick Line (Would like to see excursion trains to Harper's Ferry with ADA accessible at HF, and to extend MARC to Oakland Maryland on account of ski resorts)	News/media	Strongly agree	I support the Brunswick train as!it takes cars and drivers off the road as too tolerant of aggressive drivers	Steve Warner
6/14/2023	MARC Improvements (Improving MARC service all day vh in both directions to Hagerstown, Cumberland and Oakland)	News/media	Strongly agree	I again believe rail is better than highway construction	Steve Warner
6/14/2023	MD 97 at MD 28 Interchange	News/media	Agree	Several historical buildings should not be sacrificed for stupid car traffic	Steve Warner
6/14/2023	Presidential Parkway	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars	

				can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This should be removed. This plan would leave most people stuck in traffic or having to pay very high tolls. There should be constructions of alternative methods of people getting around instead (bike lanes, trams, etc).	
6/14/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Nothing should be done to I270 that will enable more vehicles. More vehicles will cause more air, noise, and water pollution in the immediate and wider areas, which will negatively impact the health of people of all ages. Traffic can be addressed by encouraging work-at-home policies, I270 lanes dedicated to public transit electric vehicles, and better public transportation throughout the area. The goal should be to have most I270 use be by public transit vehicles, service vehicles, and local cargo delivery (long distance delivery should be by train, not truck or plane), by 2050.	Roselie Bright
6/14/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Although I support renovating the bridge over the Potomac for structural integrity, I oppose all efforts to install toll lanes, add lanes, or use the public-private partnership for any part of the project. Additional vehicle capacity will only increase traffic in a few years and encourage further degradation of our air, water, and ambient noise, all of which will hurt the health of people who live in and travel through the area. Better ways to address congestion include work-from-home policies, one or more lanes dedicated to public transit buses, and wider, attractive, and useful public transportation. The goal for 2050 should be that most users of I495/I270 are buses, service vehicles, and local cargo trucks (long distance cargo transportation should be by	Roselie Bright

				rail, not trucks or planes). The P3 partnership idea should be scrapped because it put all risks of the project on taxpayers and all benefits on the private company, and locked Maryland into the deal for decades.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	Nic Kotschoubey
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor – the proposed \$7 Billion series of grade-separated interchanges would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops	Nic Kotschoubey
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Harms neighborhoods, parts, streams, tree cover. High tolls are regressive. We need transit-oriented development instead	
6/15/2023	MARC Run-through service to Virginia	News/media	Strongly agree	This kind of reform is the minimum requirement for bringing passenger rail service up to global standards	
6/15/2023	I-270" (MD OP Lanes Phase 1)	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls	Robin Gross
6/15/2023	Op Lanes Maryland Phase 1	News/media	Strongly agree	The American Legion Bridge is one of the worst traffic bottlenecks in the region. The addition of Express Lanes across the bridge and I-495 will help relieve this huge bottleneck, enable fast and reliable express bus service, and HOV-3 free will incentivize people to carpool. This project has been studied extensively and is by far the best	

				<p>solution with tolls paying for the new capacity and providing huge opportunities for transit that currently is not viable between Maryland and Virginia. I used to live in Maryland and commute to Northern Virginia (what could be a 20-minute commute from Bethesda but traffic would regularly take 45+ minutes each way). I wound up moving to Virginia so Maryland lost my tax revenue. I cannot understand why Montgomery County leaders oppose this project. With all the job growth in Northern VA, this project will greatly improve access to jobs, take through traffic off roads like Seven Locks Road, enable new transit options, likely strengthen the economy in Bethesda/Rockville, and support equity through new transit access for those who do not have a car or cannot afford driving.</p>	
6/15/2023	MARC Run-through service to Virginia	News/media	Agree	<p>It would be great to have direct access by rail between Maryland and Northern Virginia, particularly with all of the new job growth in Crystal City.</p>	
6/15/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Agree	<p>This project would provide important transit access between the Montgomery Mall area and the Red line on Metro, which should help enhance the vitality of the mall area and Rock Spring Park.</p>	
6/15/2023	US 1 Corridor		Agree	<p>Route 1 is somewhat ugly and this could be a nicer gateway to College Park.</p>	
6/16/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly agree	<p>I-270 ICM is very successful on lower I-270. It is urgently needed for upper 270. ICM has made a difference. Please extend its scope. Thank you.</p>	Andrew Gallant
6/16/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	<p>I oppose tolls in this corridor. I oppose the disastrous assumptions on which OpLanes is based. The project cannot be saved. It endangers the environment and Maryland</p>	Andrew Gallant

				finances. Even worse, it does not solve the congestion problem. Please kill this project and look at the whole set of issues with fresh eyes. There is no silver bullet. Thank you.	
6/16/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	
6/16/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	The stated objective of reducing congestion is totally illogical because the project requires congestion in the free lanes to induce use of the toll lanes. Even if, on average, congestion was reduced, there are no average drivers - only those who have the money to pay and those who don't. So much for equity! Ironically, Transurban used photos of the toll lanes in Virginia in their marketing materials. The photos show congestion in the free lanes and practically empty toll lanes. This is hardly evidence that the toll lanes are successful in reducing congestion. Does it also mean that the tolls are already too high? The project also would create new bottlenecks to promote future toll-lane expansion - specifically by extending toll lanes to the 495 Beltway from Bethesda eastward. As a long-time resident of the Indian Spring neighborhood in Silver Spring, this is the area where I am most familiar with the project's environmental and community damage. In its path are Rock Creek, our YMCA, community association building and park, the Blair High School athletic fields, and the new wing of Holy Cross Hospital - just to name a	

				<p>few threatened community resources. When attempting to sell the project several years ago, the MDOT produced a map that minimized the impact on houses near the Beltway, of which there are many. The map was presented in the absence of any formal design for the construction of the project, and there is little reason to believe that the map bears any resemblance to reality. At the time, ideas being floated as ways to “minimize” the damage included building the toll lanes above the existing lanes or tunnelling. Flyway lanes in Dallas were used as an example. It is an insult to even average intelligence to suggest that options of this type would NOT cause major damage. The delays and cost overruns incurred on the Purple Line project do not inspire any confidence in the MDOT’s competence or credibility. The most recent delays reportedly result from a failure to account for necessary movement of utility lines. How is it that such an important element of the Purple Line’s construction was not recognized and accounted for at the outset?</p>	
6/18/2023	Veirs Mill Bus Rapid Transit	News/media	Strongly agree	This plan has the capability of significantly reducing car traffic along Viers Mill Road.	
6/18/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. The proponents failed to examine more effective alternatives that begin with transit-oriented development in Prince George’s and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	Brian Lutenecker
6/19/2023	US 29 Corridor	Advocacy organization	Strongly disagree	More investment in 29 road would undermine efforts to create walkable neighborhood hubs	Alex Demarais

				around FLASH bus rapid transit stops. The money should be spent upgrading the BRT.	
6/19/2023	Op Lanes Maryland Phase 1		Strongly disagree	This project will be terrible for the environment, people, and traffic. It will induce demand and increase greenhouse gas emissions. It is shameful that a 1950s project like this is being entertained in the year 2023.	
6/19/2023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
6/19/2023	US 29 Corridor		Strongly disagree	This project would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. East County needs to become a network of walkable, transit-oriented communities, not a further mess of highways.	
6/19/2023	Veirs Mill Bus Rapid Transit		Strongly agree	This project is critical to serving one of the state's highest ridership bus routes.	
6/19/2023	Bus Rapid Transit: US 29 - Phase 2		Strongly agree	This project is critical to achieving success in BRT in MoCo.	

Table 4. Maryland Project Suggestions

Date	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
6/13/2023	More transit of every kind should be included instead of roads.	
6/14/2023	Create a countywide package of walking, biking, and safety improvements. Nearly all state roads should be made safe for biking, which means a bike lane protected and separated from the road. This includes Goldsboro Rd, River Rd, and Connecticut Avenue. Build sidewalks where possible. People need should be able to walk along state roads safely. Build cross-walks along population centers, every 100 meters.	Brian Robinson
6/14/2023	We need a connected bicycle network (separated bike lanes) throughout Montgomery County and Prince George's county.	Ethan Goffman

6/14/2023	All current freeways should have half their lane miles converted into rail and BRT dedicated right of way. We need to make the state more and more accessible, and the easiest way is to re allocate, mile by mile, the area we are already using inefficiently to move one person in one car to become mass transit moving many people with much less space and energy.	Jacob Allen Barker
6/14/2023	I'd like to see protect bikes lanes along the length of RT 355, CT Ave, Georgia Ave, NH Ave, Randolph Rd, Viers Mill Rd, and other major north-south and east-west major roads in Montgomery County. Bike lanes can save lives and encourage more people to use this health, inexpensive and eco-friendly transportation option.	Andrea Cimino
6/14/2023	ICC extension to Baltimore Washington Parkway to redesignate as 495	Steve Warner
6/14/2023	Maryland and Virginia have dispersed residences and jobs. It is difficult to successfully serve with big buses and rail. Cochabamba, Bolivia, is also sprawled across a very big valley. There, they accomplish inexpensive, frequent, reliable, and dense public transit by tailoring the size of the vehicle (big buses, half-size buses, passenger vans, and sedans) to the popularity of the bus route. Most vehicles on the roads are public transit vehicles. Transfers are easy because the public transit vehicles are very frequent and pickup locations are well marked with the routes and schedules. When I was there I never had to walk more than a block to go anywhere in the valley. Cochabamba has limited means; yet if they can serve their population well with public transit, we can, as well. I don't think the expense of, and delays caused by, collecting fares are worthwhile. We need to encourage ridership and efficient trips. Taxpayer costs for subsidizing fares will more than offset larger public health gains by reducing pollution, and lower burdens on road infrastructure by reducing the numbers of vehicles on the roads. Some of the dollars saved from repaving projects could be redirected to adding more bus shelters. We need to get our residents of all ages to see private vehicles as more of a nuisance and expense than they are worth.	Roselie Bright
6/14/2023	Please finish the Purple Line! Thank You!	Nic Kotschoubey
6/19/2023	Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Alex Demarais
6/19/2023	Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safe	

Table 5. Virginia Project Comment

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
2/27/2023	Arcola Boulevard Improvements	Friend/colleague	Neutral		
2/27/2023	I-66 Improvements		Strongly disagree	The Transform I-66 Megaprojects—both outside and inside the Beltway—have largely been completed. If there are a few remaining elements from those projects that VDOT wants to retain in Visualize 2050, those elements should be resubmitted as separate, clearly described projects. Also, any additional widening of I-66 inside the Beltway should be clearly tied to a firm commitment by VDOT to toll I-66 in both directions, either during the eight peak weekday commuting hours or ideally 24/7. Finally, VDOT should reconfigure its tolling system inside the Beltway to reduce the tolls to zero whenever that segment would be free-flowing at 55 MPH.	Allen Muchnick
3/3/2023	I-66 Improvements (CE1956: I-66 and US 29 Interchange, Widen and Construct US 29 and VA 55)	Project webpage (The project map depicts downtown DC.)	Strongly disagree	I believe the \$255 Million project described at I-66 and Rte 29 in Gainesville has been completed. Any incomplete or future elements should be resubmitted as a separate new project.	

3/3/2023	Grant Avenue Road Diet		Neutral	This project is largely, if not entirely, funded and about to go to construction. If any element is not fully funded for construction, it should be resubmitted as a new, separate, re-scoped project. This project would not expand roadway capacity.	Allen Muchnick
3/13/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Any lane widening plan is doomed to failure from the start. The last thing needed is an extra lane for such useless endeavors. Especially when it makes the commute worse by creating an induced demand of vehicles thus creating more traffic than necessary. Northern Virginia is already polluted with enough cars and enough traffic, the last thing we need is a wider lane just for more traffic to congest it all over again. Northern Virginia requires more bike lanes, more train lines, more anything else but highway/freeway/route lane expansions. We NEED less traffic and less people in cars not more people in cars and more congestion on our roads.	
3/14/2023	VA 7, Widen, any road widening		Strongly disagree	adding additional general road travel lanes increases miles driven through induced demand. this is incompatible with making the Washington area reduce its carbon foot print and should be strongly discouraged to not make the climate problem worse	Steve Wardell

3/15/2023	VA 28 Widening, General Comment - stop widening roads. This induces more driving over time, increasing emissions and hurting the region's climate goals.		Strongly disagree	There are far too many roadway widening projects in this plan. Widening roadways induces additional driving over time, increasing emissions and moving the region further from its stated climate goals. The majority of funding should be spent on maintaining existing infrastructure and expanding climate-friendly modes of travel: public transportation and active transportation like biking and walking. Continuing to spend the majority of money on roadway widening is climate arson.	
3/15/2023	Duke Street BRT Design & Construction	Project webpage, i live in the Duke St corridor	Strongly agree	BRT projects like the one on Duke St are beneficial to climate and enable more people to travel without relying on cars. Transit and bike/ped projects like this should receive the vast majority of funding	Alex Goyette
3/16/2023	Richmond Highway Corridor Improvements	Fairfax County Alert	Strongly agree		

3/22/2023	Route 1 Improvements, CE2161	Project webpage	Disagree	Remove widening VA 123 to 6 lanes from Annapolis Way to US 1 (VP10g) from the project. Less than 20000 AADT does not warrant the high priority highway expansion. Developer can improve roadway as needed.	Mark Scheufler
3/22/2023	Rippon Boulevard Extension	Project webpage	Strongly agree	Update Project Description to future scope	Mark Scheufler
3/22/2023	Wellington Road Improvements	Project webpage	Neutral	CE3695 - Update Project Description to future scope/Combine with CE2145	Mark Scheufler

3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE1942 - Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Neutral	CE2685 - Remove/Consolidate/Update Project Description to future scope [Align with High Capacity Transit]	Mark Scheufler
3/22/2023	Route 1 Improvements	Project webpage	Disagree	CE3180 - Update Project Description to future scope [Align with High Capacity Transit] - Project is restricted due to I-95 Express Lane Concessionaire Agreement https://p3.virginia.gov/docs/95-395_Third_ARCA_executed/95-395_Third_ARCA_(Executed).pdf	Mark Scheufler

3/22/2023	Catharpin Road, Widening	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	McGraws Corner Drive	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Vint Hill Road Improvements	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler

3/22/2023	John Marshall Widening		Disagree	CE3694 - Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Dale City Parkway Node New Through Boulevard	Project webpage	Disagree	Local Project. Project should be funded by developer/proffer as needed	Mark Scheufler
3/22/2023	Battlefield Park Bypass Project	Project webpage	Strongly disagree	Recommend Route 29 Alternate Alignment	Mark Scheufler

3/22/2023	US 15 Improvements		Neutral	CE3162 - Combine with CE1803	Mark Scheufler
4/25/2023	US 15 Improvements	Project webpage	Strongly agree	I'm assuming this is the project to widen US 15 and build a railroad overpass near the Town of Haymarket (CE1803). If not, please file these comments under that project. This is a badly overdue project that causes both congestion and safety issues to this day. Traffic on this stretch of US 15 has grown significantly over the last 10 years and it not only serves as a 2-lane bottleneck on a 4-lane road, but also a high-risk area due to the at-grade railroad crossing. This project would go a long way in lessening both congestion and injuries/fatalities.	
4/25/2023	John Marshall Widening	Project webpage	Strongly agree		
5/30/2023	Rte 7 Corridor Improvements - Phase 2		Agree	The Sierra Club Virginia Chapter asks that the Transportation Planning Board create a Visualize 2050 plan that reflects the goals of regional, state and local planners, and the desires of residents. For example: • The Metropolitan Washington Council of Governments acknowledges that in order to meet its goal of a 50 percent reduction in GHG emissions below 2005 levels, an unprecedented set of collaborative actions is needed. • The TPB's climate study showed that the region must shift far	

				<p>more trips to sustainable modes and create compact walkable communities - in addition to adopting electric vehicles - to meet its climate target. The climate study also showed that this is feasible but it requires urgent action starting this decade. TPB's Climate Change Mitigation Study found that the region must reduce per capita vehicle miles traveled of passenger cars by 20% by 2030 relative to pre-pandemic levels in addition to rapidly adopting electric vehicles to meet the COG climate target. • Virginia's Transportation Plan (VTrans) includes objectives to reduce per-capita vehicle miles traveled, reduce transportation-related NOX, VOC, PM, and CO emissions, and increase the number of trips traveled by active transportation (bicycling and walking.) • Local efforts in Virginia are underway to reduce parking requirement minimums, which necessitates more multimodal transit to move people, rather than more lanes to move cars. • Families and individuals desire safe ways to get to shopping, recreation and other destinations without constantly having to pile into a car. Highway expansion projects are the future we are trying to avoid. Route 7 BRT is one example of a project that meets the region's goals, as well as the needs of residents. However, the projects submitted by the member jurisdictions and agencies are too weighted toward road expansion, and do not integrate transit improvements or bicycling and pedestrian connections sufficiently. For example, improvements on Routes 50, 29, 123 and other arterial roads in Fairfax County should provide dedicated bus lines and BRT.</p>	
--	--	--	--	---	--

5/30/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	In their final report to City Council, the DSIM Advisory Group stated that "The long-term plan for the corridor should include center running bus lanes for the entirety of Duke Street with separate spaces for pedestrians and cyclists." I am fully supportive of this recommendation. History shows that transit investments pay off and that, where built, high-quality transit improves equity.	Jonathan Krall
5/30/2023	Alexandria 4th Track (Any project that improves VRE)	Friend/colleague	Strongly agree	I want to more easily travel in Virginia by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Expanding the DASH fleet is foundational to improving frequency of service. Increased frequencies have been proven in Alexandria and elsewhere to increase ridership.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Designing and building the Duke Street BRT is the most important transportation project in Alexandria for the next decade. BRT infrastructure will improve safety, travel time and reliability for both local (DASH) bus service as well as regional (Metrobus) service that includes the Duke Street corridor.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Important for safety and other improvements on Duke Street	Bonnie ODay
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Need better bus service to encourage people not to drive	Bonnie ODay

5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Providing more transit and pedestrian options will improve equity in the community, reduce travel times, help the environment, and increase safety for all users.	Dane Lauritzen
5/31/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Duke Street is Alexandria's primary east-west corridor and is expected to serve as a site for much of the city's development over the next few decades. Implementing high quality BRT is crucial to ensuring that Alexandrians and other Virginians can move to and through the City safely, efficiently, and sustainably	
5/31/2023	DASH Service Expansion	Advocacy organization	Strongly agree	DASH service expansion will build on the success of Alexandria's bus service, which is critical sustainable transportation infrastructure in the region	
5/31/2023	Croson Lane widening	projects listed here	Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Devlin Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Landmark Transit Center		Strongly agree		

5/31/2023	Landmark Transit Center		Strongly agree		
5/31/2023	Lee Highway Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Liberia Avenue widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Grant Avenue Road Diet		Strongly agree		
5/31/2023	"Loudoun County Parkway Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Magarity Road Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Rolling Road widening project		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term,	

				but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	Route 15 North Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	West End Transitway		Strongly agree		
5/31/2023	VA 123 Widening (Fairfax)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VA 123 Widening (Prince William)		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	US 1 Bus Rapid Transit		Strongly agree		

5/31/2023	VRE L'Enfant Station and 4th Track		Strongly agree		
5/31/2023	Washington Boulevard Widening		Strongly disagree	road widening for cars is a waste of money and only encourages more driving. it's well-established that this will not improve congestion in the long term, but will contribute additional carbon emissions. road widening is fiscally irresponsible and at this point is basically climate arson	
5/31/2023	VRE Service Improvements (Reduce Headways)		Strongly agree		
6/14/2023	Long Bridge VA - DC	News/media	Strongly agree		
6/14/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway) (Any project that involves widening roadways for increasing SOV capacity or reducing traffic)	Project webpage	Strongly disagree	Fairfax County and the greater region need to stop widening roads for congestion relief. Solutions to traffic are not solved with widening. Other ideas such as transit, active transportation infrastructure, and providing alternative routes by creating new streets and grids of streets creates a more sustainable and resilient system. Stop wasting money and degrading the environment.	JoAnne Fiebe
6/14/2023	Alexandria 4th Track	Advocacy organization	Strongly agree		
6/14/2023	Alexandria Potomac Yard Metro Station Improvements,	Advocacy organization	Strongly agree		

	Including Southwest Entrance				
6/14/2023	Arkendale to Powells Creek Third Track Project and Potomac Shores Station	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree		
6/14/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
6/14/2023	Franconia to Occoquan 3rd Track Project	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree		
6/14/2023	Herndon Metrorail Intermodal Access Improvements - Phase II	Advocacy organization	Strongly agree		
6/14/2023	Landmark Transit Center	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Improved passenger rail service over long bridge is long overdue. This needs to be a priority for the region.	
6/14/2023	Multimodal Bridge to Van Dorn Metro Station	Advocacy organization	Strongly agree		

6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	I am most interested in the bike-pedestrian bridge to be connected between Long Bridge Park and East and West Potomac Parks. We need more ways to get safely between MD and Virginia on foot and by bicycle. It would allow for recreation, commuting, and economic opportunities, as Marylanders could bike to dinner in VA, and vice versa.	Brian Robinson
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link	George Hite
6/14/2023	Route 1 Metroway Extension (Alexandria)	Advocacy organization	Strongly agree		
6/14/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree		
6/14/2023	West End Transitway	Advocacy organization	Strongly agree		
6/14/2023	Long Bridge VA - DC	News/media	Strongly agree	Strong agree with inclusion of the new bridge to add 2 new tracks to the Long Bridge railway crossing of the Potomac. This should be of the utmost priority. If there is a funding question, I would suggest adding congestion toll pricing to I395 inside the beltway.	Paul Brown
6/14/2023	Battlefield Park Bypass Project	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	New Guinea Road, Construct	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-	

				centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	VA 7 (Second Potomac River Metrorail crossing)	News/media	Strongly agree	To promote sustainable development and transport and redevelop auto-centric strip malls, we need to expand metro. Metro has three lines running under Rosslyn to Downtown DC and one can be separated out to run on a new route to downtown - ideally via Rte 7 from Tysons to Alexandria/Pentagon and then crossing into DC. A new metro crossing would help metro be more competitive with the auto and decongest the Rosslyn River crossing.	
6/14/2023	Boone Blvd Extension	Advocacy organization	Strongly disagree	We do not need more roads to solve the issue of too many cars/traffic. There should be more dedicated alternative methods of getting people around. Such as bike lanes instead to help people move around without needing a car. More revenue can be generated from bike rental stations and/or scooter stations such as those found in DC.	
6/14/2023	Braddock Rd Improvements (Fairfax County Pkwy to Rte 123/Ox Road)	Advocacy organization	Strongly disagree	This plan should be removed. Instead build infrastructure for alternative ways to move people around such as bike lanes, dedicated bus-only lanes, or even trains running through the median.	
6/14/2023	DASH Service Expansion	Advocacy organization	Strongly agree	This is a great way to reduce traffic, give people alternative ways to get around.	
6/14/2023	Eisenhower Valley Access and Circulation Improvements	Advocacy organization	Strongly disagree	Remove this plan. It's already congested enough, adding more lanes will add more cars. With Eisenhower Ave being so close to the metro, there is a unique opportunity to increase funding to maintain, improve service, and expand our transit network. Widening roads divides neighborhoods, makes it more dangerous for people to walk, and	Andy

				ultimately disrupts communities as they are more disconnected.	
6/14/2023	Fairfax County Parkway Improvements	News/media	Strongly disagree	Remove this plan. Widening roads will only bring more cars, congestion, pollution and division of northern virginia communities. There should be an increase funding to maintain, improve service, and expand our transit network. A transit system running up and down fairfax county parkway would alleviate a lot of traffic, lessen car dependency, increase a sense of community, make streets safer and save people a lot of time not stuck in terrible polluting traffic.	Andy
6/14/2023	Herndon Metrorail Intermodal Access Improvements	Friend/colleague	Agree	While I support it, there should not be any road widenings which would increase congestion. Focus on more bike lanes and providing alternative mdoes of people getting across such as bus-only lanes. You can also build bike-rental and scooter rental stations.	Andy
6/14/2023	Landmark Transit Center	Advocacy organization	Strongly agree	A dedicated transit center sounds great. There should be constructed bike lanes to help people get around in other methods. We need to increase access to jobs by transit, and address regional equity	Andy
6/14/2023	Lee Highway Widening	Advocacy organization	Strongly disagree	This should be cancelled. This would leave most people stuck in traffic, destroy more nature. This plan failed to examine more effective alternatives that begin with transit-oriented development. There needs to be more alternatives than having to own a car!	Andy
6/14/2023	Long Bridge VA - DC		Strongly agree	This is a great project to increase transit efficiency, and help people move around without needing a car. This is a great shift of funding from wasteful highway and road expansion projects to alternative methods of moving around (walking, biking, transit).	
6/14/2023	Route 1 Improvements		Strongly disagree	This should be canceled. Widening roads will not solve congestion or traffic. Shift funding from wasteful highway and road expansion projects to	

				both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change.	
6/14/2023	Shirley Gate Road Improvements	Advocacy organization	Strongly disagree	Adding more roads will only increase more cars on the road, leading to more congestion, people stuck in traffic, unsafer roads and pollution. The alternative is to support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations	
6/14/2023	VA 28 Widening	Advocacy organization	Strongly disagree	Adding more roads will simply induce people to drive more, it will lead to more congestion, more pollution, more time stuck in traffic and unsafer highways. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit. Create transit-oriented development!	
6/14/2023	VA 123 Widening (Fairfax)	Advocacy organization	Strongly disagree	Cancel this. Adding more lanes/widening will not solve the problem. It will create more congestion, unsafer roads, more people stuck in traffic, money wasted. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for walking, biking, transit.	
6/14/2023	Battlefield Park Bypass Project	Friend/colleague	Strongly disagree	This should be removed. Adding more roads will only increase traffic, congestion, and separate communities. Manassas is severely lacking transit options, preventing people from moving to where they need to, find jobs in new cities. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change	
6/14/2023	Dulles Airport Access Road Project	Friend/colleague	Strongly disagree	This plan should be removed. Shift funding from wasteful highway and road expansion projects to redesigning arterial roads to make them safer for	

				walking, biking, transit AND protect our roads from increased flooding from climate change. We should invest in more transit-oriented development and providing an alternative to driving! Build more train tracks, more dedicated bike lanes, trams, trolleys, etc. People should be able to move around without needing a car. Stop wasting our tax money on roads we can't use unless we buy a car.	
6/14/2023	New Guinea Road, Construct	Friend/colleague	Strongly disagree	Adding more lanes to the road will make them less safe in our community! Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. We should invest in dedicated bike lanes in the beautiful new guinea road so people can get around without needing a car!	
6/14/2023	Reston Parkway Improvements	Friend/colleague	Strongly disagree	Cancel this plan. Widening roads will only create more congestion, traffic, create less safe streets, and separate our community. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. Create dedicated, safe bike lanes instead, or bus-only lanes, or bus-rapid transit system.	
6/14/2023	Telegraph Road widening	Neighborhood/civic association	Strongly disagree	This plan should be scrapped. Widening roads only leads to induced demand. There will be more congestion, more unsafe streets for our kids, more pollution, and more people stuck in traffic. Increase funding to maintain, improve service, and expand our transit network Support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations	

6/14/2023	Frying Pan Road Widening	Advocacy organization	Strongly disagree	We cannot widen our way out of traffic. Putting more space for cars is antithetical to mitigating climate change. Stop that right now.	Kripa Patwardhan
6/14/2023	Rolling Road widening project	Advocacy organization	Strongly disagree	Stop widening roads! This is antithetical to combatting climate change. What we need is LESS space for cars.	Kripa Patwardhan
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Nic Kotschoubey
6/14/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	Helps with commuting, long-distance travel, freight, pedestrian and bicycle travel.	
6/15/2023	Long Bridge VA - DC		Strongly agree	This is a crucial project to improve rail passenger service on the East Coast. It will also add iconic new pedestrian and bicycle facilities.	
6/15/2023	Alexandria 4th Track	Advocacy organization	Strongly agree		B. Morrow
6/15/2023	DASH Service Expansion	Neighborhood/civic association	Strongly agree		B. Morrow
6/15/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree		B. Morrow
6/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	It is the most critical project to improve mobility between VA and DC.	John Burke
6/15/2023	Soapstone Drive Connector	News/media	Strongly agree	Soapstone Drive Connector will help create an additional option to cross the Dulles Toll Road, connect North and South Reston, and support transit-oriented development.	
6/15/2023	I-95 Express Lane Extension to Fredericksburg	News/media	Strongly agree	Traffic is really bad on I-95. The express lanes work wonderfully. It would be great to see this expanded further.	
6/15/2023	Greensboro Drive Extension	Project webpage	Agree	Need to continue to create more of a grid of roads in Tysons.	
6/15/2023	Rte 7 Corridor Improvements - Phase 2	Project webpage	Strongly agree	Need to complete the Route 7 expansion project - it has been ongoing for years and needs to be complete. Capacity is needed and addition of	

				bike/ped path, better bus stops, and sound walls are great.	
6/15/2023	Dulles Airport Access Road Project		Strongly disagree	I have never seen the Dulles Airport Access Road congested, and it is unconscionable that the Airports Authority would use toll road funds to widen the access road that is only for airport users who pay nothing. The Airports Authority has dramatically increased tolls over the past years, has stopped transit buses from using the Airport Access Road, and now wants to make this inaccessible road for commuters even wider, likely using the tolls we pay. No, this is not right. The only way the Airport Access Road should be allowed to be widened is if it is converted to be like the Express Lanes and allow HOV-3 to use these lanes for free. This should be made part of the Express Lanes network with HOV-3 able to bypass the main toll plaza. Give commuters more options by expanding express bus services and helping to encourage carpooling as well.	
6/16/2023	Long Bridge VA - DC	Friend/colleague	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
6/17/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line	Ram V
6/17/2023	Battlefield Park Bypass Project	News/media	Strongly disagree	This will encourage even more high-speed and dangerous traffic while cutting down more forests and undermining the county's vision for walkable, bikeable and transit-friendly communities	Ram V
6/17/2023	Sudley Road 3rd Lane, NB	News/media	Strongly disagree	This will increase traffic and cut down residential and wooded areas	Ram V
6/17/2023	Rte. 28 Bypass	News/media	Strongly disagree	increases traffic, better projects in the area to focus on	Ram V

6/17/2023	I-66 Improvements (FABB recommendations)	Advocacy organization	Strongly agree	Would like to see bike lane improvements A package of protected bike lanes as part of a region-wide bike lane and trail network. Shared-use side paths to complete bike network connections where on-road bike lanes cannot be installed. Pedestrian and bicyclist-scale lighting along bike lanes, trails, and shared-use paths. Provisions (personnel, equipment, and funding) for long-term bike lane and trail maintenance, to include snow removal and regular sweeping. Package of intersection treatments (bicycle boxes, stop bars, lead signal indicators) to accompany new protected bike lanes. New and repaved roadways should include paved shoulders where bike lanes are not possible. Near term proposal for I-66 Trail (start immediately): Landscaping to separate trail from roadway and block noise and debris plus tree planting to provide shade. Medium term proposal: Install solar panel trail covers, where practical (I-66 and other trails abutting major highways) to provide power, shade, and rain protection	Matthew Henry
6/18/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Brian Lutenegger
6/18/2023	Rte 7 Corridor Improvements - Phase 2 (Route 7 Bus Rapid Transit (BRT) project)	Advocacy organization	Strongly agree	The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. But Fairfax County is saying they don't want to do it until years from now after Route 1 BRT is complete.	Brian Lutenegger
6/19/2023	Long Bridge VA - DC	Advocacy organization (News Media)	Strongly agree	This project will provide an important new pedestrian and bicycle link.	Steven Ward
6/19/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for	Steven Ward

				improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	
6/19/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	Steven Ward
6/19/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Project encourages even more high-speed and dangerous traffic while undermining the county's vision for walkable, bikeable and transit-friendly communities	Steven Ward
6/19/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	Metro just opened a silver line to the airport. We need to move people out of cars into more environmentally friendly ways of traveling to the airport. Expanding vehicle capacity works against this	Mary Crowe
6/19/2023	Shirley Gate Road Improvements	News/media	Strongly disagree	Just moved to the area and this road handles traffic well- better design than other roads in the area. Have been on it during commute time- it is not at capacity	Mary Crowe
6/19/2023	Fairfax County Parkway Improvements	News/media	Agree		Mary Crowe
6/19/2023	New Guinea Road, Construct	News/media	Strongly disagree	You'll be destroying important natural areas without really alleviating the problem	Mary Crowe
6/19/2023	Multimodal Bridge to Van Dorn Metro Station		Strongly agree	We need safe ways for folks to walk bike and scooter to access the metro	Mary Crowe

Table 6. Virginia Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	BRT	

3/17/2023	A POTOMAC RIVER CROSSING to connect Loudon County VA to Montgomery County MD and stop the ridiculous commute down and into the beltway and then back out west simply to get to Dulles area or points west.	Greg Visscher
3/22/2023	1. Occoquan to Neabsco Creek 3rd/4th Track Project (VPRA TRV) - Phase 3 2. Neabsco Creek to Quantico 3rd/4th Track Project (VPRA TRV) - Phase 3 3. Alexandria to Springfield 4th Track Project (VPRA TRV) - Phase X 4. Franconia to Occoquan 4th Track Project (VPRA TRV) - Phase X 5. I-95 Bi-Directional Express Lanes Dale City to Springfield 6. I-95 Bi-Directional Express Lanes Stafford CL to Dale City 7. North Woodbridge to Potomac Mills Fixed Guideway Study (Bus Transit/Rail) 8. US 1 Bus Rapid Transit (Woodbridge to Dumfries) 9. VA28/Old Centreville Rd Bus Rapid Transit (Manassas to Centreville) 10. VA234 Business Bus Rapid Transit 11. Route 29 Alternate (Close Route 29/Remove Battlefield Bypass) 12. I-66 Trail over Bull Run 13. Active Transportation Interstate crossings 14. 2nd Rosslyn WMATA Station 15. Fair Oak WMATA Station	Mark Scheufler
6/14/2023	Yes, WMATA (Metro) or even competing transit systems to bring prices down, reduce traffic. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, dedicated SAFE bike lanes, transit.	
6/14/2023	There should be a package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, bus rapid transit stations, and stops along high-frequency bus lines. There should be more safe, dedicated bike lanes so people can commute easily within their own community!	Andy
6/14/2023	With the extension of the silver line, our transit options and stations should increase. Transit-oriented development will help people move to where they need to easier, faster, safer and reduce their carbon footprint. Make cities made for people, not cars!	
6/14/2023	Build more transit-oriented development projects, where the projects' focus is on providing communities alternatives to driving to get around. Such as metro, VRE, other transit systems such as BRTs. Dedicated and SAFE bike lanes. Widening roads only makes streets less safe for our kids, and separates communities!	
6/14/2023	Yes. Road diets everywhere, please and thank you.	Kripa Patwardhan
6/15/2023	BRT along Rt. 7	John Burke
6/19/2023	In general more funds towards bus, bike and pedestrian facilities	Mary Crowe

Table 6. Multi-jurisdictional Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	Complete all unbuilt segments of the National Capital Trail Network by 2030. Each unbuilt trail segment should be listed as a separate project.	Allen Muchnick
3/3/2023	Complete all unbuilt segments of the TPB's National Capital Trail Network by 2030. The individual trail segments could be listed as separate, standalone trail projects. For Prince William County, the key projects would include 1) the East Coast Greenway (Occoquan River to Stafford County line), 2) the I-66 Trail (Route 15 to Bull Run Rd in Fairfax County, especially the crossing of Bull Run from the east end of Balls Ford Rd [and perhaps also from Vandoor Dr]), 3) the Rte 234/Manassas Bypass Trail from Brentsville Rd to I-66/VA-29 in Gainesville, 4) all Minnieville Rd shared-use path gaps, especially north of Rte 294 (erroneously depicted as existing), 5) Shared-use path crossings of I-95 and US-1, especially at Rte 234, Rte 294, Rte 123, Dale Blvd, and Opitz Blvd, 6) Rte 29 Trail (Fairfax Co. line to Fauquier Co. line), and 7) Signal Hill Rd from Liberia Ave to Signal View Dr (also erroneously depicted as existing). The other NCTN elements in PWC would presumably be built as part of concurrent road widening projects which are of otherwise dubious value.	Allen Muchnick
3/13/2023	Cancel all highway widening projects - they will only increase car pollution and greenhouse gas emissions, making our planet hotter and deadlier. All money should be invested in electrification and public transportation, as well as making towns and cities accessible by bike and on foot.	
3/14/2023	congestion pricing projects	Steve Wardell
3/18/2023	Incentives to continue and expand telecommuting for work, medical appointments, meetings and government hearings.	Nancy Soreng
6/14/2023	More money for bike and ped improvements.	JoAnne Fiebe

6/14/2023	<p>See my comments regarding the proposed toll lanes on I495 and I270 between the American Legion Bridge and Frederick, MD - these comments are applicable to ALL toll roads adjacent to non-toll roads: Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes – either rail or bus, or both. And, HOV lanes should be segregated – The overwhelming majority of drivers on the present I-270 HOV lanes are without any passengers in their vehicles.</p>	Douglas Sedon
6/14/2023	<p>Expansion of Metrorail to include a new Potomac tunnel at Rosslyn and a new Blue line routing from Rosslyn to Union Station, from there to Hill East, and from there across the Anacostia to Bolling AFB, and then National Harbour, across the Wilson Bridge to Alexandria where it would join the existing Metrorail Blue line.</p>	Paul Brown
6/15/2023	<p>Metrorail Blue, Orange, and Silver Line Corridor Capacity and Reliability Improvement. This is a major project for the future of Metrorail.</p>	
6/15/2023	<p>If we are going to improve the environment, we need more mass transit (bus, metro, trains). Right now it is not very safe to walk or cycle in some areas of the region. It is not even safe to drive with people speeding. Widening roads actually increases traffic. Please don't do it!</p>	B. Morrow

6/15/2023	Extend I-495 Express Lanes in Virginia into Maryland across the Woodrow Wilson Bridge to support access to National Harbor. Add express transit services across the Woodrow Wilson Bridge so that residents in Prince George's County can have direct transit access to Alexandria and up to Crystal City and the Pentagon.	
6/17/2023	Package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, planned bus rapid transit stations, and stops along high-frequency bus lines	Ram V
6/19/2023	Hopefully, by 2045 and 2050, the region will be finishing up the transition to more, better, and safer biking and walking infrastructure that will have greatly reduced car trips and encouraged more use of transit. By these decades, there should be a region-wide connected bike lane and trail network that is world class in all respects. Widening and building more roads is not a viable plan for the future of the region or the planet.	Steven Ward

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Sunday, May 7, 2023 11:33 PM
Subject: New toll lane documents obtained by FOIA.....Tuesday, May 9.

After 11 months of stalling, the Federal Highway Administration has responded to the Maryland Transit Opportunities Coalition's request for toll lane documents.

I will present what we've learned from these documents at the Action Committee for Transit's monthly meeting next **Tuesday, May 9**. The meetings is held at the Silver Spring Civic Center, 1 Veterans Plaza, at 7:30 pm.

This talk will be a unique look inside the Hogan administration's procurement of the toll lane P3 -- a key to understanding why this misbegotten project has been so hard to stop.

Please let others who might be interested know about this meeting, and I hope to see you there.

Ben Ross
Chair, [Maryland Transit Opportunities Coalition](#)

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Saturday, May 20, 2023 1:06 PM
Subject: Three Public Figures, Prominent in the 5 year battle against Hogan's Troll Lanes, Receive Promotions from the new administration

Korman to chair Environment and Transportation Committee

"**Mark Korman** has been a critic of former Gov. Larry Hogan's (R) administration's handling of the I-495/I-270 project. In this position, Korman will now play a key role in shaping the direction Gov. Wes Moore's (D) administration decides to take when it comes to widening I-495 and I-270 and expanding the American Legion Bridge.....

.....In other appointments, Del. **Jared Solomon** (D-Dist. 18) was made chair of the Personnel Subcommittee of the House Appropriations Committee. Solomon represents parts of Silver Spring, Bethesda and Wheaton. Also getting a promotion is Delegate **David Moon**, who will succeed Korman as house majority leader."

In his new position, Korman will have a key role in shaping legislation to reform the P3 law.

<https://moco360.media/2023/05/17/montgomery-county-dels-korman-moon-move-up-house-leadership-ranks/>

And,

<https://montgomeryperspective.com/2023/05/17/korman-gets-a-big-promotion/>

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Monday, May 29, 2023 10:26 PM
Subject: If You Think Adding That Extra Lane Will Reduce Traffic Congestion - You'd Be Wrong

This article masterfully tells what we all know, and have known for some time. But our government leaders, in spite of Transurban's withdrawal, have not yet cancelled Hogan's plan to add private 'troll' lanes to 495 and 270, and until they do, we remain fearful. Fearful that the information presented below has not yet penetrated the consciousness of those in power. Fearful that that destructive and fruitless plan will be back.

Help spread the word to those decision makers if you can. Time now, and finally, to cancel this last absurdity. We can do so much better starting fresh with a new and wiser approach.

(Bolding is Thom's)

=====

https://hartmannreport.com/p/if-you-think-adding-that-extra-lane-Odd?utm_source=substack&publication_id=302288&post_id=119738810&utm_medium=email&utm_content=share&triggerShare=true&isFreemail=true

If You Think Adding That Extra Lane Will Reduce Traffic Congestion - You'd Be Wrong

It's Memorial Day, and millions of Americans are on the highways.

You'd think that if your freeway is clogged up every rush hour, adding an extra lane would reduce the congestion. You'd be wrong.

And an uprising against Oregon state government plans to widen the I-5 freeway here in Portland may end up changing how cities around the country decide to use the hundreds of billions of dollars in highway funds coming to them from the Infrastructure Investment and Jobs Act.

A recent study of 100 US cities found that — between 1993 and 2017 — billions were spent to expand highway systems' capacities by 42 percent, far faster than the cities were growing population-wise. But instead of reducing congestion, traffic delays actually went up by 144 percent.

The key to understanding this phenomenon is something called "induced demand." Basically, it's the idea that when you offer a population something nice, lots of people show up to use it.

It's sort of like supply-side economics, but in a rational version that actually makes sense.

Aaron Brown of NoMoreFreewaysPDX.com described induced demand on my radio/TV program as being like when Ben & Jerry's offers free ice cream and suddenly a quiet storefront area has a line around the block. When freeways are expanded, more people decide to use them, producing even more congestion.

The Rocky Mountain Institute, along with the NRDC and four other environmental groups has even put online an extraordinarily detailed induced demand calculator with databases for cities all around the country.

Thirty percent of America's greenhouse gas emissions come from vehicles and, for the city of Portland (like many cities), it's 40 percent.

Widening our highways will only draw more cars onto the road and increase our greenhouse gas output, which has become the basis of a lawsuit against the Oregon Department of Transportation (ODOT) by NoMoreFreeways and aligned groups.

Young Portland activists had organized a Youth versus ODOT Instagram site, aligned with the Portland Sunrise movement, and there were weekly protests at ODOT offices by local high school students and others.

And they had an impact. As Bloomberg News noted:

“On Jan 18, the Federal Highway Administration (FHWA) rescinded a key approval of the controversial highway widening that's been a prime target of the young protesters, the Rose Quarter Improvement Project along Portland's Interstate 5. FHWA also requested that the state redo its environmental study.”

Environmental groups and activists concerned with the future livability of their cities are taking notice, and Colorado is also leading the way in now requiring that environmental issues be considered in all transportation infrastructure decisions.

Meanwhile, there's a huge trend of cities around the world taking steps to reduce their own car burdens: from London to Bogota to Beijing, driving lanes are being replaced by bike lanes, parts of city centers are going pedestrian-only, and tolls or fees are being charged for entry into or driving within a city.

Here in America, decisions are being made about how to spend the hundreds of billions coming to states in the new highway legislation, but it's becoming a war: the auto, tire, and fossil fuel industries are large and well financed.

Since five Republicans on the Supreme Court legalized political bribery with Citizens United in 2010, those industries are able to pour unlimited amounts of cash down the throats of state-level politicians all across the nation.

And now that hedge funds and billionaire investors have bought up or killed off so many of America's local newspapers, that highway industry's legal bribery (“lobbying” and “contributions”) probably won't even be reported on in local media.

Meanwhile, the industry of companies that manufacture mass transit vehicles like buses, streetcars, and subway systems is relatively small, specialized, and doesn't have an army of lobbyists or hundreds of millions for now-legalized political bribes.

It's going to be a hell of a fight over the next decade or two, and our local voices could be the factor that decides whether our polluting highways are expanded or, instead, that money goes to bike lanes, public spaces, and mass transit.

Now is the time to pay attention and get active to make your community a more livable place. Tag, you're it!

Thank you for reading The Hartmann Report. This post is public so feel free to share it.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Friday, June 9, 2023 11:41 PM
Subject: Join us on June 13 to hear Lieutenant-Governor Aruna Miller on "A Bold New Transportation Plan for Maryland."

How wonderful it would be to have a substantial crowd there to actually communicate our thoughts to the governor as to why keeping the toll lane plan would be his worst possible choice. It's time for that destructive scheme to completely die and stay that way.

=====

----- Forwarded Message -----

Subject:Join us on June 13 to hear Lieutenant-Governor Aruna Miller on "A Bold New Transportation Plan for Maryland."
Date:Fri, 09 Jun 2023 15:05:14 +0000 (UTC)
From:Action Committee for Transit <admin@actfortransit.org>
To:Arlene Montemarano <mikarl@starpower.net>



Arlene --

Please join us on Tuesday, June 13 at 7:30pm. We will be meeting IN PERSON in the Ellsworth East Room in the Silver Spring Civic Center.

Topic: A Bold New Transportation Plan for Maryland

Speaker: Lieutenant-Governor Aruna Miller

ACT's monthly meetings are held the second Tuesday of each month, at the Silver Spring Civic Center, One Veterans Place. Meetings begin at 7:30pm.

The [Silver Spring Civic Center](#) is located at 1 Veterans Pl, Silver Spring, MD 20910, facing Fenton Street & Ellsworth Drive.

It is an eight-minute walk north from the Silver Spring Metro Station.

Many bus routes can take you to and from the meeting:

- Ride-On #15 and #19 at the corner of Wayne Ave. & Fenton St.
- Metrobus routes Z6 and Z8 and Ride-On routes #9 and #12 stop along Colesville Road
- Ride-On #16, #17, and #20 plus the F4 Metrobus stop pass by on Fenton St.

If coming by car, plentiful evening parking is available at the Wayne Avenue garage and several other garages nearby.

Upcoming Events

- June 12, 5:30 pm: WABA-organized Georgia Ave safety walk in the Burnt Mills area (as of 10 pm June 5, the exact route is still TBD but will "probably start at the parking lot by the Northwest Branch dam, cross the street by one of the shopping center driveways, and head north to Lockwood but probably not beyond."
- June 14, 9-5 via Zoom: WABA Vision Zero summit at <https://waba.org/2023summit/>

Next ACT Meetings

- July 11 - Speaker to be announced
- August 8 - Speaker to be announced

Join ACT or Renew Your Membership!

Renew your support for 2023 or become a member to help our fight for better transit and commuter rail, safer walking and biking, and communities that don't depend on cars.

To pay your dues for 2023 (or if you want to join ACT):

- **Online:** You can easily pay your dues or make an additional contribution online at <https://actfortransit.nationbuilder.com/join>
- **By mail:** ACT, P.O. Box 7074, Silver Spring, MD 20907

Action Committee for Transit

www.actfortransit.org

Action Committee for Transit · PO Box 7074, Silver Spring, MD 20907, United States
This email was sent to mikarl@starpower.net. To stop receiving emails, [click here](#).

Created with [NationBuilder](#), software for leaders.

--

Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Wednesday, June 14, 2023 11:29 PM
Subject: "A Bold New Transportation Plan for Maryland" (?)

ACT Meeting Notes from Tuesday, June 13, with Aruna Miller

Thanks to Mark Pierzchala for taking notes for those who were unable to attend the meeting in person.

=====

From: Mark Pierzchala <mpierzchala@rockvillemd.gov>
Hello all,

Here is my summary of last night's ACT meeting. I sent this to my elected colleagues.

From: Mark Pierzchala <mpierzchala@rockvillemd.gov> **Subject:** ACT meeting last night

June 14, 2023

Colleagues,

I went to the meeting of the Action Committee for Transit (ACT) yesterday evening with Sally Stolz and Linda Rosendorf of DontWiden270. Jane Lyons-Raeder from CPDS was there too – I cc'd her on this email. Amy Frieder of our Human Rights Commission is president of ACT and she ran the meeting. The speaker was Lieutenant Governor Aruna Miller. The topic of the talk was:

- June 13 - "A Bold New Transportation Plan for Maryland"
Speaker: **Lieutenant Governor Aruna Miller**

The following is my recollection of the meeting.

The talk was misnamed; no new plan was outlined. Miller opened and spoke briefly about the I-495/I-270 P3, then about the Purple Line, then took pre-submitted questions. Some of the pre-submitted questions were about MARC, Vision Zero, and the extended M-83 highway that has yet to be built in Montgomery County – the people at the ACT meeting want it removed from the County's Master Plan.

With respect to the I-495/I-270 P3, Miller, in her too-brief remarks about it, seemed to indicate that the Moore/Miller administration planned to continue with the Record Of Decision (ROD) left behind by the Hogan administration. She indicated there would be outreach to the communities, that a few lawsuits would be settled by this fall. She indicated that the engagement with the communities would start after the litigation is settled. (One lawsuit is from the Sierra Club, there is at least one other.)

A follow-up question from Barbara Coufal from Citizens Against Beltway Expansion (CABE) asked why the State did not want to walk away from the ROD and start over. At

this point, from Miller's answer, it became clearer that the Moore/Miller administration would continue with the P3, though there were open questions about funding and its precise implementation. The 2 big reasons she gave for the State continuing with the P3 were (1) the State didn't want to walk away from the Federal money, and (2) the ROD gives the alignment and other parameters (I take this to include the limits of disturbance) and that they didn't want to start over citing that this might be a decade-long process to do so.

Miller also briefly mentioned the obstacles to having realistic transit from 'suburbia' citing that there wasn't the walkable density needed to support transit as in more urban environments. She also mentioned zoning restrictions that kept density down in our more urban areas. Miller also cited that the traffic along I-270 was "soul crushing", that something needed to be done.

My conclusions from the meeting include (1) we now have an early indication from the Moore/Miller administration where they are going to try to go, and (2) this elected body needs to pay attention to this issue even as our term is ending.

Montgomery County Media was there and it appeared that they taped the entire meeting. We should be able to get the tape. The bits where Miller talked about the P3 was surely only about 5 to 8 minutes total.

Mark Pierzchala

--
Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

--
Arlene Montemarano, 240-360-8691, Lawndale Drive

The State's plan to add 4 private toll lanes to 495 and 270 will have significant, irreversible negative impacts on Maryland, its air, water, land, climate, residents and communities, historic resources, ecosystems, flora, and fauna.....Sierra Club. I would add its finances, which will be hobbled for 50 years, by contract. And The Project will more than double the current square footage of impervious surface as compared to the existing eight-lane Beltway.

Marcela Moreno

From: George Aburn <tadaburn@gmail.com>
Sent: Tuesday, June 20, 2023 8:12 AM
To: TPBcomment; Lyn Erickson; Kanti Srikanth
Cc: collinsr@charlescountymd.gov; Anita Bonds; Takis Karantonis; Sacoby Wilson; Fernandez.Cristina@epa.gov; welch.angus@epa.gov; ejhotline@epa.gov; hotline@oig.dot.gov; FHWA.PressOffice@dot.gov; Ortiz.adam@epa.gov
Subject: Item 1 Virtual Comment Opportunity
Attachments: TPB 062123 Final Written Comment .pdf; TPB Letter 06212023 Final.pdf; TPB TC and CAC 062123 Request to Comment Final.pdf; TPB Tech Letter on New Data Final 04072023.pdf; TPB CAC Letter on New Issues and Data Final 0412023.pdf; TPB Tech Letter on New Data Final 05172023 for 06022023.pdf; TPB CAC Letter on New Issues and Data Final 05172023 for 061523.pdf

Lyn, Kanti ... Please register me to make virtual public comments during the June 21, 2023 TPB Meeting.

My short written comments are attached. The more detailed letter mentioned in the comments and the letter requesting an opportunity to provide public input to TPB Tech and TPB CAC are also attached.

As always, I would be happy to discuss the issues I am raising.

Tad

Tad Aburn
tadaburn@gmail.com
(443) 829-3652

Comments for the June 21, 2023 TPB Meeting

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Mr. Chairman, Board members, thank you again for the opportunity to provide public comment today.

My comments build from earlier comments I have submitted and today focus on concerns over federal approval of upcoming actions TPB may take on various transportation plans. I believe TPB's failure to adequately address environmental justice (EJ) and climate change will result in delays and potential disapproval from federal agencies over the next year. I have begun to work with several different federal agencies on these two issues and feel strongly that the federal government, based on President Biden's Executive Orders and other policies, is very supportive of the concerns that I have.

Again, my name is Tad Aburn. Last year I was the Chair of MWAQC TAC. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I am now retired, doing volunteer work for EJ communities in Prince George's County.

I have communicated with the EPA Air Quality and EJ Offices and USFHWA and USFTA over my concerns. These communications have at times been comprehensive and at other times very preliminary. It is clear that all of the federal agencies are very focused on EJ and climate change.

The upcoming actions that I believe are at risk include TIPs, CLRPs, SIPs, conformity demonstrations and the overall MPO certification process.

Earlier letters and comments provide additional information on the issues and data and analysis that show these issues are significant. If you are interested, you should ask the MWCOG staff for the information that I have submitted for the past nine months.

It is not clear to me why there has been no response from TPB to the issues that I have been raising. Having worked with many elected officials in the MWCOG process, I know the vast majority of members are very concerned about both environmental justice

and climate change and anxious to address both issues. It appears that there is a disconnect between the MWCOG staff and the elected policy makers.

I have also submitted a more detailed letter that provides additional information on the issues I am raising. The federal agencies I am communicating with have been copied.

Tad Aburn
39724 East Sun Drive, Unit 213
Fenwick Island, DE 19944
tadaburn@gmail.com
(443) 829-3652

June 21, 2023

Reuben Collins, Chair, MWCOG Transportation Planning Board (TPB)
Members, MWCOG TPB
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Additional Information for the 06/21/2023 TPB Meeting

Chairman Collins, Board members, thank you for providing the opportunity to provide public comment for the June 21, 2023 TPB meeting. This letter is the letter containing the additional information mentioned in my short written public comments for the 06/21/2023 TPB meeting. The letter also includes a letter that provides public comment to the TPB Tech and CAC Committees. For these two TPB Committees there is no direct, or meaningful way for the public to provide comment or to participate in Committee activities.

My letter today builds from earlier comments I have submitted and focuses on concerns over federal approval of upcoming actions TPB may take on various transportation plans. I believe TPB's failure to adequately address environmental justice (EJ) and climate change will result in delays and potential disapproval by federal agencies over the next year. I have begun to work with several different federal agencies on these two issues and feel strongly that the federal government, based on President Biden's Executive Orders and other policies, is very supportive of the concerns that I have.

Again, my name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I am now retired, doing volunteer work for EJ communities in Prince George's County. I received my environmental engineering degree from Brown University.

I have communicated with the EPA Air Quality and EJ Offices and US FHWA and US FTA over my concerns. These communications have at times been detailed and

comprehensive and at other times very preliminary. It is clear that all of the federal agencies are very focused on EJ and climate change.

The upcoming actions that I believe are at risk include TIPs, CLRPs, SIPs, conformity demonstrations and the overall MPO certification process. I have copied the federal agencies I have been communicating with..

Earlier letters and comments provide a significant amount of additional information on the issues that I am concerned over and information on data and analysis that clearly show these issues are real and significant. I will not repeat that information ... but, if you are interested, you should ask the MWCOG staff for the information that I have submitted over the past nine months. The two issues I have been commenting on can be summarized as follows:

- MWCOG TPB must address the environmental justice issues being created by out-of-date regional transportation planning that results in air pollution hot-spots around transportation projects. There are numerous transportation projects under development right now that will make air pollution hot-spots in communities of color significantly worse.
- MWCOG TPB must build the upcoming TPB climate change strategy using more scientifically credible and stronger climate change goals. Current MWCOG climate change goals are out of date, weak and not appropriate for a leadership area like MWCOG. Stronger goals would likely drive TPB to adopt a different mix of strategies in its upcoming TPB climate change plan.

Earlier communications have also provided short overviews of policies that could be adopted to address the concerns I have raised.

It is not clear to me why there has been no response from TPB to the issues that I have been raising for the past 9 months. Having worked with many elected officials in the MWCOG process, I know that the vast majority of members are very concerned about both environmental justice and climate change ... and anxious to address both issues. It appears that there is a disconnect between the MWCOG staff and the elected policy makers.

In closing, climate change, racial equity and environmental racism will be amongst the most important issues that MWCOG and TPB will need to address over the next 10 years. They are also very critical issues for the federal agencies that approve MWCOG air quality and transportation plans. I urge you to show real leadership and begin to address these difficult issues. These actions are important to ensure the protection of

public health and the environment, critical to moving forward with the region's transportation plans and simply the right thing to do.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

Respectfully,

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc: TPB Members
Anita Bonds, Chair, MWAQC
Ted Dernoga, Vice Chair, MWAQC
Takis Karentionis, Chair CEEPC
Adam Ortiz, Regional Administrator, USEPA Region 3
Cristina Fernandez, Air Director, USEPA Region 3
Angus Welch, Environmental Justice Coordinator, USEPA Region 3
Mathew Tejada, Deputy Assistant Administrator, USEPA OEJECR
Shailen Bhatt, Administrator, US FHWA
Christophe Lawson, US FHWA
Nuria Fernandez, Administrator, FTA
Dr. Sacoby Wilson, UMCP CEEJH
Phil Mendelson, DC Council

Tad Aburn
39724 East Sun Drive, Unit 213
Fenwick Island, DE 19944
tadaburn@gmail.com
(443) 829-36/52

June 21, 2023

Marc Rawlings, Chair, MWCOG Transportation Planning Board (TPB) Technical Committee (TPB Tech)
Richard Wallace, Chair, MWCOG TPB Community Advisory Committee (TPB CAC) Committee Members TPB Tech and TPB CAC
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Request to Provide Public Comments at the July 7th and July 13th TPB Tech and TPB CAC Meetings

Chairman Rawlings and Wallace, TPB Tech and TPB CAC Committee members:

I am writing to request an opportunity to provide a short public comment at the July 7th TPB Tech Meeting and at the July 13th TPB CAC Meeting.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Prince George's County communities. I received my environmental engineering degree from Brown University.

Details on the issue which I would like to comment on can be found in my April 7, 2023 and May 1, 2023 letters to TPB Tech and my April 12, 2023 and May 1, 2023 letters to TPB CAC. These letters are attached. There has not been any confirmation that these letters were ever distributed to TPB Tech or TPB CAC. There has clearly not been any opportunity for early and continuing participation nor a timely response on the issues I have raised. These are two of the five key principles for public engagement included in the MWCOG TPB federally approved participation plan. There are also numerous other letters to TPB, MWAQC and CEEPC on the issues I am raising that are available from MWCOG staff.

I can, at the request of either Chair, also provide information on available data and analyses that show why the issues I am raising are both critical and urgent.

I look forward to your response to my request to provide direct public input during your upcoming meetings.

Please do not hesitate to contact me.

Respectfully,

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc: TPB Tech Members
TPB CAC Members
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Tom Dernoga, Maryland Vice Chair, MWAQC
Takis Karantonis, Chair CEEPC
Tom Ballou, Chair MWAQC TAC
Dr. Sacoby Wilson, UMCP CEEJH
Dr. Russell Dickerson, UMCP
Cristina Fernandez, US EPA
Angus Welch, USEPA

Tad Aburn
39724 East Sun Drive, Unit 213
Fenwick Island, DE 19944
tadaburn@gmail.com
(443) 829-3652

April 1, 2023

Marc Rawlings
Chair, MWCOG Transportation Planning Board (TPB) Technical Committee
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Request to Make 3 -Minute Comment at the April 7,2023 Meeting

Chairman Rawlings, members of the TPB Technical Committee:

I am writing to request a short, 3-minute opportunity to provide comment to TPB Tech on several emerging data and technical analyses issues that I believe are being overlooked.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

My short comments would focus on the new data and technical analysis that is now available for key transportation issues that create air pollution and climate change. These issues could be major problems for TPB as the region moves forward with new transportation plans and Visualize 2045. These data and analyses provide new insights into how transportation is affecting environmental justice and climate change issues ... two of the highest priority environmental issues in the MWCOG region and nationally.

As you know, the federal government is actively working on revisions to its policies on environmental justice and climate change resulting from transportation projects. I know that TPB prides itself on the use of cutting edge data and getting ahead of issues that are evolving very quickly. I would encourage you to begin to look at these new data and analyses.

I understand that your agenda for the 7th may be very tight and would propose a two-step process to begin to look at and consider this new information. If possible, my 3-minute comment on the 7th could tee-up the issue for more detailed discussion at a future TPB Tech meeting. I would be willing to work with COG staff and Committee leadership to bring in experts on the emerging data and analysis.

The new data and analysis are briefly described below:

- New data and analyses on the significant role that transportation plays in creating air pollution hot-spots in communities of color/environmental justice communities is now available or becoming available. Three examples include:
 - The hyper-local air monitoring data in the Cheverly area of Prince George's County where MDE has completed analyses linking high-risk air pollution hot-spots to transportation sources and the air pollution plume from the Washington DC ozone nonattainment area,
 - The research quality data around the Ivy City area in the District that, in a recent MWAQC briefing on the science of air pollution, Dr. Russell Dickerson from the University of Maryland called the black carbon levels in Ivy City "alarming", and
 - The analytical work performed by Dr. Sacoby Wilson's University of Maryland Center for Community Engagement, Environmental Justice and Health (CEEJH) that identifies priority environmental justice areas and provides linkages to the transportation sector.
- Emerging data and analyses on greenhouse gas emissions that will be critical to the TPB process for addressing transportation emissions as part of the MWCOG regional efforts on climate change. Several examples include
 - The new data and analyses that indicate that the MWCOG climate change goals for 2030 and 2050 need to be strengthened significantly. This is critical to the selection of climate change transportation strategies as decisions to meet the current goals may not be sufficient and may be highly cost-ineffective to meet the strengthened goals now being considered. A briefing at the last CEEPC meeting began to touch upon these new data and analyses, and
 - The data that is now readily available through the transportation conformity modeling process ... this data will be critical for the region to consider as it moves forward over the next few years with updated TIPS, CLRPs and Envision 2045.

In closing, If possible, I would love to provide a quick comment (and offer to help with future TPB Tech briefings) on the 7th. Should a 3-minute comment not be possible, I

would respectfully request that a copy of this letter be distributed to the Committee and that a short synopsis of the letter be provided by TPB Tech staff on April 7th, similar to the process used at TPB meetings. I have attached several letters to TPB that are linked to the technical issues that I believe TPB Tech needs to begin to look at. I believe it is critical for TPB Tech and TPB to begin to address the issues I have raised as protecting public health is a goal shared by all members of MWCOG. That said, it is also critical for TPB and TPB Tech to get ahead of the curve on these issues as the Federal guidance and rules are now changing, and failure to get ahead of the curve could have draconian impacts on future transportation plans, regional economic development and political futures.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc: TPB Tech Members
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Tom Dernoga, Maryland Vice Chair, MWAQC
Takis Karantonis, Chair CEEPC
Tom Ballou, Chair MWAQC TAC
Dr. Sacoby Wilson, UMCP CEEJH
Dr. Russell Dickerson, UMCP
Colin Burrell, DC DOEE
Phil Mendelson, DC Council
Cristina Fernandez, US EPA
Christopher Lawson, US FHWA

Tad Aburn
39724 East Sun Drive, Unit 213
Fenwick Island, DE 19944
tadaburn@gmail.com
(443) 829-3652

April 11, 2023

Richard Wallace
Chair, MWCOG Transportation Planning Board (TPB) Community Advisory Committee (CAC)
MWCOG TPB CAC Members
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Request to Make 3 -Minute Comment at the April 13, 2023 Meeting

Chairman Wallace, members of the TPB CAC:

I am writing to request a short, 3-minute opportunity to provide comment during the 4/13 TPB CAC meeting on several emerging policy, data and technical analyses issues that I believe need to be looked at. These issues are important to the discussion that CAC will have as part of Agenda Items 3 and 4 during your virtual meeting on 4/13.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

My short comments would focus on the policy implications of new data and technical analysis that is now available for key transportation issues that create air pollution and climate change. These issues could be major problems for TPB as the region moves forward with new transportation plans and Visualize 2045. These data and analyses provide new insights into how transportation is affecting environmental justice and climate change issues ... two of the highest priority environmental issues in the MWCOG region and nationally.

As you know, the federal government is actively working on revisions to its policies on environmental justice and climate change resulting from transportation projects. I know that TPB prides itself on the use of cutting edge data and getting ahead of issues that are evolving very quickly. I would encourage CAC to begin to look at the policy issues associated with the new data and analyses as they are critical to public health in the region and could have serious implications for future transportation plans.

I understand that your agenda for the 13th may be very tight and would propose a two-step process to begin to look at and consider this new information. If possible, my 3-minute comment on the 13th could tee-up the issues for more detailed discussion at a future TPB CAC meeting.

More detail on the new data and analysis and the policy implications are included in the two recent attached letters to TPB and TPB Tech.

In closing, If possible, I would love to provide a quick comment (and offer to help with future TPB CAC briefings) on the 13th. Should a 3-minute comment not be possible, I would respectfully request that a copy of this letter be distributed to the full Committee and that a short synopsis of the letter be provided by TPB staff on April 13th, similar to the process used at TPB meetings. I have attached several additional letters to that are linked to the key policy issues that I believe are critical to TPB and the regional transportation planning process.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

George S. Aburn Jr.

Tad Aburn
tadaburn@gmail.com
(443) 829-3652

Cc: TPB CAC Members
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Tom Dernoga, Maryland Vice Chair, MWAQC
Takis Karantonis, Chair CEEPC
Tom Ballou, Chair MWAQC TAC
Dr. Sacoby Wilson, UMCP CEEJH
Dr. Russell Dickerson, UMCP

Colin Burrell, DC DOEE
Phil Mendelson, DC Council
Cristina Fernandez, US EPA
Christopher Lawson, US FHWA

Tad Aburn
39724 East Sun Drive, Unit 213
Fenwick Island, DE 19944
tadaburn@gmail.com
(443) 829-3652

May 17, 2023

Marc Rawlings
Chair, MWCOG Transportation Planning Board (TPB) Technical Committee
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Request to Provide a Short Briefing at the June 2,2023 TPB Technical Committee Meeting

Chairman Rawlings, members of the TPB Technical Committee:

I am writing to request an opportunity to provide a short briefing on June 2nd to TPB Tech on several emerging data and technical analyses issues that I believe are being overlooked.

I understand that "public comment" can only be made at full TPB meetings and will continue to do so. The TPB Technical Committee however, routinely asks individuals with certain expertise to, at the request of the Chair, provide briefings to the Committee. I am asking the Chair to allow me to provide such a briefing.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Prince George's County communities and as a concerned citizen.

My short comments would focus on the new data and technical analysis that is now available for key transportation issues that create air pollution and climate change. These issues could be major problems for TPB as the region moves forward with new transportation plans and Visualize 2045. These data and analyses provide new insights into how transportation is affecting environmental justice and climate change issues ... two of the highest priority environmental issues in the MWCOG region and nationally.

As you know, the federal government is actively working on revisions to its policies on environmental justice and climate change resulting from transportation projects. I know that TPB prides itself on the use of cutting edge data and getting ahead of issues that are evolving very quickly. I would encourage you to begin to look at these new data and analyses.

The new data and analysis are briefly described below:

- New data and analyses on the significant role that transportation plays in creating air pollution hot-spots in communities of color/environmental justice communities is now available or becoming available. Three examples include:
 - The hyper-local air monitoring data in the Cheverly area of Prince George's County where MDE has completed analyses linking high-risk air pollution hot-spots to transportation sources and the air pollution plume from the Washington DC ozone nonattainment area,
 - The research quality data around the Ivy City area in the District that, in a recent MWAQC briefing on the science of air pollution, Dr. Russell Dickerson from the University of Maryland called the black carbon levels in Ivy City "alarming", and
 - The analytical work performed by Dr. Sacoby Wilson's University of Maryland Center for Community Engagement, Environmental Justice and Health (CEEJH) that identifies priority environmental justice areas and provides linkages to the transportation sector.
- Emerging data and analyses on greenhouse gas emissions that will be critical to the TPB process for addressing transportation emissions as part of the MWCOG regional efforts on climate change. Several examples include
 - The new data and analyses that indicate that the MWCOG climate change goals for 2030 and 2050 need to be strengthened significantly. This is critical to the selection of climate change transportation strategies as decisions to meet the current goals may not be sufficient and may be highly cost-ineffective to meet the strengthened goals now being considered. A briefing at the last CEEPC meeting began to touch upon these new data and analyses, and
 - The data that is now readily available through the transportation conformity modeling process ... this data will be critical for the region to consider as it moves forward over the next few years with updated TIPS, CLRPs and Envision 2045.

In closing, If possible, I would love to provide a short briefing (and offer to help with future TPB Tech briefings) on June 2nd. Should a briefing not be possible, I would respectfully request that a copy of this letter and the related comments made to TPB be distributed to the Committee and that a short synopsis of the letter and comments be provided by TPB Tech staff on June 2nd, similar to the process used at TPB meetings. I have already provided several letters to TPB, MWAQC and CEEPC that are linked to the technical issues that I believe TPB Tech needs to begin to look at. These letters are available from TPB staff.

I believe it is critical for TPB Tech and TPB to begin to address the issues I have raised as protecting public health is a goal shared by all members of MWCOG. That said, it is also critical for TPB and TPB Tech to get ahead of the curve on these issues as the Federal guidance and rules are now changing, and failure to get ahead of the curve could have draconian impacts on future transportation plans, regional economic development and political futures.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

George S. Aburn Jr.

Tad Aburn
tadaburn@gmail.com
(443) 829-3652

Cc: TPB Tech Members
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Tom Dernoga, Maryland Vice Chair, MWAQC
Takis Karantonis, Chair CEEPC
Tom Ballou, Chair MWAQC TAC
Dr. Sacoby Wilson, UMCP CEEJH
Dr. Russell Dickerson, UMCP
Colin Burrell, DC DOEE
Phil Mendelson, DC Council
Cristina Fernandez, US EPA
Christopher Lawson, US FHWA

Tad Aburn
39724 East Sun Drive, Unit 213
Fenwick Island, DE 19944
tadaburn@gmail.com
(443) 829-3652

May 17, 2023

Richard Wallace
Chair, MWCOG Transportation Planning Board (TPB) Community Advisory Committee (CAC)
MWCOG TPB CAC Members
777 North Capitol St. N.E.
Suite 300
Washington, DC 20002

RE: Request to Provide a Short Briefing at the June 15, 2023 CAC Meeting

Chairman Wallace, members of the TPB CAC:

I am again writing to request an opportunity to provide a short, invited briefing at the 6/15 TPB CAC meeting on several emerging policy, data and technical analyses issues that I believe need to be looked at. These issues are important to the discussions that CAC will have during your meeting on 6/15. I understand that "public comment" can only be made at full TPB meetings and I will continue to do so. The CAC however, routinely asks individuals with certain expertise to, at the request of the Chair, provide briefings to the Committee. I am asking the Chair to allow me to provide such a briefing.

My name is Tad Aburn. Last year I was the Chair of the MWAQC Technical Advisory Committee. I was an MWAQC member for over 10 years. For almost 20 years I was the director of the air pollution program in Maryland. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I am now retired and commenting today as a volunteer working for several Maryland communities and as a concerned citizen.

My short briefing would focus on the policy implications of new data and technical analysis that is now available for key transportation issues that create air pollution and climate change. These issues could be major problems for TPB as the region moves forward with new transportation plans and Visualize 2045. These data and analyses provide new insights into how transportation is affecting environmental justice and

climate change issues ... two of the highest priority environmental issues in the MWCOG region and nationally. I would also be happy to provide information on what the potential solutions to these problems are ... based upon experience in other leadership areas.

As you know, the federal government is actively working on revisions to its policies on environmental justice and climate change resulting from transportation projects. I know that TPB prides itself on the use of cutting edge data and getting ahead of issues that are evolving very quickly. I would encourage CAC to begin to look at the policy issues associated with the new data and analyses as they are critical to public health in the region and could have serious implications for future transportation plans.

More detail on the new data and analysis and the policy implications are included in the attached recent letters to TPB and TPB Tech.

In closing, If possible, I would be happy to provide a quick briefing (and offer to help with future TPB CAC briefings) on June 15th. Should a short briefing not be possible, I would respectfully request that a copy of this letter be distributed directly to the full Committee and that a short synopsis of the letter and the related comments made at the May 17, 2023 TPB meeting, be provided by TPB staff on June 15th, similar to the process used at TPB meetings. I have already provided several additional letters that are linked to the key policy issues that I believe are critical to TPB and the regional transportation planning process. These are available from COG staff.

Please do not hesitate to contact me. I look forward to the leadership I expect you to show on these very difficult issues.

George S. Aburn Jr.

Tad Aburn
tadaburn@gmail.com
(443) 829-3652

Cc: TPB CAC Members
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Tom Dernoga, Maryland Vice Chair, MWAQC
Takis Karantonis, Chair CEEPC
Tom Ballou, Chair MWAQC TAC
Dr. Sacoby Wilson, UMCP CEEJH

Dr. Russell Dickerson, UMCP
Colin Burrell, DC DOEE
Phil Mendelson, DC Council
Cristina Fernandez, US EPA
Christopher Lawson, US FHWA

TRANSPORTATION PLANNING BOARD
MEETING MINUTES
Virtual Meeting
May 17, 2023

MEMBERS AND ALTERNATES PRESENT

Reuben Collins – Charles County
Charles Allen – DC Council
Christina Henderson – DC Council
Heather Edelman – DC Council
Mark Rawlings – DDOT
Sandra Marks – DDOT
Dan Emerine – DCOP
Mati Bazurto - Bowie
Mark Mishler – Frederick County
Kelly Russell – City of Frederick
Emmett V. Jordan – Greenbelt
Brian Lee - Laurel
Neil Harris – Gaithersburg
Marilyn Balcombe – Montgomery County
Gary Erenrich– Montgomery County Executive
Eric Olson – Prince George’s County Council
Oluseyi Olugbenle – Prince George’s County Executive
Victor Weissberg – Prince George’s County Executive
Shana Fulcher –Takoma Park
Heather Murphy – MDOT
Marc Korman – Maryland House
Kris Fair – Maryland House
Canek Aguirre – Alexandria
Takis Karantonis – Arlington County
Dan Malouff – Arlington County
Tom Ross – City of Fairfax
Walter Alcorn – Fairfax County - Legislative
James Walkinshaw – Fairfax County Legislative
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Kristen Umstattd – Loudoun County
Ralph Smith – City of Manassas
Jeannette Rishell – Manassas Park
Ann B. Wheeler – Prince William County
Victor Angry – Prince William County
Paolo Belita – Prince William County
Maria Sinner - VDOT
Bill Cuttler – VDOT
David A. Reid – Virginia House
Mark Phillips – WMATA

MWCOG STAFF – EX OFFICIO/NON-VOTING AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Mark Moran
Paul DesJardin
Andrew Meese
Leo Pineda
John Swanson
Sergio Rittaco
Christina Finch
Rachel Beyerle
Marcela Moreno
Deborah Etheridge
Kim Sutton
Janie Nham
Nicholas Ramfos
Katherine Rainone
Jane Posey
Richard Wallace – CAC Chair
Bob Brown – Loudoun County
Ralph Smith - City of Manassas
Rebecca Schwartzman – DCOP
Kari Snyder – MDOT
Laurel Hammig – NPS

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

Vice Chair James Walkinshaw called the meeting to order. He said that due to upgrades taking place in the board room for the audio and video system, the meeting was being conducted as virtual only format. He described the procedures for conducting the meeting.

Lyn Erickson conducted a roll call. Attendance for the meeting can be found on the first page of the minutes. She confirmed there was a quorum.

Vice Chair Walkinshaw turned the meeting over to Chair Reuben Collins.

Lyn Erickson said that between the April 2023 TPB meeting and noon on May 16, the TPB received two submissions from the Visualize 2050 initial project list feedback form, and four comments submitted by email. She said a memo with a summary of the comments can be found on our TPB meeting page.

2. APPROVAL OF THE MAY 17, 2023 MEETING MINUTES

Mati Bazarro, City of Bowie, abstained. Tom Ross, City of Fairfax, abstained. Due to unanimous consent, the minutes were approved.

3. TECHNICAL COMMITTEE REPORT

Referring to the posted material, Mark Rawlings, 2023 chair of the TPB Technical Committee, said the committee met on May 5. He said that four items were reviewed for inclusion on the TPB agenda:

- An update on the coordinated human service transportation plan;

-
- Regional Roadway Safety Program recommended projects;
 - Congestion Management Process activities including the 2022 CMP Technical Report and bottleneck analysis;
 - An update on the TPB transportation resilience planning program, including status of the regional transportation study.

He said that two items were presented for information and discussion:

- A staff report on public comments received and member request to share any public outreach they have been conducting;
- A staff briefing on the status of the National Capital Region Freight Plan Update.

4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT

Referring to the posted material, Richard Wallace, 2023 CAC Chair, said the committee met on May 11. He said the committee discussed their goals and expectations, TPB's technical assistance programs, and the congestion management process. He noted that the committee seeks to promote the role of public involvement in regional transportation planning, encouraging more interregional transportation options, and generally promoting a regional perspective. He added that members discussed expectations about attendance and respectful discourse for diverse perspectives. He said that CAC members expressed support for TPB technical assistance programs to assist local jurisdictions achieve TPB's regional goals.

Referring to the posted material, Vice Chair Christina Henderson, 2023 AFA Chair, said that committee members were excited about the Coordinated Plan process and that the next AFA meeting will be held in a hybrid format, with an in-person option at COG and virtual option on WebEx.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on May 5 and approved one TIP amendment requested by the Virginia DOT. VDOT's amendment encompasses 12 different projects And adds \$91 million to the TIP. Nine of the projects are for Virginia Railway Express, and three are for ongoing roadway widening projects.

Mr. Srikanth said that the TPB received an invitation to attend a May 1 Commonwealth of Virginia Transportation Board public event for input on Virginia's next six-year improvement program. TPB Vice Chair James Walkinshaw represented the TPB, Fairfax County, and VRE at the meeting. Mr. Srikanth said that TPB staff will share a summary of the public input received on May 1 and commented that many of the TPB's planning priorities—including safety, investing in non-motorized projects, and advancing climate change goals—were heard.

Mr. Srikanth stated that the TPB has received letters of support for TPB member grant applications under the bipartisan infrastructure law. He said that the City of Alexandria is applying for a grant to advance electric vehicle infrastructure. The TPB is submitting a letter in cooperation with the Metropolitan Washington Air Quality Committee and COG's Climate Energy Environment Policy Committee to comment on two new rules proposed by the EPA. The draft letters are posted in the Director's Report.

Mr. Srikanth said that COG has established a regional electric vehicle deployment work group, and the TPB and its members are all part of the group. The group has released a tool called EV Clearinghouse – Electric Vehicle Clearinghouse. COG and TPB members can access information on available grants, incentives for purchasing infrastructure related to electric vehicles, EV laws and regulations, and how many of the local jurisdictions have plans to adapt to EV. He stated that the last items in the report are the summaries of the March Visualize 2050 listening sessions for the District, Maryland, and Virginia.

6. CHAIR'S REMARKS

Chair Reuben Collins thanked Mr. Srikanth for the report and said that he would like to emphasize that May is Bike to Work Month, and May 19 is Bike to Work Day. He said that the TPB is encouraging everyone, with capacity and ability, to take advantage of the event and that most jurisdictions have created proclamations recognizing the event.

7. COORDINATED HUMAN SERVICE TRANSPORTATION PLAN UPDATE

Chair Collins introduced Sergio Ritacco, TPB Transportation Planner, to provide an update on the Coordinated Human Service Transportation Plan (Coordinated Plan). He said that the presentation is a follow-up to the Coordinated Plan update at April's TPB meeting, and that staff seeks TPB's approval for the 2023 update to the Coordinated Plan.

Referring to the presentation materials, Sergio Ritacco reviewed public comments received and provided an overview of the Coordinated Plan. He concluded his presentation by requesting TPB's approval for the 2023 update to the Coordinated Plan ahead of the Enhanced Mobility Grant program solicitation in Summer 2023.

Takis Karatonis moved approval of Resolution R11-2023 to approve the 2023 update to the Coordinated Plan. Mati Bazurto seconded the motion, which was approved unanimously.

8. REGIONAL ROADWAY SAFETY PROGRAM PROJECT APPROVALS

Vice Chair Henderson introduced the second action item, which was approval of projects recommended to receive funding through the TPB Regional Roadway Safety Program Technical Assistance grant. She stated that this is the fourth year of the program and twice the amount of funding is available this time.

Referring to the presentation materials, Janie Nham, TPB Transportation Planner, shared an overview of the Regional Roadway Safety Program, project funding levels to date, and the purpose of the program. Ms. Nham said that 12 applications totaling \$910,000 were received during the application period, and for the first time, two applications proposed safety education campaigns focused on road user behavior. She stated that the program selection panel recommends eight projects for funding, and with the board's approval, TPB staff will coordinate with the relevant jurisdictions to finalize project scopes, and project kick-offs will follow in early fall.

Bill Cuttler, Virginia DOT, thanked all of the organizations helping to improve safety in the region. He said that Arlington County's project is the data-driven, anti-drunk driving campaign and an important aspect of the project is the coordination with Virginia DOT and Virginia DMV on the data available for Arlington County to use.

Chair Collins asked for abstentions or nays in accepting the list of projects as reported to receive the TPB's Regional Roadway Safety Program and technical assistance grants. Hearing none, the board unanimously approved the Regional Roadway Safety Program projects.

9. CONGESTION MANAGEMENT PROCESS UPDATE

Chair Reuben Collins introduced Andrew Meese, Systems Performance Planning Director, to brief the board on the congestion management process (CMP), recent activities, and a recent analysis of bottlenecks in the region in the last 12 years.

Referring to the presentation materials, Andrew Meese said that the CMP is a federal requirement in metropolitan transportation planning and that it is included within the Visualize 2045 plan. He highlighted the overall need for a CMP, work conducted in the most recent CMP technical report, and findings from a 12-year bottlenecks analysis.

Chair Collins thanked Andrew Meese for the presentation and said that Route 301, McHenry Road, and Cedarville were mentioned in the remarks. He said there was a Bloomberg report that called the 301 corridor one of the worst commutes in the nation. He asked if congestion and bottlenecks are interrelated because the report affirms Charles County's commitment to partner with Prince George's County for Southern Maryland Rapid Transit in the corridor.

Andrew Meese said that a bottleneck is a type of congestion that occurs at a particular place on a corridor where something is causing the head of the queue and congestion behind it. He added that there are some causes of congestion that cannot be pinpointed and shared examples like incidents, glare, or sight lines. He added that bottleneck analysis is one type of congestion analysis.

Dan Emerine asked if the 2022 CMP report addresses induced demand and how capacity relates to congestion management strategies.

Andrew Meese said that the CMP technical report discusses related topics like land use, support of connectivity to activity centers, and the TPB's Aspirational Initiatives, and may not directly reference induced demand. He added that, in general, the report looks at strategies to reduce congestion and reducing demand is part of the strategies. He said future reports could point out any analyses that relate to induced demand.

Dan Emerine asked about the correlation between various improvements projects and changes in levels of congestion included in the report.

Andrew Meese said that the analysis and observations do show that use of priced lanes usually allows for free flow conditions with the exception of certain circumstances like a major crash.

Emmett Jordan asked if this study, or perhaps a future area of study, would look at the relationship among factors such as variable pricing, gasoline, ride share fares, and changes in people's travel behavior.

Andrew Meese said that the CMP documents what is happening and refers to reports published by TPB, member agencies, and COG to document strategies that have been implemented or proposed. He added that the future effect of pricing or fares could be addressed elsewhere in the TPB process, such as scenario planning.

Kanti Srikanth said that congestion is a measure of travel and indicates the conditions of travel and is tied to how much travel is occurring. He added that there are a multitude of variables that impact the amount of travel and congestion, for example, weather, development patterns, or changes in transit service and reliability. Examining only roadway or transit or trail usage data, it is difficult to pinpoint a specific causation for changes in congestion, but that TPB's household travel survey is a tool to understand changes over time. He said that TPB is currently looking at utilizing big data to understand changes in travel behavior and that while TPB cannot capture in the CMP technical report, it is a consideration in travel monitoring.

Emmett Jordan stated his interest in understanding the impact of rideshare use versus single-occupancy vehicle congestion. He asked if the analysis included data from rideshare companies such as Uber and Lyft.

Kanti Srikanth said that information is currently not collected from rideshare providers, but TPB staff could research what data that companies would provide. He noted that the District of Columbia recently

implemented a requirement that rideshare companies share certain data with the District of Columbia, and authorized parties like TPB. He shared that nationally, anecdotal and research reports have shown that ride hailing has increased traffic and reduced transit trips in urban areas.

Takis Karantonis noted that induced demand is impacted by a variety of factors including telework. He asked how telework and the digitalization of the workplace is impacting traffic behavior. He also asked how those impacts will be taken into consideration for the Visualize 2050 plan update.

Kanti Srikanth noted 2023 data reporting that roadway travel is at 95 percent of pre-pandemic levels while the transit ridership is at approximately 50 percent. He added that TPB continues to monitor the impact of telework. He said that one of the means of getting more information on telework and its impact on travel is through household travel surveys. He said that staff is planning to provide a briefing to the board on the impacts of telework in the next three to four months about a plan to conduct household travel surveys more frequently than the current practice of once in 10 years.

Takis Karantonis added that innovations in digital mapping applications such as Google may be valuable for TPB to explore considering the wealth of data they collect and the abilities to use advanced computational capacity or artificial intelligence for analysis.

Kanti Srikanth said that TPB is working with several big data vendors regarding data licensing. He added that TPB is working with the three state DOTs on a possible partnership to access this data.

Mati Bazurto asked if an analysis has been done on the impact of long-term capital roadway improvement projects on congestion bottlenecks.

Andrew Meese said that each long-range plan update includes an analysis on how the proposed project inputs will impact various factors like travel time. He added that TPB staff collects information on considered alternatives but does not conduct independent analysis on specific projects.

10. TPB'S TRANSPORTATION RESILIENCY PLANNING PROGRAM

Vice Chair Henderson introduced the final presentation of the meeting on TPB's Transportation Resiliency Planning Program. She said that several years ago, TPB adopted a resolution that affirmed the region's climate change goals and included a goal for the region's transportation systems to be resilient to disruptions. She introduced Katherine Rainone, TPB Transportation Planner, to provide an update on the program.

Referring to the presentation materials, Katherine Rainone provided an overview of transportation resiliency and information about federal funding programs that support resiliency projects and implications for the National Capital Region. She also discussed TPB's past, current, and future work on transportation resiliency planning.

Takis Karantonis asked about TPB's resiliency planning program considers equity and disparities in its work.

Katherine Rainone said that Phase II of the TPB's vulnerability assessment will incorporate TPB's existing work on Equity Emphasis Areas and Justice40 data. She added that those data layers will be incorporated in an interactive mapping platform. She said that the resilience working group and resiliency forum are other opportunities to hear from stakeholders on equity issues faced at the local level.

Takis Karantonis stated interest in a methodical way to consider the disparate impacts of disasters on communities.

David Snyder asked if the program would measure fatalities and injuries associated with non-flooding rain events, or recurrent flooding. He also asked if the study would develop mitigation recommendations to help guide resources to improve safety and infrastructure.

Kanti Srikanth noted that TPB can continue to build on the Regional Roadway Safety program which tracks the locations of serious injuries and fatalities in the region. He said that vulnerability analysis will identify locations of vulnerable assets and risks in infrastructure. He added that it is possible to use both analyses to understand the impact of these other non-driver related factors and how that may contribute to injuries and fatalities.

Katherine Rainone said she will follow up with TPB's consultant about the question. She added that locations with repetitive flooding will be under consideration. She said that while TPB and COG continue to consider mitigation measures, the focus of the resiliency study will be on adaptation.

Vice Chair Henderson thanked Katherine Rainone and the board for the discussion.

11. ADJOURN

There being no other business, the meeting was adjourned at 1:59 P.M. The next meeting will be on June 21.

Meeting Highlights TPB Technical Committee – June 2, 2023

The Technical Committee met on Friday, June 2, 2023. Meeting materials can be found here:
<https://www.mwcog.org/events/2023/6/2/tpb-technical-committee/>

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

TPB AGENDA ITEM 8 – INTERCITY BUS AND RAIL TRAVEL OVERVIEW

Staff briefed the committee on information and staff activities regarding intercity travel, specifically persons traveling by rail or bus, which federal regulations added to metropolitan transportation planning requirements in 2016.

TPB AGENDA ITEM 9 – NORTHERN VIRGINIA REGIONAL COMMISSION MILITARY INSTALLATION RESILIENCE REVIEW (MIRR) OVERVIEW

Northern Virginia Regional Commission (NVRC) applied for and received a Military Installation Resilience Review (MIRR) grant from the Office of Local Defense Community Cooperation (OLDCC). During the MIRR process, projects benefiting the communities and the installations were identified. A summary of the MIRR Transportation Projects was provided.

TPB AGENDA ITEM 10 – FY 2024 UPWP PROJECTS UPDATE

Staff explained that July 1 marks the start of a new fiscal year. TPB staff will be engaged in many new projects and an update on some of the FY 2024 UPWP activities was provided.

The following items were presented for information and discussion:

VISUALIZE 2050: COMMENTS RECEIVED TO DATE, OTHER UPDATES

Staff reported on public comments received and asked members to share any public outreach they are doing on their project input development.

HOUSEHOLD TRAVEL SURVEY STATE OF THE PRACTICE RECOMMENDATIONS

Staff shared recommendations for the approach for the next regional household travel survey.

COMMUTER CONNECTIONS BIKE TO WORK DAY SURVEY RESULTS

Staff presented the results from the 2022 Bike to Work Day survey which is conducted every three years of event participants to identify the experiences of the participants and assess the use of bike for commute travel before and after the event.

PUBLIC PARTICIPATION EVALUATION STATUS UPDATE

Staff provided an update on the ongoing implementation of recommendations from the 2022 Public Participation Evaluation.

OTHER BUSINESS

- EPA Proposed Rules for LDV and HDV GHG Standards
- Motor Vehicle Emissions Budgets (MVEBs) - MWAQC approval
- Transit Within Reach Announcement of funding (every 2 years) deadline July
- Staff Update

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

June 15, 2023

Richard Wallace, CAC Chair

The June meeting of the 2023 - 2024 TPB Community Advisory Committee (CAC) was held on Thursday, June 15. The committee received a presentation from the District Department of Transportation (DDOT) about their funding and project prioritization process and an overview of TPB's Intercity Travel work. The meeting was held virtually on WebEx.

DISTRICT OF COLUMBIA FUNDING & PROJECT PRIORITIZATION PROCESS

Samuel Brooks, DDOT Interim State and Regional Planning Manager, provided an overview of their funding and project prioritization process, and their approach to re-examining projects for Visualize 2050. This presentation is first in a series from the various state agencies to TPB's advisory committees to inform them about the state and local processes, and how they coordinate at the TPB.

Member comments and questions included:

- **Discussion about comprehensive public involvement and how the CAC can help state agencies with outreach efforts.** A committee member asked how DDOT seeks to receive input from the public if initial turnout is low. Samuel Brooks stated that there was low turnout from Wards 7 and 8 during public outreach for the long-range transportation plan, so DDOT staff worked with ANC commissioners for a second round of engagement. He added that the yearly budget process with the Council is an additional opportunity to engage. He also noted that depending on the project, there may be other outreach with residents impacted by construction or other considerations. Another member said they have engaged with DDOT in their role as an ANC commissioner, and said that CAC members can promote engagement efforts with their communities.
- **Question to further understand DDOT's Equity Assessment Tool.** One member asked for additional information on DDOT's Equity Assessment Tool. Samuel Brooks shared that DDOT's tool includes an analysis of the current transportation system to understand areas of greatest transportation needs. The assessment can help understand intended outcomes.
- **Question about the potential impacts of Zero-Based-Budgeting (ZBB).** A member asked how DDOT staff expects the ZBB process to change their project list. Samuel Brooks said that projects will be reviewed for their alignment with TPB goals and assessed for their financial feasibility considering revenue on hand.

INTERCITY TRAVEL REVIEW

Andrew Meese and Pierre Gaunard shared information about TPB's Intercity Travel activities. In 2016, federal legislation required MPOs to examine intercity travel. Pierre Gaunard summarized findings for research on intercity travel patterns and options in the Metropolitan Washington region.

Member comments and questions included the following:

- **Questions about how intercity travel providers are addressing public safety and accessibility.** One member asked about how providers are helping the public feel secure. TPB staff said that transit operators are focusing on more security, security ambassadors, and de-

escalation training. They added that these security measures may benefit intercity travelers at shared bus stops, and this may be a topic to further explore. Another member expressed interest in accessibility at stations, on buses and trains, and paratransit availability related to intercity travel.

- **Question about rail and bus coordination, and new stations in the region.** One member asked about how bus and rail operations are coordinated to ensure adequate time for transfers. They also asked about plans for new stations in Virginia. TPB staff stated there may be a new stop at Crystal City and noted that more intercity bus bays have been added across the region. Another member emphasized the importance of defining equity when considering bus and rail expansion to potential riders.
- **Interest in commuter train trends.** One member expressed interest in information about commuter train trends. TPB staff responded that commuter train travel is lower than pre-pandemic levels due to federal employee teleworking. They added that intercity travel is spurred by leisure travel. They said that future projects related to commuter trains are the expansion of Brunswick lines, MARC through service to VA, and infrastructure upgrades at VRE. Another member asked about how cooperation between MARC and VRE to run service through Union Station and service expansions will address increased demand and reach.
- **Question about bike policies.** One member asked about policy changes to allow passengers to bring bicycles on intercity bus and rail, and if demand has increased for bike storage.
- **Question about informal intercity providers.** One member asked if the region had any informal intercity transportation providers, similar to NYC's Dollar Vans.
- **Clarification about services available at Burke Station.** One member asked if the Burke Station in Virginia served Amtrak stops. Another member added that Burke is only served by Roanoke trains.

OTHER BUSINESS

- Agenda Item 5 – the Public Participation Evaluation Status Update – will be presented at the July meeting.
- Chair Wallace announced that the next CAC meeting will take place on July 13 as a virtual meeting held on WebEx.

ATTENDEES

Members

Richard Wallace, *Chair*
Ashley Hutson
Carolyn Wilson
Christina Farver
Daniel Papiernik
Felipe Millían
Gail Sullivan
Jacqueline Overton Allen
Jeffery Parnes
Kalli Krumpos
Larkin Turman
Maribel Wong
Mark Scheufler

Nancy Abeles
Noell Evans
Ra Amin
Rick Rybeck
Timothy Davis

Staff

Andrew Meese
Cristina Finch
Marcela Moreno
Pierre Gaunard
Rachel Beyerle

Other

Samuel Brooks, DDOT



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: June 15, 2023

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: June 15, 2023

At its meeting on June 2, 2023, the TPB Steering Committee reviewed and approved two joint letters from the TPB, the Metropolitan Washington Air Quality Committee (MWAQC), and the Climate Energy & Environment Policy Committee (CEEPC) that provided comments in support of two Notices of Proposed Rulemaking (NPRMs) set forth by the U.S. Environmental Protection Agency (EPA). The first NPRM would establish “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles, and the second would establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles. MWAQC and CEEPC reviewed and approved the letters in support of the proposals on May 24, 2023. Based on the Steering Committee’s approval, Chair Collins signed both letters on behalf of the TPB.

Next, the Steering Committee adopted two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), and the Virginia Department of Transportation (VDOT), as described below:

- TPB SR27-2023 – requested by DDOT to add \$2.1 million for the Southern Ave. SE Improvements Project. This project is exempt from the air quality conformity requirement.
- TPB SR28-2023 – requested by VDOT to add net total of approximately \$74 million to the Northern Virginia portion of the TIP as follows:
 - Add \$25.4 million in concessionaire funds for the Transform I-66 Oversight project and approximately \$8.3 million in RSTP, NVTA, and state funds for the widening of Fairfax County Parkway from Ox Road to Nomes Court project. Additional adjustments outside of the four fiscal years of the TIP resulted in overall reductions to the total cost for both projects. These adjustments include technical corrections and don’t necessarily reflect actual reductions to the project cost.
 - Add a net total of approximately \$4.2 in local, state, and NVTA funds for the Belmont Ridge Road, South of the Dulles Greenway project.
 - Add \$2.5 million in NVTA funds for the Connector Bridge, Crystal City to Washington National Airport project. Additional funding changes outside of the four years of the TIP lead to an increase in total project cost of \$18.5 million.
 - Add \$111 million in NHPP and STBG funds to three TIP Project or Program Groupings:
 - Preventative Maintenance and System Preservation (\$61.3 M)
 - Preventative Maintenance for Bridges (\$31.8 M)
 - Maintenance: Traffic and Safety Operations TIP Program grouping (\$17.9 M)

The three roadway projects were included in the most recent conformity analysis of the long-range plan and the TIP. The remaining projects and groupings are exempt from the air quality conformity requirement.

Last, the Steering Committee reviewed another request to amend the FY 2023-2026 TIP that has been requested by VDOT on behalf of the Virginia Passenger Rail Authority (VPRA). TPB resolution R12-2023 would amend the TIP to add approximately \$25.5 million for the Alexandria 4th Track project and \$2 billion for the Long Bridge VA – DC project. Both projects were included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and were fully funded in the financial analysis of the plan and TIP. After its review, the committee recommended that the TPB adopt resolution R12-2023 approving the amendments under Item 7 at its meeting on June 21, 2023.

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

Attachments:

- Joint CEEP-C, MWAQC, TPB letter to the EPA commenting in support of the establishment of “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles,
- Joint CEEP-C, MWAQC, TPB letter to the EPA commenting in support of the establishment of “multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles,
- Adopted resolution SR27-2023 approving an amendment to the FY 2023-2026 TIP as requested by DDOT,
- Adopted resolution SR28-2023 approving an amendment to the FY 2023-2026 TIP as requested by VDOT.



TPB Steering Committee Attendance – May 5, 2023
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins
TPB Vice Chair/DC Rep.: Heather Edelman (Alt.)
Previous TPB Chair: Pamela Sebesky
DDOT/Tech. Cmte. Chair: Mark Rawlings
MDOT: Kari Snyder
VDOT: Amir Shahpar, Maria Sinner





June 2, 2023

Administrator Michael S. Regan
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Re: Support for the Proposed Rule for “Phase 3” Greenhouse Gas Emissions Standards for Heavy-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2022-0985

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments’ (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule for “Phase 3” greenhouse gas emissions standards for heavy-duty vehicles that would build upon the “Phase 2” standards and phase in over model years 2027 through 2032.

MWAQC is the air quality planning committee for the National Capital Region, certified by the governors of Maryland and Virginia and the mayor of the District of Columbia, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region, jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region’s goals for reducing greenhouse gas emissions.

The EPA’s current proposal to establish Phase 3 greenhouse gas emissions standards for heavy-duty vehicles would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent greenhouse gas emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some

Administrator Michael S. Regan
June 2, 2023

communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of eight unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. EPA estimates that the Phase 3 standards will reduce NOx and PM2.5 emissions by 28% and 39% in 2055, respectively, as described on page 25935 of the Federal Register notice.

Strengthening the greenhouse gas emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their greenhouse gas emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will likely continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed Phase 3 greenhouse gas emissions standards for heavy-duty vehicles, which are estimated by EPA to reduce downstream greenhouse gas emissions by 18% cumulatively between 2027 and 2055 as compared to the reference case (Table V-5 of the Federal Register Notice), are necessary for the region to achieve its greenhouse gas reduction goals.

The National Capital Region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 31% and 39% of the region's greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy. The federal government's leadership in delivering effective regulatory limits on greenhouse gas emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to establish Phase 3 greenhouse gas standards for heavy-duty vehicles.

Thank you for the opportunity to provide comments on this proposed rule.

Sincerely,

Administrator Michael S. Regan
June 2, 2023



Anita Bonds
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



Takis Karantonis
Chair, Climate Energy and Environment Policy Committee (CEEPC)



Reuben Collins
Chair, National Capital Region Transportation Planning Board (TPB)



June 2, 2023

Administrator Michael S. Regan
U.S. Environmental Protection Agency
1200 Pennsylvania Avenue, N.W.
Washington, D.C. 20460

Re: Support for the Proposed Rule to Establish Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles; Docket ID No. EPA-HQ-OAR-2022-0829

Dear Administrator Regan:

On behalf of the Metropolitan Washington Air Quality Committee (MWAQC), the Metropolitan Washington Council of Governments' (COG) Climate, Energy and Environment Policy Committee (CEEPC), and the National Capital Region Transportation Planning Board (TPB), we are writing to express our support for the proposed rule to establish Multi-Pollutant Emissions Standards for Model Years 2027 and Later Light-Duty and Medium-Duty Vehicles.

MWAQC is the air quality planning committee for the National Capital Region, certified by the governors of Maryland and Virginia and the mayor of the District of Columbia, to develop plans to attain federal standards for air quality and improve air quality. The TPB is the federally designated metropolitan planning organization (MPO) for the National Capital Region, jointly established by the governors of Maryland and Virginia and the mayor of the District of Columbia. As an MPO, the TPB is mandated to conform with and integrate regional air quality plans in its transportation plans. COG is the association of local governments in metropolitan Washington and supports MWAQC and the TPB. CEEPC serves as the principal policy adviser on climate change to the COG Board of Directors and is tasked with the development of a regional climate change strategy to meet the region's goals for reducing greenhouse gas emissions.

The EPA's current proposal to establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles would provide the critical leadership needed for our region to work towards meeting adopted environmental goals and standards. We agree that this comprehensive federal program would achieve significant greenhouse gas emissions reductions and would result in substantial public health and welfare benefits. As noted in the *Metropolitan Washington 2030 Climate and Energy Action Plan*, underserved communities have been disproportionately affected by ambient air pollution and climate-change-related health impacts. Therefore, more stringent greenhouse gas emissions standards and subsequent emissions reductions have the potential to help the most vulnerable populations.

Poor air quality affects the residents living and working in metropolitan Washington. The region is currently designated as being in nonattainment of federal National Ambient Air Quality Standards (NAAQS) for ozone. Nitrogen Oxides (NOx) are a precursor pollutant of ground-level ozone. In addition, NOx is a precursor to secondary particulate matter, such as particulate matter 2.5 micrometers in diameter and smaller (PM2.5). Exposure to PM2.5, along with ground-level ozone, is associated with premature death, increased hospitalizations, and emergency room visits due to exacerbation of chronic heart and lung diseases and other serious health impacts. Some

communities in metropolitan Washington face higher rates of illnesses such as asthma than the national average, and these illnesses are aggravated by these pollutants. As such, reductions in NOx emissions will provide health benefits from both reduced ozone and PM2.5 pollution.

While significant progress has been made in metropolitan Washington to reduce NOx emissions, addressing sources of NOx, including those from on-road vehicles, is critical to continuing to deliver cleaner air for the residents of the region. Over the last five ozone seasons, the region recorded an annual average of eight unhealthy air days, which are in part caused by emissions transported into the region, making this not only a regional issue but a national one. EPA estimates that strengthening these standards will reduce NOx and PM2.5 emissions by 41% and 35% in 2055, respectively, as shown in Table 4 of the Federal Register notice.

Strengthening the greenhouse gas emissions standards will also provide considerable support for metropolitan Washington and communities across the United States to meet their greenhouse gas emissions reduction goals. Unfortunately, our region is already experiencing the impacts of climate change. Observations in metropolitan Washington show that temperatures and the water surface level in the Potomac River are rising and will likely continue to rise. Extreme weather events and increases in the number of days with extreme heat or extreme cold will increase risks to health, energy usage patterns, plant and animal habitats, and infrastructure. These changes in our weather patterns are also affecting stormwater, drinking water, and wastewater. Broad-based climate change mitigation and adaptation strategies, such as national rules, are necessary to reduce the impacts of climate change and fight the adverse effects of climate change on our region and planet.

The National Capital Region has goals to reduce greenhouse gas emissions 50% by 2030 and 80% by 2050, compared to 2005 levels. In 2022, the TPB adopted the same goals, but specifically for on-road transportation. As such, MWAQC, CEEPC, and the TPB believe that the newly proposed greenhouse gas emissions standards for model years 2027 and later light-duty and medium-duty vehicles, which are estimated by EPA to reduce carbon dioxide emissions by 47% in 2055 (Table 2 of the Federal Register Notice), are necessary for the region to achieve its greenhouse gas reduction goals.

The metropolitan Washington region has implemented emissions reduction measures across all sectors, including on-road transportation, which contributes approximately 31% and 39% of the region's greenhouse gas and NOx emissions, respectively. The region relies heavily on federal control programs for a significant amount of additional greenhouse gas and NOx emissions reductions since these programs provide benefits across the economy. The federal government's leadership in delivering effective regulatory limits on greenhouse gas emissions from motor vehicles could also help reduce ozone and fine particle precursors and is a critical component of our ability to meet adopted environmental objectives and standards.

For these reasons, MWAQC, CEEPC, and the TPB support the EPA's proposal to establish multi-pollutant emissions standards for model years 2027 and later light-duty and medium-duty vehicles.

Thank you for the opportunity to provide comments on this proposed rule.

Sincerely,

Administrator Michael S. Regan
June 2, 2023



Anita Bonds
Chair, Metropolitan Washington Air Quality Committee (MWAQC)



Takis Karantonis
Chair, Climate Energy and Environment Policy Committee (CEEPC)



Reuben Collins
Chair, National Capital Region Transportation Planning Board (TPB)

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-19.1 WHICH ADDS
FUNDING FOR THE SOUTHERN AVE. SE IMPROVEMENTS PROJECT, AS REQUESTED BY
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)**

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

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

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

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-19.1, which adds approximately \$2.1 million to the **Southern Ave. SE Improvements** project (**T5353**), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the record will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the total project cost, the reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Letter from DDOT dated May 19, 2023, requesting the amendment; and

WHEREAS, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-19.1, creating the 19th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-19.1 which adds approximately \$2.1 million to the **Southern Ave. SE Improvements** project (**T5353**), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, June 2, 2023.
Final approval following review by the full board on Wednesday, June 21, 2023.**



<i>TIP ID</i>	T5353	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Southern Ave SE Improvements	<i>County</i>	Washington	<i>Total Cost</i>	\$44,396,361
<i>Project Limits</i>	South Capitol St SE to 23rd St SE	<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	
		<i>Agency Project ID</i>	ED028A		

Description The purpose of the project is to implement transportation improvements that improve vehicular, pedestrian, and bicycle safety, maintain mobility, and correct roadway facility deficiencies through the project area. a. Southern Ave from Barnaby Rd SE to UMC Campus b. Southern Ave from South Capitol St to Barnaby St SE c. Southern Ave from UMC Campus to 23rd St SE

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	DC/STATE	\$21,128,831	\$404,366	-	-	-	-	\$404,366	\$21,533,197
CON	STBG	\$9,095,702	\$1,617,462	-	-	-	-	\$1,617,462	\$10,713,164
	<i>Total CON</i>	\$30,224,533	\$2,021,828	-	-	-	-	\$2,021,828	\$32,246,361
OTHER	TBD	-	-	-	-	-	\$12,150,000	-	\$12,150,000
	<i>Total Other</i>	-	-	-	-	-	\$12,150,000	-	\$12,150,000
	<i>Total Programmed</i>	\$30,224,533	\$2,021,828	-	-	-	\$12,150,000	\$2,021,828	\$44,396,361



Version History

<i>TIP Document</i>	<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.1 Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s)

Funding Change(s):

Total project cost increased from \$31,150,000 to \$44,396,361

ATTACHMENT B
Summary Report for TIP Action 23-19.1 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by District Department of Transportation

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY*
T5353	Southern Ave SE Improvements	\$42,374,533	\$44,396,361	\$2,021,828	43	Cost change(s)	PROJECT CHANGES (FROM PREVIOUS VERSION): DC/STATE ► Add funds in FFY 19 in CON for \$1,734,888 ► Add funds in FFY 20 in CON for \$393,943 ► Add funds in FFY 23 in CON for \$404,366 STBG ► Add funds in FFY 19 in CON for \$7,392,102 ► Add funds in FFY 20 in CON for \$1,703,600 ► Add funds in FFY 23 in CON for \$1,617,462 <i>Total project cost increased from \$31,150,000 to \$44,396,361</i>

* STBG and DC funding added in FYs 2019 and 2020 was done to correct an error made when this project record was transferred to the FY 2023-2026 TIP. These amounts were included in the previous TIP. Their addition here does not represent an actual change to the project cost, and they have been included in the "COST BEFORE" column.

Government of the District of Columbia
Department of Transportation



May 19th, 2023

The Honorable Reuben B. Collins II, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street N.E., Suite 300
Washington, DC 20002-4290

Dear Chair Collins,

The District Department of Transportation (DDOT) requests that the FY 2023-2026 Transportation Improvement Program (TIP) be amended as detailed below.

- 1. Southern Ave from Barnaby Rd SE to UMC Campus (T5353a)**
 - a. Increase Formula/STBG funding for Construction by \$2,021,827 in FY 2023
 - b. Increase Formula/STBG funding for Construction by \$9,126,990 in FY 2019
 - c. Increase Formula/STBG funding for Construction by \$2,097,543 in FY 2020

The proposed amendments to fiscal years 2019 and 2020 are requested as an administrative correction for data loss during transition to the new financial database system. The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its June 2nd meeting.

We appreciate your cooperation in this matter. Should you have questions regarding these amendments, please contact Mark Rawlings at (202) 671-2234 or by e-mail at mark.rawlings@dc.gov. Of course, please feel free to contact me directly.

Sincerely,

Kyle J. Scott

Kyle Scott
Acting Chief Administrative Officer
District Department of Transportation
Kyle.scott@dc.gov

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-19.3 WHICH ADDS OR
REPROGRAMS FUNDING ON THREE ROADWAY PROJECTS, A PEDESTRIAN BRIDGE
PROJECT, AND THREE PROJECT AND/OR PROGRAM GROUPINGS AS REQUESTED BY
THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)

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

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

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

WHEREAS, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-19.3 which adds a net total of approximately \$74 million to the Northern Virginia portion of the TIP by removing approximately \$60 million for two roadway projects and adding approximately \$4 million for a third roadway project, adding \$18.5 million for a pedestrian bridge project, and \$111 million for three project and/or program groupings, as listed at the end of this resolution, and as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) Programming Overview report showing how the records will appear in the TIP following approval,

ATTACHMENT B) Amendment Summary report showing the total project costs (or 4-year program totals for the TIP project/program groupings), the reason for each amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and

ATTACHMENT C) Letter from VDOT dated May 22, 2023, requesting the amendment; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-19.3, creating the 19th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at

www.mwcog.org/ProjectInfoTrak; and

WHEREAS, the three roadway projects are included in the air quality conformity analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP and pedestrian bridge and three project/program groupings are exempt from the air quality conformity requirement, as defined in Environmental Protection Agency’s (EPA) Transportation Conformity Regulations as of April 2012; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-19.3 which adds approximately \$74 million to the Northern Virginia portion of the TIP by removing approximately \$60 million for two roadway projects and adding approximately \$4 million for a third roadway project, adding \$18.5 million for a pedestrian bridge project, and \$111 million for three project and/or program groupings, as listed below, and as described in the attached materials.

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE
T6549	TRANSFORM I-66 OVERSIGHT PROJECT	\$200,000,000	\$155,200,000	\$(44,800,000)
T6520	Fairfax County Parkway widen from 4 to 6 lanes	\$130,200,000	\$115,036,346	\$(15,163,654)
T6447	Belmont Ridge Road (Route 659), South of the Dulles Greenway	\$36,463,000	\$40,617,689	\$4,154,689
T6681	CONNECTOR BRIDGE CRYSTAL CITY TO WASHINGTON NATIONAL AIRPORT	\$8,000,000	\$26,500,000	\$18,500,000
T5524	TIP Grouping project for Preventive Maintenance and System Preservation	\$33,087,842	\$94,389,075	\$61,301,233
T5525	TIP Grouping for Preventive Maintenance for Bridges	\$17,159,076	\$35,060,141	\$17,901,065
T5526	TIP Grouping project for Maintenance: Traffic and Safety Operations	\$16,409,000	\$48,253,974	\$31,844,974
	TOTAL:	\$441,318,918	\$515,057,225	\$73,738,307

**Adopted by the TPB Steering Committee at its meeting on Friday, June 2, 2023.
Final approval following review by the full board on Wednesday, June 21, 2023.**



<i>TIP ID</i>	T5524	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	TIP Grouping project for Preventive Maintenance and System Preservation	<i>County</i>		<i>Total Cost</i>	\$94,389,075
<i>Project Limits</i>	NoVA District	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>	TIPGRP005		

Description This listing covers a number of projects/programs throughout Northern Virginia District. The nature/scope of these projects are Preventive Maintenance and System Preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA and hence may be grouped as per April 9, 2008 MOA between FHWA, FTA, VDOT & VDRPT which was subsequently adopted by the NCR-TPB. Individual projects within the STIP Group are found in Appendix A.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	*Not Location Specific
CON	NHPP	\$26,571,565	\$8,194,023	-	-	\$34,765,588	\$51,153,634	
CON	STBG	\$8,585,439	\$8,753,259	-	-	\$17,338,698	\$43,235,441	
	<i>Total CON</i>	\$35,157,004	\$16,947,282	-	-	\$52,104,286	\$94,389,075	
	<i>Total Programmed</i>	\$35,157,004	\$16,947,282	-	-	\$52,104,286	\$94,389,075	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.3	Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$33,087,842 to \$94,389,075



TIP ID T5525
Project Name TIP Grouping for Preventive Maintenance for Bridges
Project Limits NoVA District

Lead Agency Virginia Department of Transportation
County
Municipality Region-wide
Agency Project ID TIPGRP006

Project Type Bridge - Rehab
Total Cost \$35,060,141
Completion Date

Description TIP Grouping for Preventive Maintenance for Bridges.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total
CON	NHPP	\$8,034,596	\$1,000,000	-	-	\$9,034,596	\$11,563,374
CON	STBG	\$494,339	\$8,078,059	-	-	\$8,572,398	\$23,496,767
Total CON		\$8,528,935	\$9,078,059	-	-	\$17,606,994	\$35,060,141
Total Programmed		\$8,528,935	\$9,078,059	-	-	\$17,606,994	\$35,060,141



Version History

<u>TIP Document</u>	<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.3 Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$17,159,076 to \$35,060,141



<i>TIP ID</i>	T5526	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Transportation Operations
<i>Project Name</i>	TIP Grouping project for Maintenance: Traffic and Safety Operations	<i>County</i>		<i>Total Cost</i>	\$48,253,974
<i>Project Limits</i>	NoVA District	<i>Municipality</i>	Region-wide	<i>Completion Date</i>	
		<i>Agency Project ID</i>	TIPGRP007		

Description TIP Grouping project for Maintenance: Traffic and Safety Operations. See CLRP for the derivation of STIP Grouping and how they are part of TIP. Individual projects within the STIP Group are found in Appendix A.

Phase	AC/ACCP Source	FY2023	FY2024	FY2025	FY2026	4 Year Total	Total	
CON	NHPP	\$3,878,563	-	-	-	\$3,878,563	\$3,878,563	*Map Has Not Been Marked
CON	STBG	\$11,110,032	\$7,077,000	-	-	\$18,187,032	\$44,375,411	
	<i>Total CON</i>	\$14,988,595	\$7,077,000	-	-	\$22,065,595	\$48,253,974	
	<i>Total Programmed</i>	\$14,988,595	\$7,077,000	-	-	\$22,065,595	\$48,253,974	

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.3	Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

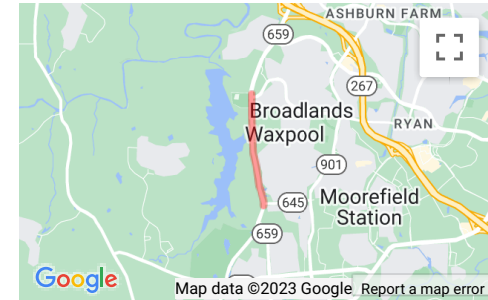
Funding Change(s):

Total project cost increased from \$16,409,000 to \$48,253,974



TIP ID	T6447	Lead Agency	Virginia Department of Transportation	Project Type	Road - Other Improvement
Project Name	Belmont Ridge Road (Route 659), South of the Dulles Greenway	County	Loudoun	Total Cost	\$40,617,689
Project Limits	VA 625 Truro Parish Road to VA 645 Croson Road	Municipality		Completion Date	2024
		Agency Project ID	113189		
Description	Widen from a substandard 2-lane rural section to a 4-lane arterial standard with the appropriate auxiliary turn lanes and signalization This project initially had a temporary UPC # of T16861.				

Phase AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	LOCAL	-	\$1,582,259	-	-	-	-	\$1,582,259	\$1,582,259
PE	DC/STATE	-	\$1,582,259	-	-	-	-	\$1,582,259	\$1,582,259
	Total PE	-	\$3,164,518	-	-	-	-	\$3,164,518	\$3,164,518
ROW	LOCAL	-	\$1,716,683	-	-	-	-	\$1,716,683	\$1,716,683
ROW	DC/STATE	-	\$1,716,683	-	-	-	-	\$1,716,683	\$1,716,683
	Total ROW	-	\$3,433,366	-	-	-	-	\$3,433,366	\$3,433,366
CON	LOCAL	-	\$1,701,058	-	-	-	-	\$1,701,058	\$1,701,058
CON	NVTA	-	\$19,500,000	-	-	-	-	\$19,500,000	\$19,500,000
CON	DC/STATE	-	\$12,818,747	-	-	-	-	\$12,818,747	\$12,818,747
	Total CON	-	\$34,019,805	-	-	-	-	\$34,019,805	\$34,019,805
	Total Programmed	-	\$40,617,689	-	-	-	-	\$40,617,689	\$40,617,689



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-19.3 Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Schedule Change(s)

Funding Change(s):

Total project cost increased from \$36,463,000 to \$40,617,689



TIP ID T6520
Project Name Fairfax County Parkway widen from 4 to 6 lanes
Project Limits 0.15 Mi South of 123 Ox Road to 0.21Mi S of Nomes Court

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 122982

Project Type Road - Add Capacity/Widening
Total Cost \$115,036,346
Completion Date 2027

Description Widen Fairfax County Parkway from 4 lanes to 6

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	-	\$906,863	-	-	-	-	\$906,863	\$906,863
PE	AC RSTP	-	\$5,598,737	-	-	-	-	\$5,598,737	\$5,598,737
PE	ACCP RSTP	-	-	\$800,000	-	-	-	*	*
PE	DC/STATE	-	\$226,716	-	-	-	-	\$226,716	\$226,716
PE	AC DC/STATE	-	\$1,399,684	-	-	-	-	\$1,399,684	\$1,399,684
Total PE		-	\$8,132,000	-	-	-	-	\$8,132,000	\$8,132,000
ROW	TBD	-	-	-	-	-	\$4,720,464	-	\$4,720,464
Total ROW		-	-	-	-	-	-	-	\$4,720,464
CON	TBD	-	-	-	-	-	\$102,183,882	-	\$102,183,882
Total CON		-	-	-	-	-	-	-	\$102,183,882
Total Programmed		-	\$8,132,000	-	-	-	\$106,904,346	\$8,132,000	\$115,036,346



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00 Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.3 Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Location/limits change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$130,200,000 to \$115,036,346
 * ACCP is not part of the Total

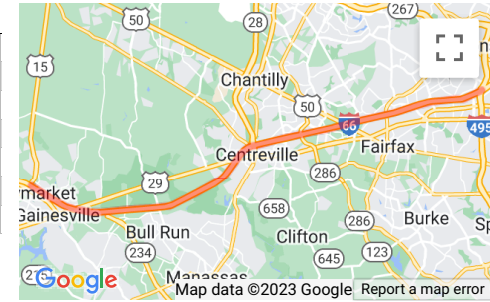


TIP ID T6549
Project Name TRANSFORM I-66 OVERSIGHT PROJECT
Project Limits I 495 Beltway to US 15
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 110496

Project Type Road - Other Improvement
Total Cost \$155,200,000
Completion Date 2023

Description TRANSFORM I-66 OVERSIGHT PROJECT

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	AC DC/STATE		\$15,000,000	-	-	-	-	-	\$15,000,000
	<i>Total PE</i>		\$15,000,000	-	-	-	-	-	\$15,000,000
ROW	CONCESSION		-	\$25,400,000	-	-	-	\$25,400,000	\$25,400,000
	<i>Total ROW</i>		-	\$25,400,000	-	-	-	\$25,400,000	\$25,400,000
OTHER	TBD		-	-	-	-	\$114,800,000	-	\$114,800,000
	<i>Total Other</i>		-	-	-	-	\$114,800,000	-	\$114,800,000
	<i>Total Programmed</i>		\$15,000,000	\$25,400,000	-	-	\$114,800,000	\$25,400,000	\$155,200,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-19.3	Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

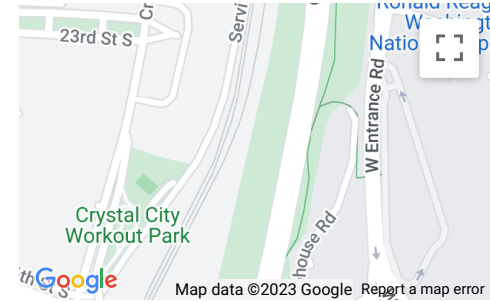
Total project cost decreased from \$200,000,000 to \$155,200,000
 * ACCP is not part of the Total



TIP ID T6681
Project Name CONNECTOR BRIDGE CRYSTAL CITY TO WASHINGTON NATIONAL AIRPORT
Project Limits Crystal City - Crystal Drive to VRE Station to Metrorail Station Wash DC Airport
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 115562
Project Type Bike/Ped
Total Cost \$26,500,000
Completion Date 2028

Description Constructing a pedestrian bridge project that connects Crystal City to Wash DC Airport. This project is not considered significant for Air Quality Conformity process.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	NVTA	-	-	\$2,500,000	-	-	-	\$2,500,000	\$2,500,000
	Total ROW	-	-	\$2,500,000	-	-	-	\$2,500,000	\$2,500,000
CON	TBD	-	-	-	-	\$24,000,000	-	-	\$24,000,000
	Total CON	-	-	-	-	\$24,000,000	-	-	\$24,000,000
	Total Programmed	-	-	\$2,500,000	-	-	\$24,000,000	\$2,500,000	\$26,500,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-19.3 Amendment 2023-2026	06/21/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$8,000,000 to \$26,500,000

ATTACHMENT B
Summary Report for TIP Action 23-19.3 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6549	TRANSFORM I-66 OVERSIGHT PROJECT	\$200,000,000	\$155,200,000	(\$44,800,000)	-22	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in OTHER for \$114,800,000 CONCESSION ▶ Add funds in FFY 24 in ROW for \$25,400,000 AC ▶ Delete funds in FFY 17 in PE for \$15,000,000 CON for \$85,000,000 ▶ Delete funds in FFY 21 in PE for \$15,000,000 CON for \$85,000,000 DC/STATE ▶ Add funds in FFY 21 in PE for \$15,000,000 ▶ Delete funds in FFY 17 in PE for \$15,000,000 CON for \$85,000,000 ▶ Delete funds in FFY 21 in PE for \$15,000,000 CON for \$85,000,000 <p><i>Total project cost decreased from \$200,000,000 to \$155,200,000</i></p>
T6520	Fairfax County Parkway widen from 4 to 6 lanes	\$130,200,000	\$115,036,346	(\$15,163,654)	-12	Location/limits change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> + Increase funds in FFY 27 in ROW from \$0 to \$4,720,464 + Increase funds in FFY 27 in CON from \$0 to \$102,183,882 - Decrease funds in FFY 27 in OTHER from \$87,000,000 to \$0 AC ▶ Delete funds in FFY 21 in PE for \$6,900,000 ▶ Delete funds in FFY 22 in ROW for \$9,700,000 DC/STATE ▶ Delete funds in FFY 21 in PE for \$1,100,000 ▶ Delete funds in FFY 22 in PE for \$500,000 + Increase funds in FFY 23 in PE from \$600,000 to \$1,626,400 ACC ▶ Delete funds in FFY 22 in PE for \$2,000,000 ▶ Delete funds in FFY 23 in PE for \$2,400,000 RSTP ▶ Add funds in FFY 23 in PE for \$6,505,600 ▶ Delete funds in FFY 21 in PE for \$6,900,000 ▶ Delete funds in FFY 22 in ROW for \$9,700,000 NVTA ▶ Delete funds in FFY 16 in PE for \$10,000,000 ▶ Delete funds in FFY 18 in PE for \$10,000,000 ▶ Add funds in FFY 24 in PE for \$800,000 <p><i>Total project cost decreased from \$130,200,000 to \$115,036,346</i></p>
T6447	Belmont Ridge Road (Route 659), South of the Dulles Greenway	\$36,463,000	\$40,617,689	\$4,154,689	11	Programming Update, Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 17 in PE for \$1,080,000 ROW for \$1,283,000 CON for \$14,600,000 ▶ Add funds in FFY 23 in PE for \$1,582,259 ROW for \$1,716,683 CON for \$1,701,058 DC/STATE ▶ Add funds in FFY 23 in PE for \$1,582,259 ROW for \$1,716,683 CON for \$12,818,747 NVTA ▶ Add funds in FFY 23 in CON for \$19,500,000 NVTA-BOND ▶ Delete funds in FFY 17 in CON for \$19,500,000 <p><i>Total project cost increased from \$36,463,000 to \$40,617,689</i></p>

ATTACHMENT B
Summary Report for TIP Action 23-19.3 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Virginia Department of Transportation

T6681	CONNECTOR BRIDGE CRYSTAL CITY TO WASHINGTON NATIONAL AIRPORT	\$8,000,000	\$26,500,000	\$18,500,000	231	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>TBD</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in CON for \$24,000,000 DC/STATE ▶ Delete funds in FFY 20 in PE for \$1,600,000 NVTA ▶ Add funds in FFY 24 in ROW for \$2,500,000 CMAQ ▶ Delete funds in FFY 20 in PE for \$6,400,000 <p><i>Total project cost increased from \$8,000,000 to \$26,500,000</i></p>
T5524	TIP Grouping project for Preventive Maintenance and System Preservation	\$33,087,842	\$94,389,075	\$61,301,233	185	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$8,194,023 ▶ Add funds in FFY 22 in CON for \$8,194,023 <p>+ Increase funds in FFY 23 in CON from \$8,194,023 to \$26,571,565</p> <p>- Decrease funds in FFY 24 in CON from \$16,947,282 to \$8,194,023</p> <p>STBG</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$13,207,411 ▶ Add funds in FFY 22 in CON for \$12,689,332 <p>+ Increase funds in FFY 23 in CON from \$7,946,537 to \$8,585,439</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in CON for \$8,753,259 <p><i>Total project cost increased from \$33,087,842 to \$94,389,075</i></p>
T5525	TIP Grouping for Preventive Maintenance for Bridges	\$17,159,076	\$35,060,141	\$17,901,065	104	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$1,000,000 ▶ Add funds in FFY 22 in CON for \$1,528,778 <p>+ Increase funds in FFY 23 in CON from \$1,000,000 to \$8,034,596</p> <p>STBG</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$3,462,187 ▶ Add funds in FFY 22 in CON for \$11,462,182 <p>- Decrease funds in FFY 23 in CON from \$7,079,538 to \$494,339</p> <p>- Decrease funds in FFY 24 in CON from \$8,079,538 to \$8,078,059</p> <p><i>Total project cost increased from \$17,159,076 to \$35,060,141</i></p>
T5526	TIP Grouping project for Maintenance: Traffic and Safety Operations	\$16,409,000	\$48,253,974	\$31,844,974	194	Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>NHPP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in CON for \$3,878,563 <p>STBG</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 21 in CON for \$13,996,473 ▶ Add funds in FFY 22 in CON for \$12,191,906 <p>+ Increase funds in FFY 23 in CON from \$9,332,000 to \$11,110,032</p> <p><i>Total project cost increased from \$16,409,000 to \$48,253,974</i></p>
Totals:		\$441,318,918	\$515,057,225	\$73,738,307			



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

May 22, 2023

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

RE: FY 2023-2026 Transportation Improvement Program (TIP) Amendments:
Belmont Ridge Road Widening – South of the Dulles Greenway (TIP ID T6447 / UPC# 113189)
Fairfax County Parkway Widening (TIP ID T6520 / UPC# 122982)
Connector Bridge Crystal City Project (TIP ID T6881 / UPC# T23444)
Transform I-66 Oversight Project (TIP ID T6549 / UPC# 110496)
Maintenance Grouping: Traffic & Safety Operations (TIP ID T5526)
Maintenance Grouping: Preventative for Bridges (TIP ID T5525)
Maintenance Grouping: Preventative for System Preservation (TIP ID T5524)

Dear Chair Collins:

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

Project Requests for TIP Amendments

Belmont Ridge Road Widening – South of the Dulles Greenway (TIP ID T6447 / UPC# 113189)

This project will widen Belmont Ridge Road from Truro Parish Drive to Croson Lane. It will enhance traffic safety and congestion and is included in the air quality conformity analysis. The proposed amendment will:

- Add \$1,582,259 (REVSH) FFY23 for PE Phase
- Add \$1,716,683 (REVSH) FFY23 for RW Phase
- Add \$1,701,058 (REVSH) FFY23 for CN Phase
- Add \$30,617,690 (Other Funds: Local Funds) FFY23 CN Phase

Fairfax County Parkway Widening (TIP ID T6520 / UPC# 122982)

This project will reduce congestion and improve safety by widening Route 286 (Fairfax County Parkway) from four lanes to six lanes, with intersection improvements, stormwater management facilities, and accommodations for pedestrians and bicyclists. It is also included in the air quality conformity analysis. The proposed amendment will:

- Add \$906,863 (RSTP) FFY23 for PE Phase
- Add \$5,598,737 (AC-RSTP) FFY23 for PE Phase
- Add \$800,000 (ACC-RSTP) FFY24 for PE Phase

The Honorable Reuben Collins
May 22, 2023
Page Two

Connector Bridge Crystal City Project (TIP ID T6881 / UPC# T23444)

This is a pedestrian bridge project that connects Crystal City to the Washington DC Airport. This project is not considered significant for air quality conformity process. The proposed amendment will:

- Add \$2,500,000 (Other funds: NVT A) FFY24 for RW Phase

Transform I-66 Oversight Project (TIP ID T6549 / UPC# 110496)

This is an oversight project for the I-66 corridor from Route 15 in Haymarket to I-495/Capital Beltway, which monitors RW funds for FFY23 only and is a breakout project from the Transform I-66 Outside the Beltway construction project (UPC 108826). The oversight project is included in the air quality conformity analysis. The proposed amendment will:

- Add \$25,400,000 (Other Funds: Concession Funds) FFY23 for RW Phase

Maintenance Grouping: Traffic & Safety Operations (TIP ID T5526)

This listing covers a number of projects/programs throughout the VDOT Northern Virginia District. The nature/scope of these projects are maintenance for traffic and safety operations. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA. The proposed amendment will:

- Add \$3,189,226 (NHPP) FFY23 for CN Phase
- Add \$4,390,067 (STP/STBG) FFY23 for CN Phase

Maintenance Grouping: Preventative for Bridges (TIP ID T5525)

This listing covers a number of projects/programs throughout the VDOT Northern Virginia District. The nature/scope of these projects are preventive maintenance for bridges. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA. The proposed amendment will:

- Add \$7,563,374 (NHPP) FFY23 for CN Phase
- Add \$494,339 (STP/STBG) FFY23 for CN Phase


Maintenance Grouping: Preventative for System Preservation (TIP ID T5524)

This listing covers a number of projects/programs throughout the VDOT Northern Virginia District. The nature/scope of these projects are preventive maintenance and system preservation. These projects have been determined to be exempt from conformity requirements and are eligible for a Categorical Exclusion (CE) under NEPA. The proposed amendment will:

- Add \$18,377,542 (NHPP) FFY23 for CN Phase
- Add \$638,902 (STP/STBG) FFY23 for CN Phase

VDOT requests approval of the seven existing projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on June 2, 2023. VDOT's representative will be available to answer any questions about this amendment request. Thank you for your consideration of this matter.

Sincerely,


John D. Lynch, P.E.
Northern Virginia District Engineer

The Honorable Reuben Collins
May 22, 2023
Page Three

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: June 15, 2023

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



National Capital Region
Transportation Planning Board

May 16, 2023

Shailen Bhatt
Administrator
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022/2023 Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) application by Prince William County, Virginia for the Chinn Complex Vehicle Charging Infrastructure Project

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Prince William County, Virginia for a FY 2022/2023 CFI Program grant to fund the implementation of the Chinn Complex Vehicle Charging Infrastructure Project.

The grant will fund the installation of eight electric vehicle (EV) charging stations at the Chinn Park Library and Chinn Aquatics & Fitness Center (Chinn Complex). The project will deploy EV charging infrastructure in a publicly accessible location, in close proximity to both business corridors and local neighborhoods of traditionally underserved and disadvantaged communities. The project will support the development of a robust and accessible charging and fueling network, crucial for accelerating the adoption of electric and alternative fuel vehicles. Furthermore, the project will create jobs in the community, stimulate the local economy, and serve as a model for other regions looking to invest in clean transportation infrastructure.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles is a key strategy of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Paolo Belita, Prince William County Department of Transportation



National Capital Region
Transportation Planning Board

May 17, 2023

Shailen Bhatt
Administrator
Federal Highway Administration
1200 New Jersey Ave, SE
Washington, D.C. 20590

Re: FY 2022/2023 Charging and Fueling Infrastructure Discretionary Grant Program (CFI Program) application by the District of Columbia for a Vehicle Charging Infrastructure Project

Dear Administrator Bhatt:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the District of Columbia for a FY 2022/2023 CFI Program grant to fund the implementation of a Vehicle Charging Infrastructure Project.

The grant will fund the installation of Level 2 and 3 electric vehicle (EV) charging stations in the District of Columbia in Wards 5, 7, and 8; these wards lie in the eastern half of the District and have a high proportion of traditionally underserved and disadvantaged populations. In addition, the project will upgrade Capital Bikeshare bikesharing stations throughout the District to provide solar power, energy storage, and/or grid connections to make them micromobility hubs and allow the charging of electric bikes.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the environment. Cleaner vehicles using zero emissions systems will provide benefits to the region's citizens and visitors through cleaner transportation. The support and promotion of electric vehicles and micromobility alternatives are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish extending to the right.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Richard Jackson, Interim Director, District Department of Energy & Environment
Everett Lott, Director, District Department of Transportation



National Capital Region
Transportation Planning Board

May 24, 2023

The Honorable Peter Buttigieg
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590-0001

Re: FY 2023 Regional Infrastructure Accelerator (RIA) Demonstration Program grant application by Montgomery County, Maryland

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a FY 2023 Regional Infrastructure Accelerator (RIA) Demonstration Program grant to accelerate the construction of a countywide Bus Rapid Transit (BRT) network.

To meet regional transportation needs and climate change goals, Montgomery County envisions a 102-mile BRT network. The first phase of this program of projects is projected to cost \$2.7 billion and will include a system of six BRT lines and a bus depot to accommodate zero emission buses. This BRT system will be coupled with an extensive program of non-BRT transit improvements including dedicated lanes and transit signal priority at strategic locations. The grant funding will be used to develop innovative financing strategies and to advance the program of projects for implementation.

The project proposed for this grant directly responds to the regional transportation goals adopted by the TPB and identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported increased investment of transportation dollars to support improvements in the region's bus system and in the environment. High-capacity transit using zero emissions buses on dedicated infrastructure will provide benefits to the region's residents and visitors through high quality, reliable, frequent, and clean public transportation service. The support and promotion of public transportation and clean vehicles are key strategies of our adopted Regional Transportation Priorities Plan.

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

Sincerely,

A handwritten signature in blue ink, appearing to read 'RC', with a long horizontal flourish extending to the right.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

Cc: Mr. Chris Conklin, Director, Montgomery County Department of Transportation



June 9, 2023

Ms. Carmel Roques
Secretary
Maryland Department of Aging
301 W. Preston Street, Suite 1007
Baltimore, MD 21201

Dear Ms. Rogues,

It is my pleasure to write in support of the proposal being submitted to your office by the Chinese Culture and Community Service Center, Inc. (CCACC). The Metropolitan Washington Council of Governments (COG) serves as the grantor to CCACC for the Federal Transit Administration's Enhanced Mobility Program for older adults and persons with disabilities. COG is pleased with the work conducted by CCACC to provide adult day healthcare center transportation services.

COG recognizes that funding provided by the Maryland Aging-In-Place Program is crucial for CCACC to continue providing access to essential health care, mental health and social services to underserved community members who lack access to health care resources. With funding support, CCACC will have the opportunity to maintain and expand transportation to its adult day healthcare center (ADHC), CCACC Health Center, and to other medical appointments.

CCACC is an exemplary organization that has been serving the Montgomery County Asian American community since 1982 and operates as a unique community health resource in the County through an extensive array of services covering over 5,000 community members with direct services through its community health center, adult day health center, home care program, daycare and after school programs, and many other community service programs.

CCACC is requesting funding support for their daily transportation operations and the replacement of buses. The grant request represents a general operating cost and onetime capital funding. The majority of funds will come from CCACC and other sources. If approved, the grant would leverage significant other funding resources.

In conclusion, COG supports the efforts of CCACC as they seek external funding to support this impactful project designed to strengthen the health and wellbeing of Montgomery County residents. The Maryland Department of Aging's support will help the 157,335 Asian American community members in Montgomery County find a culturally appropriate medical home and the underserved to lead healthier and more productive lives.

Sincerely,

A handwritten signature in blue ink that reads "Kanti Srikanth".

Kanti Srikanth
Deputy Executive Director



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: June 15, 2023

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

All potential applicants must register for and attend an upcoming pre-application conference!



Enhanced Mobility Program: 2023 Grant Solicitation Coming Soon!

All potential applicants must register for and attend an upcoming pre-application conference.

LEARN MORE AND REGISTER

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. **Applications will be accepted August 1 through September 30, 2023.**

All potential applicants must register for and attend one of three upcoming pre-application conferences to learn more about program eligibility, how to apply for funding, and federal reporting requirements for grant administration.

Pre-Application Conference Dates:

- Friday, August 4, Silver Spring, MD (in-person)
- Tuesday, August 8, Tysons Corner, VA (in-person)
- Wednesday, August 16, Washington, DC (hybrid)

Enhanced Mobility supports programs and services to improve the mobility of older adults and persons with disabilities. Non-profit organizations, private providers, transit agencies, and local governments are eligible to apply for the \$10.8 million in available funding. The program requires 50% operating and 20% capital matching funds from the applicant and a minimum grant request of \$200,000. Additional eligibility requirements apply.

CONTACT:

Mohammad Khan: mkhan@mwkog.org, (202) 962-3253.

Enhanced Mobility is jointly administered by COG and the TPB. COG is the designated recipient of the federal Section 5310 funds, while the TPB solicits applications and selects projects and programs to receive funding.

Reasonable accommodations are provided upon request, including alternative formats of the application and any meeting materials. For more information, visit www.mwkog.org/accommodations or call (202) 962-3200 or (202) 962-3213 (TDD).



MWCOG.ORG

Web Version | Feedback | Unsubscribe

Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300, Washington, DC 20002



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Solicitation for Applications: The Transit Within Reach Program
DATE: June 15, 2023

The application period for the TPB's Transit Within Reach Program opened on Friday, May 26. The deadline for applications is August 4. The deadline for submitting abstracts for proposed projects, which is an optional step, is June 23.

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 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 is being 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, which is the second round for the program, opened on May 26, 2023 and will close on August 4, 2023. Applicants may submit an optional abstract by June 23, 2023. 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 October or November of 2023.

SCHEDULE

- Application period opens: May 26, 2023
- Abstracts due (optional): June 23, 2023
- Applications due: August 4, 2023
- Selection panel review and recommendations: August-September 2023
- TPB approves projects: October to November 2023
- Task Orders developed for projects: December 2023 to January 2024
- Project kickoff meetings: February 2024
- Project completion: December 2024

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

For more information, contact

- John Swanson, jswanson@mwcog.org



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, Transportation Planner
SUBJECT: Virginia Pre-Application Period for the Transportation Alternatives Set-Aside Program
DATE: June 15, 2023

The pre-application period in Virginia for the Transportation Alternatives Set-Aside (TA Set-Aside) Program is currently open and will close on June 30, 2023. Full applications are due on October 2, 2023. Pre-applications are a requirement of the Virginia TA Set-Aside process.

Pre-applications must be submitted through the Virginia Department of Transportation (VDOT). See www.virginiadot.org/business/prehancegrants.asp for more information.

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/.

Under federal law, a portion of the program's funds are suballocated to the TPB, which is responsible for selecting projects for our region's portions of DC, Maryland, and Virginia. The TPB is currently expected to approve funding for the next round of Virginia projects in February of 2024. Virginia uses a two-year cycle for the program.

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 the submission of TA Set-Aside applications that support policies highlighted in Visualize 2045, our region's adopted long-range transportation plan. The TPB's selection criteria, which are expected to be used this year, include:

- Focus on expanding nonmotorized transportation options;
- Enhancing roadway safety for walkers and bicyclists;
- Support for Regional Activity Centers;
- Access to high-capacity transit, especially in Transit Access Focus Areas (TAFAs);
- Support for the National Capital Trail Network;
- Access in Equity Emphasis Areas; and
- Increased access for people with disabilities.

For more information about the TPB's role in this program, please contact John Swanson jswanson@mwcog.org or 202-962-3295. For information about the Virginia application process, contact Brittany Voll at brittany.voll@vdot.virginia.gov.

ITEM 7 – Action

June 21, 2023

Approval to Amend the FY 2023-2026 Transportation Improvement Program (TIP) to Include Funding Updates for Two Transit Projects Requested by the Virginia Department of Transportation (VDOT) on Behalf of the Virginia Passenger Railway Authority (VPRA)

Action: Adopt Resolution R12-2023 to amend the FY 2023-2026 TIP as requested by VDOT.

Background: VDOT has requested an amendment to update project and funding information for two transit projects, the Long Bridge VA – DC, and Alexandria 4th Track, in the TPB’s FY 2023-2026 TIP. This request is made on behalf of VPRA, the implementing agency. This amendment adds approximately \$2 billion to the Long Bridge VA – DC project and approximately \$25.5 million to the Alexandria 4th Track project. Both projects are already included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP. Full funding for both projects including the amounts added by this amendment, was included in the Financial Plan for the LRTP and TIP. On June 2, 2023, the TPB Steering Committee reviewed the amendment request and recommended approval.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Request to Amend the FY 2023-2026 Transportation Improvement Program (TIP) to Add Funding for the Long Bridge and Alexandria 4th Track Projects
DATE: June 15, 2023

Virginia Department of Transportation (VDOT) has requested amendments on behalf of the Virginia Passenger Rail Authority (VPRRA) to include funding updates for two projects: the Long Bridge from Virginia to DC and Alexandria 4th Track. These projects part of a larger coordinated effort called the Northern Virginia Core Capacity (NVCC) project. In addition to the two projects proposed for amendment, the NVCC project also includes the acquisition of Rolling Stock and related service expansion for VRE trains, the Long Bridge Pedestrian and Bicycle Bridge project, and related improvements along the existing RF&P rail corridor between the City of Alexandria and the District of Columbia. All of these component projects are either already included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, or are exempt from the conformity requirement. The TPB will be asked to approve the amendments at its meeting on June 21, 2023.

Following this memo is draft TPB resolution R12-2023 to amend the FY 2023-2026 TIP. The resolution itself has the following attachments:

- ATTACHMENT A) Amendment Overview reports showing how the projects will appear in the TIP after approval,
- ATTACHMENT B) Amendment Summary report which shows the total amounts programmed before and after approval, the amount being added, and the reasons for the amendment requests, and a Change Summary narrative that provides line-item details of all changes to funding amounts broken down by source, project phase, and fiscal year,
- ATTACHMENT C) Fund Change Detail report which presents the Change Summary described in Attachment B in tabular format,
- ATTACHMENT D) A letter to TPB Chair Collins from VDOT dated May 30, 2023, requesting the amendments on behalf of VPRRA, The request letter is accompanied by a letter to VDOT Assistant District Administrator Maria Sinner from VPRRA dated May 24, 2023 requesting VDOT's assistance with the amendments, given that as a member of the TPB, VDOT's representative may make a motion to approve.

As shown in the Amendment Summary and the Fund Change Detail reports (Attachments B and C) the draft amendments will add approximately \$2 billion in funding to the four years of the TIP and beyond for the Long Bridge project, and approximately \$25.5 million in funding to the 4-year program and beyond for the Alexandria 4th Track project. Full funding for both projects was included in the Visualize 2045 financial analysis. The addition of these funds to the does not reflect a significant change in the total cost of either project.

VPRA has requested these amendments now because the agency is currently seeking to obtain discretionary funding from the Federal Transit Administration's (FTA) Capital Investment Grants Program (CIG) for the NVCC project in the amount of \$1.04 billion which would free up presently committed state funding for other transit projects in the region and throughout the Commonwealth.

The TPB Steering Committee reviewed the amendment requests at its meeting on June 2, 2023 and recommended its approval by the TPB on June 21, 2023.

TPB R12-2023
June 21, 2023

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-19.4 WHICH ADDS
FUNDING FOR THE LONG BRIDGE VA – DC AND ALEXANDRIA 4TH TRACK PROJECTS,
AS REQUESTED BY THE VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT)
ON BEHALF OF THE VIRGINIA PASSENGER RAIL AUTHORITY (VPRA)**

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

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

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

WHEREAS, on behalf of VPRA, VDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-19.4 which adds approximately \$2 billion in funding to the **Long Bridge VA – DC** project (**T6727**) and approximately \$25.5 million for the **Alexandria 4th Track** project (**T6673**), as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview report showing how the projects will appear in the TIP following approval,
- ATTACHMENT B) Amendment Summary report showing the changes in total project costs, the reason for the amendments, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase, and
- ATTACHMENT C) Fund Change Detail report that presents the narrative information in the Change Summary on the Amendment Summary report in tabular format, and
- ATTACHMENT D) Letter from VDOT dated May 23, 2023, requesting the amendments on behalf of VPRA; and

WHEREAS, these projects have been entered into the TPB's Project InfoTrak database under TIP Action 23-19.4, creating the 19th amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, these projects were included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP (CON IDs 1028 & 1029, respectively); and

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-19.4 which adds approximately \$2 billion in funding to the **Long Bridge VA – DC** project (**T6727**) and approximately \$25.5 million for the **Alexandria 4th Track** project (**T6673**), as described in the attached materials.

TIP ID T6673
Project Name Alexandria 4th Track
Project Limits Control Point Rosslyn (CFP RO) near milepost 110.1 south of the George Washington Parkway to Control Point Alexandria (CFP AF) near milepost 104.3 south of Telegraph Road

Lead Agency VPRA - Virginia Passenger Rail Authority
County Arlington
Municipality City of Alexandria
Agency Project ID T23436
Project Type Transit - Metrorail/Heavy Rail
Total Cost \$210,451,772
Completion Date 2028

Description Construction of six (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. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC Project components include the Long Bridge Project (T6727) with 4f mitigation The Long Bridge Pedestrian and Bicycle Bridge (T6807), and the acquisition of three (3) VRE trainsets - Rolling Stock Acquisition (T4534).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	FRA EARMARK	-	\$4,182,570	\$6,254,022	-	-	-	\$10,436,592	\$10,436,592
PE	DC/STATE	\$966,093	\$2,601,450	-	-	-	-	\$2,601,450	\$3,567,543
	Total PE	\$966,093	\$6,784,020	\$6,254,022	-	-	-	\$13,038,042	\$14,004,135
ROW	DC/STATE	-	\$750,000	\$26,819,000	-	-	-	\$27,569,000	\$27,569,000
	Total ROW	-	\$750,000	\$26,819,000	-	-	-	\$27,569,000	\$27,569,000
CON	AMTRAK	-	-	-	-	-	\$10,000,000	-	\$10,000,000
CON	CMAQ	-	-	-	\$8,926,077	\$43,267,557	\$3,806,367	\$52,193,634	\$56,000,001
CON	FRA EARMARK	-	-	\$10,822,282	\$19,336,592	-	-	\$30,158,874	\$30,158,874
CON	DC/STATE	\$1,184,895	-	-	\$15,026,460	\$21,572	\$7,850,969	\$15,048,032	\$24,083,896
	Total CON	\$1,184,895	-	\$10,822,282	\$43,289,129	\$43,289,129	\$21,657,336	\$97,400,540	\$120,242,771
OTHER	FRA EARMARK	-	-	\$4,404,535	-	-	-	\$4,404,535	\$4,404,535
OTHER	DC/STATE	\$960,602	\$2,922,404	\$5,402,257	\$13,978,428	\$13,978,428	\$6,989,212	\$36,281,517	\$44,231,331
	Total Other	\$960,602	\$2,922,404	\$9,806,792	\$13,978,428	\$13,978,428	\$6,989,212	\$40,686,052	\$48,635,866
	Total Programmed	\$3,111,590	\$10,456,424	\$53,702,096	\$57,267,557	\$57,267,557	\$28,646,548	\$178,693,634	\$210,451,772



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.4	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

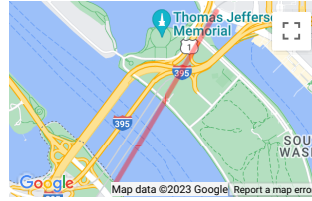
Total project cost increased from \$185,000,000 to \$210,451,772
* ACCP is not part of the Total



TIP ID	T6727	Lead Agency	VPRA - Virginia Passenger Rail Authority	Project Type	Transit - Metrorail/Heavy Rail
Project Name	Long Bridge VA - DC	County	Arlington	Total Cost	\$2,227,000,407
Project Limits	Control Point LE Interlocking in Washington D.C. to Control Point RO in Arlington, VA	Municipality	District of Columbia	Completion Date	2030
		Agency Project ID			

Description Design and build of four railroad tracks, the Long Bridge Pedestrian and Bicycle Bridge (T6807), and related land and Potomac River crossings from Arlington, VA to Washington, DC. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC components include the Alexandria Fourth Track Project (T6673) and the acquisition of three VRE trainsets - Rolling Stock Acquisition (T4534).

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	FRA	EARMARK	-	-	-	\$20,000,000	-	-	\$20,000,000	\$20,000,000
PE	LOCAL		-	-	\$7,398,508	-	-	-	\$7,398,508	\$7,398,508
PE	PTF		-	-	\$4,500,000	-	-	-	\$4,500,000	\$4,500,000
PE	DC/STATE		-	-	\$3,464,083	\$3,043,887	\$7,681,295	-	\$14,189,265	\$14,189,265
		Total PE	-	-	\$15,362,591	\$23,043,887	\$7,681,295	-	\$46,087,773	\$46,087,773
ROW	DC/STATE		-	\$500,000	\$17,374,830	-	-	-	\$17,874,830	\$17,874,830
		Total ROW	-	\$500,000	\$17,374,830	-	-	-	\$17,874,830	\$17,874,830
CON	TBD		-	-	-	-	-	\$374,939,666	-	\$374,939,666
CON	LOCAL		-	-	\$7,504,833	\$7,501,250	\$27,500,917	-	\$15,006,083	\$42,507,000
CON	PTF		-	-	\$53,100,000	\$49,000,000	\$44,700,000	-	\$102,100,000	\$146,800,000
CON	DC/STATE		-	-	\$126,865,000	\$193,458,528	\$375,718,639	-	\$320,323,528	\$696,042,167
		Total CON	-	-	\$187,469,833	\$249,959,778	\$822,859,222	\$437,429,611	\$437,429,611	\$1,260,288,833
PLANNING	LOCAL		\$7,500,000	\$5,105,088	-	-	-	-	\$5,105,088	\$12,605,088
PLANNING	PTF		-	\$7,300,000	-	-	-	-	\$7,300,000	\$7,300,000
PLANNING	DC/STATE		\$3,987,101	\$3,371,792	-	-	-	-	\$3,371,792	\$7,358,893
		Total PLANNING	\$11,487,101	\$15,776,880	-	-	-	-	\$15,776,880	\$27,263,981
OTHER	TBD		-	-	-	-	-	\$14,313,400	-	\$14,313,400
OTHER	LOCAL		-	-	-	-	-	\$54,505,667	-	\$54,505,667
OTHER	PTF		-	-	-	-	-	\$141,633,334	-	\$141,633,334
OTHER	DC/STATE		\$3,381,218	\$13,584,531	\$25,091,592	\$123,182,405	\$159,761,585	\$340,031,258	\$321,620,113	\$665,032,589
		Total Other	\$3,381,218	\$13,584,531	\$25,091,592	\$123,182,405	\$159,761,585	\$550,483,659	\$321,620,113	\$875,484,990
		Total Programmed	\$14,868,319	\$29,861,411	\$57,829,013	\$333,696,125	\$417,402,658	\$1,373,342,881	\$838,789,207	\$2,227,000,407



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-19.4	Amendment 2023-2026	Pending	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Cost change(s), Programming Update

Funding Change(s):

Total project cost increased from \$220,000,000 to \$2,227,000,407

ATTACHMENT B

**Amendment Summary Report for TIP Action 23-19.4
 Formal Amendment to the FY 2023-2026 TIP
 Requested by Virginia Department of Transportation
 on behalf of Virginia Passenger Rail Authority**

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6673	Alexandria 4th Track	\$185,000,000	\$210,451,772	\$25,451,772	14	Cost change(s), Programming Update	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>AMTRAK</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 27 in CON for \$10,000,000 TBD ▶ Delete funds in FFY 27 in CON for \$45,000,000 HPP ▶ Delete funds in FFY 21 in CON for \$69,880,000 DC/STATE ▶ Delete funds in FFY 20 in PE for \$2,220,000 + Increase funds in FFY 21 in PE from \$0 to \$104,096 - Decrease funds in FFY 21 in CON from \$11,804,000 to \$297,647 + Increase funds in FFY 21 in OTHER from \$0 to \$127,696 ▶ Add funds in FFY 22 in PE for \$861,997 CON for \$887,248 OTHER for \$832,906 ▶ Add funds in FFY 23 in PE for \$2,601,450 ROW for \$750,000 OTHER for \$2,922,404 ▶ Add funds in FFY 24 in ROW for \$26,819,000 OTHER for \$5,402,257 ▶ Add funds in FFY 25 in CON for \$15,026,460 OTHER for \$13,978,428 ▶ Add funds in FFY 26 in CON for \$21,572 OTHER for \$13,978,428 ▶ Add funds in FFY 27 in CON for \$7,850,969 OTHER for \$6,989,212 ▶ Delete funds in FFY 21 in CON for \$69,880,000 <p>FRA EARMARK</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PE for \$4,182,570 ▶ Add funds in FFY 24 in PE for \$6,254,022 CON for \$10,822,282 OTHER for \$4,104,525 CMAQ ▶ Delete funds in FFY 20 in PE for \$8,880,000 ▶ Delete funds in FFY 21 in CON for \$47,216,000 ▶ Add funds in FFY 25 in CON for \$8,926,077 ▶ Add funds in FFY 26 in CON for \$43,267,557 ▶ Add funds in FFY 27 in CON for \$3,806,367 ▶ Delete funds in FFY 21 in CON for \$7,445,600 <p><i>Total project cost increased from \$185,000,000 to \$210,451,772</i></p>

T6727	Long Bridge VA - DC	\$220,000,000	\$2,227,000,407	\$2,007,000,407	912	Cost change(s), Programming Update	PROJECT CHANGES (FROM PREVIOUS VERSION):
							DC/STATE
							+ Increase funds in FFY 21 in PLANNING from \$0 to \$3,244,882
							- Decrease funds in FFY 21 in PE from \$9,000,000 to \$0
							+ Increase funds in FFY 21 in OTHER from \$0 to \$1,543,027
							+ Increase funds in FFY 22 in PLANNING from \$0 to \$742,219
							- Decrease funds in FFY 22 in PE from \$9,000,000 to \$0
							+ Increase funds in FFY 22 in OTHER from \$0 to \$1,838,191
							+ Increase funds in FFY 23 in PLANNING from \$0 to \$3,371,792
							- Decrease funds in FFY 23 in PE from \$9,000,000 to \$0
							+ Increase funds in FFY 23 in ROW from \$0 to \$500,000
							+ Increase funds in FFY 23 in OTHER from \$0 to \$13,584,531
							▶ Add funds in FFY 24 in PE for \$3,464,083 ROW for \$17,374,830 OTHER for \$25,091,592
							▶ Add funds in FFY 25 in PE for \$3,043,887 CON for \$126,865,000 OTHER for
							\$123,182,405
							▶ Add funds in FFY 26 in PE for \$7,681,295 CON for \$193,458,528 OTHER for
							\$159,761,585
							▶ Add funds in FFY 27 in CON for \$157,758,861 OTHER for \$157,281,045
							▶ Add funds in FFY 28 in CON for \$217,959,778 OTHER for \$70,279,628
							▶ Add funds in FFY 29 in OTHER for \$93,169,987
							▶ Add funds in FFY 30 in OTHER for \$19,300,598
							TRD
							FRA EARMARK
							▶ Add funds in FFY 25 in PE for \$20,000,000
							LOCAL
							▶ Add funds in FFY 22 in PLANNING for \$7,500,000
							▶ Add funds in FFY 23 in PLANNING for \$5,105,088
							▶ Add funds in FFY 24 in PE for \$7,398,508
							▶ Add funds in FFY 25 in CON for \$7,504,833
							▶ Add funds in FFY 26 in CON for \$7,501,250
							▶ Add funds in FFY 27 in CON for \$27,500,917
							▶ Add funds in FFY 28 in OTHER for \$39,501,417
							▶ Add funds in FFY 29 in OTHER for \$7,502,125
							▶ Add funds in FFY 30 in OTHER for \$7,502,125
							PTF
							▶ Add funds in FFY 23 in PLANNING for \$7,300,000
							▶ Add funds in FFY 24 in PE for \$4,500,000
							▶ Add funds in FFY 25 in CON for \$53,100,000
							▶ Add funds in FFY 26 in CON for \$49,000,000
							▶ Add funds in FFY 27 in CON for \$44,700,000
							▶ Add funds in FFY 28 in OTHER for \$47,500,000
							▶ Add funds in FFY 29 in OTHER for \$47,066,667
							▶ Add funds in FFY 30 in OTHER for \$47,066,667
Totals:	\$405,000,000	\$2,437,452,179	\$2,032,452,179				

ATTACHMENT C: Fund Change Detail Report

SOURCE	TIP ACTION	PRIOR TOTAL	2023					2024					2025					2026					FUTURE TOTAL	GRAND TOTAL			
			PLANNING	PE	ROW	CON	OTHER	TOTAL	PLANNING	PE	ROW	CON	OTHER	TOTAL	PLANNING	PE	ROW	CON	OTHER	TOTAL	PLANNING	PE			ROW	CON	OTHER
TIP ID T6727 - Long Bridge VA - DC																											
DC/STATE	23-00	\$18,000,000		\$9,000,000			\$9,000,000																				\$27,000,000
	23-19.4	\$7,368,319	\$3,371,792	\$500,000		\$13,584,531	\$17,456,323		\$3,464,083	\$17,374,830		\$25,091,592	\$45,930,505		\$3,043,887	\$126,865,000	\$123,182,405	\$253,091,292		\$7,681,295		\$193,458,528	\$159,761,585	\$360,901,408	\$715,749,897	\$1,400,497,744	
	DELTA	-\$10,631,681	\$3,371,792	-\$9,000,000	\$500,000	\$13,584,531	\$8,456,323		\$3,464,083	\$17,374,830		\$25,091,592	\$45,930,505		\$3,043,887	\$126,865,000	\$123,182,405	\$253,091,292		\$7,681,295		\$193,458,528	\$159,761,585	\$360,901,408	\$715,749,897	\$1,373,497,744	
FRA EARMARK	23-19.4														\$20,000,000		\$20,000,000										\$20,000,000
LOCAL	23-19.4	\$7,500,000	\$5,105,088				\$5,105,088		\$7,398,508				\$7,398,508		\$7,504,833			\$7,504,833				\$7,501,250		\$7,501,250	\$82,006,584	\$117,016,263	
PTF	23-19.4		\$7,300,000				\$7,300,000		\$4,500,000				\$4,500,000		\$53,100,000		\$53,100,000				\$49,000,000		\$49,000,000	\$186,333,334	\$300,233,334		
TBD	23-00																									\$193,000,000	
	23-19.4																									\$389,253,066	
	DELTA																									\$196,253,066	
TOTAL	23-00	\$18,000,000		\$9,000,000			\$9,000,000																			\$193,000,000	
	23-19.4	\$14,868,319	\$15,776,880	\$500,000		\$13,584,531	\$29,861,411		\$15,362,591	\$17,374,830		\$25,091,592	\$57,829,013		\$23,043,887	\$187,469,833	\$123,182,405	\$333,696,125		\$7,681,295		\$249,959,778	\$159,761,585	\$417,402,658	\$1,373,342,881		
	DELTA	-\$3,131,681	\$15,776,880	-\$9,000,000	\$500,000	\$13,584,531	\$20,861,411		\$15,362,591	\$17,374,830		\$25,091,592	\$57,829,013		\$23,043,887	\$187,469,833	\$123,182,405	\$333,696,125		\$7,681,295		\$249,959,778	\$159,761,585	\$417,402,658	\$1,180,342,881		
TIP ID T6673 - Alexandria 4th Track																											
AMTRAK	23-19.4																										\$10,000,000
CMAQ	23-00	\$48,650,400																									\$48,650,400
	23-19.4														\$8,926,077		\$8,926,077				\$43,267,557		\$43,267,557	\$3,806,367	\$56,000,001		
	DELTA	-\$48,650,400													\$8,926,077		\$8,926,077				\$43,267,557		\$43,267,557	\$3,806,367	\$7,349,601		
CMAQ*	23-00	\$7,445,600																									\$7,445,600
	23-19.4																										-\$7,445,600
DC/STATE	23-00	\$14,024,000																									\$14,024,000
	23-19.4	\$3,111,590		\$2,601,450	\$750,000	\$2,922,404	\$6,273,854		\$26,819,000		\$5,402,257	\$32,221,257			\$15,026,460	\$13,978,428	\$29,004,888				\$21,572	\$13,978,428	\$14,000,000	\$14,840,181	\$99,451,770		
	DELTA	-\$10,912,410		\$2,601,450	\$750,000	\$2,922,404	\$6,273,854		\$26,819,000		\$5,402,257	\$32,221,257			\$15,026,460	\$13,978,428	\$29,004,888				\$21,572	\$13,978,428	\$14,000,000	\$14,840,181	\$85,427,770		
FRA EARMARK	23-19.4			\$4,182,570			\$4,182,570		\$6,254,022		\$10,822,282	\$4,404,535	\$21,480,839		\$19,336,592		\$19,336,592										\$45,000,001
HPP*	23-00	\$69,880,000																									\$69,880,000
	23-19.4																										-\$69,880,000
TBD	23-00																										\$45,000,000
	23-19.4																										\$45,000,000
	DELTA																										\$45,000,000
TOTAL	23-00	\$140,000,000																									\$185,000,000
	23-19.4	\$3,111,590		\$6,784,020	\$750,000	\$2,922,404	\$10,456,424		\$6,254,022	\$26,819,000	\$10,822,282	\$9,806,792	\$53,702,096		\$43,289,129	\$13,978,428	\$57,267,557				\$43,289,129	\$13,978,428	\$57,267,557	\$28,646,548	\$210,451,772		
	DELTA	-\$136,888,410		\$6,784,020	\$750,000	\$2,922,404	\$10,456,424		\$6,254,022	\$26,819,000	\$10,822,282	\$9,806,792	\$53,702,096		\$43,289,129	\$13,978,428	\$57,267,557				\$43,289,129	\$13,978,428	\$57,267,557	-\$16,353,452	\$25,451,772		



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

May 30, 2023

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

RE: FY 2023-2026 Transportation Improvement Plan (TIP) Amendment
Long Bridge TIP ID: T6727
Alexandria Fourth Track TIP ID: T6673

Dear Chair Collins:

On behalf of the Virginia Passenger Rail Authority (VPRA), the Virginia Department of Transportation (VDOT) requests the following two amendments to the FY 2023-2026 Transportation Improvement Program (TIP).

Long Bridge TIP ID: T6727

The project description will be amended to design and build four railroad tracks, the Long Bridge Pedestrian and Bicycle Bridge (T6807), and related land and Potomac River crossings from Arlington, VA to Washington DC. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC components include Alexandria Fourth Track Project (T6673) and the acquisition of three VRE trainsets – Rolling Stock Acquisition (T4534). The proposed amendment will add \$2,007,000,407 to the total project, increasing the budget to \$2,227,000,407. The breakout of the changes by fund type and year is depicted in the table below. Please note that the District's budget of \$52,000,000 as a funding contribution towards The Long Bridge Pedestrian and Bicycle Bridge (TIP ID T6807) is a separate entry, and therefore is not included in this project budget total.

Alexandria Fourth Track TIP ID: T6673

The project description will be amended to construct 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. This is also part of the NVCC. The proposed amendment will add \$25,451,770 to the total project, increasing the budget to \$210,451,770.

Funding details for both TIP amendments are in the attached memo.

The Honorable Reuben Collins
May 30, 2023
Page Two

VDOT requests approval of the two VPRA projects to the TIP by the Transportation Planning Board's Steering Committee at its meeting on June 2, 2023. Should you have any additional question or concerns, please contact Ms. Naomi Klein, VPRA Planner Manager at 804-638-0594 or via email at naomi.klein@vpra.virginia.gov.

Sincerely,



for

John D. Lynch, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA



COMMONWEALTH of VIRGINIA

Virginia Passenger Rail Authority

DJ Stadtler
Executive Director

600 East Main Street, Suite 2125
Richmond, Virginia 23219

(804) 303-8700
FAX: (804) 786-3725
www.vpra.virginia.gov

May 24, 2023

Ms. Maria Sinner
Assistant District Administrator
Planning and Investment Management
Virginia Department of Transportation
4975 Alliance Drive, Suite 4E-342
Fairfax, VA 22030

Dear Ms. Sinner,

The Virginia Passenger Rail Authority (VPRA) is requesting VDOT's assistance in amending the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP) and by extension, the Visualize 2045 Long Range Transportation Plan (LRTP), to reflect project funding and status updates. Following TPB's approval of the amendments to its FY 2023-2026 TIP, VPRA also requests VDOT's assistance in amending its own current FY 2021-2024 and/or FY 2024-2027 Statewide Transportation Improvement Programs (STIP) and the corresponding STIP documents developed by the Virginia Department of Rail and Public Transportation (VDRPT) as necessary. These projects are already included in the conforming LRTP and TIP, and the requested amendments are described below.

Long Bridge TIP ID: T6727

The proposed amendment will add \$2,007,000,407 to the total project, increasing the budget to \$2,227,000,407. The breakout of the changes by fund type and year is depicted in the table below. Please note that the District's budget of \$52,000,000 as a funding contribution towards The Long Bridge Pedestrian and Bicycle Bridge (TIP ID T6807) is a separate entry, and therefore not included in this project budget total.

Amounts in Thousands

FUND TYPE	2021	2022	2023	2024	2025	2026	2027	2028	2029	2030	Grand Total
Federal Railroad Administration (FRA)	-	-	-	-	20,000	-	-	-	-	-	20,000
Local	-	7,500	5,105	7,399	7,505	7,501	27,501	39,501	7,502	7,502	117,016
Priority Transportation Fund (VA)	-	-	7,300	4,500	53,100	49,000	44,700	47,500	47,067	47,067	300,234
State or District Funding	(4,212)	(6,420)	8,456	45,931	253,091	360,901	315,040	288,239	93,170	19,301	1,373,497
Future- TBD	-	-	-	-	-	-	(193,000)	-	259,502	129,751	196,253
Grand Total	(4,212)	1,080	20,861	57,830	333,696	417,402	194,241	375,240	407,241	203,621	2,007,000

The project description will be amended to “Design and build of four railroad tracks, The Long Bridge Pedestrian and Bicycle Bridge (T6807), and related land and Potomac River crossings from Arlington, VA to Washington, DC. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC components include the Alexandria Fourth Track Project (T6673) and the acquisition of three VRE trainsets – Rolling Stock Acquisition (T4534).”

Alexandria Fourth Track TIP ID: T6673

The proposed amendment will add \$25,451,770 to the total project, increasing the budget to \$210,451,770. The breakout of the changes by fund type and year is depicted in the table below.

Amounts in Thousands

FUND TYPE	2020	2021	2022	2023	2024	2025	2026	2027	Grand Total
AMTRAK	-	-	-	-	-	-	-	10,000	10,000
Congestion Mitigation and Air Quality Improvement Program	(8,880)	(47,216)	-	-	-	8,926	43,268	3,806	(96)
Federal Railroad Administration (FRA)	-	-	-	4,183	21,481	19,337	-	-	45,001
State or District Funding	(2,220)	(11,275)	2,582	6,274	32,221	29,005	14,000	14,840	85,427
High Priority Project	-	(69,880)	-	-	-	-	-	-	(69,880)
Future- TBD	-	-	-	-	-	-	-	(45,000)	(45,000)
Grand Total	(11,100)	(128,371)	2,582	10,457	53,702	57,268	57,268	(16,354)	25,452

The project description will be amended to: “Construction of 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. This is part of the Northern Virginia Core Capacity Project (NVCC). Other NVCC

components include the Long Bridge Project (T6727) with 4f mitigation, The Long Bridge Pedestrian and Bicycle Bridge (T6807), and the acquisition of three VRE trainsets – Rolling Stock Acquisition (T4534).”

Amendment Need

VPRA is currently in a two-year Project Development phase of the Federal Transit Administration’s (FTA) Capital Investment Grants Program (CIG), seeking a Core Capacity Grant for the Northern Virginia Core Capacity (NVCC) Project. The NVCC will construct a new dedicated two-track bridge over the Potomac River [Long Bridge Project (T6727) including required Section 4f mitigation The Long Bridge Pedestrian and Bicycle Bridge (T6807)], along with six miles of new fourth railroad track [Alexandria Fourth Track Project (T6673)], and related improvements along the existing RF&P rail corridor between Alexandria, Virginia and Washington, D.C.

The proposed project also includes service expansion from two to three trains per hour during both the AM and PM peaks and the purchase of three additional Virginia Railway Express (VRE) trainsets [Rolling Stock Acquisition (T4534)]. VPRA believes that the Project elements will create the additional capital infrastructure necessary to enable and implement an increase in commuter rail capacity by more than 10 percent. Without significant infrastructure improvements to enable additional commuter rail capacity, increasing growth and travel demand in the corridor will worsen highway congestion and deteriorate commuter rail service levels and reliability.

The NVCC Project’s current estimated capital cost is \$2.6 billion. VPRA has proposed \$1.04 billion, or 40% of the total cost, (but FTA will determine the final amount) of funding from the Core Capacity program under FTA’s Capital Investment Grant (CIG) program. The CIG Program is a discretionary grant program, and the NVCC has not yet received a Full Funding Grant Agreement (FFGA) from FTA. Therefore, FTA funding is not currently shown for the abovementioned NVCC Project components. Should the NVCC receive a grant award from FTA, state funding currently allocated to the project will be used to advance other rail infrastructure improvements as part of VPRA’s Transforming Rail in Virginia (TRV) Program.

VPRA requests that the TPB’s Visualize 2045 LRTP, 2023-2026 TIP, and DRPT’s FY 2021-2024 STIP be amended to reflect the changes noted above, as project funds must be included in an approved LRTP, TIP, and STIP before VPRA can complete Project Development for FTA’s CIG Program. VPRA estimates completing Project Development in August 2023, entering Engineering in early 2024, and receiving a FFGA in 2025, with the capacity expansion completed in 2030.

Should you have any questions or need additional information, please contact Naomi Klein at (804) 638-0594 or naomi.klein@vpva.virginia.gov. We greatly appreciate your assistance in facilitating this action.

Sincerely,

A handwritten signature in black ink, appearing to read "Steve A. Pittard". The signature is written in a cursive style with a large initial "S".

Steve Pittard
Chief Financial Officer

cc: Naomi Klein, VPRA
Christine Fix, VPRA
Shannon Perry, VPRA
Selma Nuhanovic, VPRA
Andrew Austin, MWCOG
Lyn Erickson, MWCOG
Amir Shahpar, VDOT
Regina Moore, VDOT
Cina Debastini, VDOT
Sandra Cole, VDOT
Amy Garbarini, DRPT
Cordelia Akompong, DRPT

ITEM 8 – Information

June 21, 2023

Intercity Bus and Rail Travel Overview

Background:

The board will be briefed on information and staff activities regarding intercity travel, specifically persons traveling by rail or bus, which federal regulations added to metropolitan transportation planning requirements in 2016.



MEMORANDUM

TO: Transportation Planning Board
FROM: Eric Randall, TPB Transportation Engineer
SUBJECT: Intercity Bus and Rail Travel Presentation Background
DATE: June 15, 2023

This memorandum provides background material for the presentation on intercity bus and rail travel being given to the Transportation Planning Board at its June 21, 2023 meeting. The presentation provides an overview of current information on intercity bus and rail travel as collected through online research. This information builds on previous intercity bus travel study efforts by the TPB in 2016 and provides initial information for work planned for FY 2024.

Federal Metropolitan Transportation Planning Regulations

Federal planning regulations related to the FAST Act and published in May 2016 (*Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning; Final Rule*) require MPO consideration of intercity travel in regional planning:

“... the MPO designated for each urbanized area is to carry out a continuing, cooperative, and comprehensive performance-based multimodal transportation planning process, including the development of a metropolitan transportation plan and a TIP, that encourages and promotes the safe and efficient development, management, and operation of surface transportation systems to serve the mobility needs of people and freight (including accessible pedestrian walkways, bicycle transportation facilities, and **intermodal facilities that support intercity transportation, including intercity buses and intercity bus facilities** and commuter vanpool providers) ... § 450.300(a)

Other federal language defines:

- *Intercity Bus* “**Regularly scheduled bus service** for the general public that operates **with limited stops over fixed routes connecting two or more urban areas not in close proximity**, that has the capacity for transporting baggage carried by passengers, and that makes meaningful connections with scheduled intercity bus service to more distant points, if such service is available.” (FTA C 9040.1G, Federal Transit Administration, 2014)
- *Intercity Rail*: “...**means rail passenger transportation**, except commuter rail passenger transportation.” (49 U.S. Code § 24102)

2016 Study and Count of Intercity Bus Traffic

In response to the new federal regulations, in the fall of 2016 the TPB conducted a count of intercity bus travel to and from the metropolitan Washington region. The report on the study collected information on bus stations and stops in the region, bus providers, trips and ridership, and rider origins and destinations.

Final Report (January 2017)

[Intercity Bus Traffic and Patronage in the Metropolitan Washington Region](#)

Presentation to the April 2017 meeting of the TPB Technical Committee

[2016 Count of Intercity Bus Traffic](#)

Work Planned for FY 2024

With the advent of the coronavirus pandemic in March 2020, discussion on conducting subsequent intercity bus studies was deferred. With the official conclusion of the pandemic in May 2023, TPB staff has begun planning for further research on intercity travel, expanding the scope to include rail services as well.

The [FY 2024 Unified Planning Work Program \(UPWP\)](#) has the following work item within Section 3.7 Regional Public Transportation Planning and Section 7.1 Transportation Research and Analysis.

“... conduct a regional survey gathering usage information on intercity buses, commuter buses, rail transit, and commuter rail, updating the survey last completed in 2016, to advise regional planning and coordination.” (pp. 50, 64)

Later this calendar year, planning will advance for the conduct of this work, including schedule, methodology, scope, and other aspects. The TPB Technical Committee and the TPB Regional Public Transportation Subcommittee will be involved as this work progresses.

ITEM 10 – Information

June 21, 2023

FY 2024 UPWP Projects Update

Background:

July 1 marks the start of a new fiscal year and TPB staff will be engaged in many new projects. Staff will provide an update on some of the FY 2024 UPWP activities.



MEMORANDUM

TO: TPB Technical Committee
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Status Report on FY 2024 UPWP Projects
DATE: June 15, 2023

The Fiscal Year (FY) 2024 Unified Planning Work Program was approved by the TPB on March 15, 2023, and the work will begin on July 1, 2023. The memorandum provides an overview of activities and studies that will take place in the coming year, focusing on three key themes: climate change; equity and access; and data collection and analysis.

FOCUS AREA - CLIMATE CHANGE

CLIMATE CHANGE MITIGATION PLANNING – IMPLEMENTATION SUPPORT

During FY 2024, TPB staff will have a role in supporting work on two newly established federal programs that are designed to support climate change mitigation planning and implementation efforts: the Carbon Reduction Program (CRP), established by the Bipartisan Infrastructure Law (BIL), and the Climate Pollution Reduction Grant (CPRG) program, established by the Inflation Reduction Act (IRA).

The CRP will provide five years of funding (FY 22- FY 26) for projects that reduce on-road transportation greenhouse gas emissions. Our region will receive a total of approximately \$12 million in suballocations for FY 22 and FY 23. During FY 24, TPB staff will have a coordination role with state DOT staff on projects selected for CRP funding, which must be identified in the TIP, and the Carbon Reduction Strategies that the states are required to develop as part of the CRP by November 15, 2023.

As part of the CPR program, COG, in partnership with the District of Columbia, will develop a Priority Climate Action Plan (PCAP), which is due in March 2024. The role of TPB staff on the region's PCAP is not yet defined; however, TPB staff expect to have at least a supporting role in the development of the plan. The PCAP is required for eligible entities that wish to apply for competitive implementation grants in the next stage of CPRG funding.

Additionally, during FY 24, as a follow-up to the greenhouse gas reduction goals and strategies that the TPB adopted in June 2022, TPB staff expect to enlist consultant support to examine implementation considerations for strategies that the TPB adopted for further exploration in coordination at the local and state levels.

TRANSPORTATION RESILIENCE STUDY PHASE II

The transportation resilience planning program is underway, starting with the Phase II Transportation Resilience Study. Together with member jurisdictions and agencies, TPB is developing a regional Transportation Resilience Improvement Plan (TRIP) as part of the second phase of its transportation resiliency study. This type of comprehensive plan for state or regional transportation resilience, the TRIP, is a major element of the Infrastructure Investment and Jobs Act (IIJA) Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program (PROTECT). Developing a TRIP can lower the non-federal construction match for projects funding by the PROTECT program from 20% to 13% and integrating that TRIP into the LRTP can reduce the match to 10%. The TPB's Phase II Resilience study – which will include a vulnerability assessment of risks posed by natural hazards on generalized transportation assets (phase 1) and regional-specific assets (phase 2) – will be guided by a regional working group who will primarily provide input and feedback on key milestones during the development of the TRIP through a series of meetings. The TRIP will also include a list of resilience projects to address the vulnerabilities previously identified, driven by member agencies responsible for the various regional transportation assets. This project will also convene a Resiliency Forum – which will include a broader swath of regional participants, seeking to include at least one representative from all member jurisdictions. The goal for the Forum will be to build knowledge of climate risks among the jurisdictions and collaborate with them to develop resilience solutions. The final component of the study will be an interactive map of major regional resilience hazards which will include climate hazard layers, transportation asset layers, and Equity Emphasis Areas.

REGIONAL ELECTRIC VEHICLE (EV) INFRASTRUCTURE DEPLOYMENT

During FY 24, TPB staff will support the Regional Electric Vehicle Deployment (REVD) Working Group, which was established by COG to serve as a forum for members to collaborate and coordinate on actions related to deploying EVs and EV infrastructure. One of the major work activities that the REVD Working Group will oversee during FY 24 is the development of a Regional Electric Vehicle Infrastructure Implementation Strategy. The strategy will be developed by the TPB's on-call consultant, ICF, and funded in part through the UPWP Technical Assistance Program. TPB staff will be part of the project team providing technical oversight and contract management.

The infrastructure implementation strategy is being designed to support state and local governments as they prioritize locations for publicly accessible EV infrastructure deployment. The strategy will provide electric vehicle projections for three forecast scenarios by county and recommend priority sites for EV infrastructure. The information provided in the strategy will inform states and local jurisdictions as they apply for funding from federal programs such as future funding opportunities from the BIL's Charging and Fueling Infrastructure (CFI) Discretionary Grant Program. TPB staff will continue to support state and local EV planning efforts, including state National Electric Vehicle Infrastructure (NEVI) planning requirements, with forums and technical assistance as practicable.

BUS DECARBONIZATION (TRANSITION TO ZEVs)

TPB staff will work with the region's transit agencies and jurisdictions to support the ZEV transition, evaluating how we can complement and add value to the work being done. Potential concepts include looking at infrastructure needs for e-bus charging at stops and stations, studying regional hydrogen (H2) infrastructure, or assisting with regional efforts in support of workforce development, maintenance support, joint procurements, and fire and safety training.

FOCUS AREA – EQUITY AND ACCESS

EQUITY EMPHASIS AREAS (EEAs)

Staff will conduct in-depth research and analysis of socioeconomic, demographic, and transportation/mobility characteristics of disadvantaged populations to identify their unmet mobility and accessibility needs. The purpose of this study will be to provide TPB member agencies, local governments, and transit agencies with findings and considerations as they identify future projects, programs, and policies as part of their transportation planning activities. This analysis will include a comparison of the new Justice40 disadvantaged communities, identified by the FHWA, within the TPB's planning area with the EEAs that the TPB has designated for purposes of its Environmental Justice (EJ) analysis. TPB staff recognize that the criteria used by USDOT to define its Justice40 disadvantaged communities differ from those used by the TPB to identify EEAs (which follows federal EJ analysis guidance), which can result in geographic differences.

ACCESS TO BUS SERVICES

Building on TPB and COG's previous work on the region's High-Capacity Transit Station (HCT) locations, this study will examine local bus and nonmotorized access to those stations. In particular, bus services connecting to other HCTs, to regional Activity Centers outside HCTs, and HCTs in COG's EEAs will be assessed as to the quality of local bus service provided.

In addition, current and planned HCT accessibility will be assessed to determine the potential need for improved bus access and improved pedestrian and non-motorized access.

FOCUS AREA – DATA COLLECTION AND ANALYSIS

INTERCITY BUS AND RAIL PASSENGER TRAVEL

Federal planning regulations require MPO consideration of intercity travel in regional planning. This work will revisit the TPB's 2016 Count of Intercity Bus Traffic study and update it by gathering usage information on intercity buses, commuter buses, rail transit, and commuter rail in the region.

COORDINATED TRANSIT ON-BOARD DATA COLLECTION

Staff plans to begin a multi-year process to facilitate coordination among the region's public transportation providers to collect transit on-board passenger trip information to ensure that the data collected will provide information needed by these transit agencies and by COG/TPB staff, who use the data to estimate, calibrate, and validate regional travel demand forecasting models.

ENHANCED CONGESTION ANALYSIS

Related to travel surveys, big data products that can provide information on travel to inform long-range regional planning as well as activities like the federally required Congestion Management Process (CMP) technical report, continue to be evaluated by TPB staff. Purchase of data from one or more data providers will be considered to meet varying requirements for data coverage and extent, period covered, and affordability.

TRAVEL MONITORING AND TRENDS ANALYSIS

One of the long-time core activities of TPB staff's data and research program is to monitor regional travel and analyze and report on travel trends to inform regional transportation planning. The tools of the trade used for this activity continue to evolve. Staff plans to enhance its travel monitoring program by acquiring a large dataset of passively collected trip information from a "big data" vendor. These data can help provide additional insights into the nature and characteristics of travel trends in the region. Staff will also continue to develop enhanced visualizations and data products and implement new data collection methods focused on obtaining regional travel information on a more frequent and ongoing basis.

ITEM 11 – Notice

June 21, 2023

VDOT Request to Amend the FY 2023-2026 TIP

Background:

VDOT is requesting an amendment to update all project and funding information in its portion of the FY 2023-2026 TIP to align funding with its Draft FY 2024-2027 Statewide Transportation Improvement Program (STIP). The Board will be asked to approve the amendment in July.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Notice of a Request to Amend the FY 2023-2026 Transportation Improvement Program (TIP) to Update Project and Funding Information for the Northern Virginia Section
DATE: June 15, 2023

The Virginia Department of Transportation (VDOT) has requested an amendment to revise its section of the FY 2023 – 2026 TIP for the National Capital Region including the addition of new projects as well as revisions to funding and project information for some existing projects. This amendment will update the TIP to align with VDOT's draft FY 2024–2027 Statewide Transportation Improvement Program (STIP). All projects are already included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 long-range transportation plan (LRTP) and the FY 2023-2026 TIP. The TPB will be asked to approve the amendment in July.

Note that the TPB's TIP covers fiscal years 2023 through 2026 and VDOT's proposed STIP will cover fiscal years 2024 through 2027. While there is an obvious overlap, the differences will be highlighted below.

VDOT'S amendment includes changes to 28 existing project or program records and 55 “new” project or program records not previously included in the FY 2023-2026 TIP as amended and modified through June 2023. Full funding for all projects and programs, including those represented in the 55 new records was included in the most recent financial analysis of the LRTP and the TIP. VDOT's proposed amendment increases the 4-year program total of the TIP from approximately \$1.96 billion to approximately \$8.84 billion, adding a net total of approximately \$6.89 billion in funding between FY 2023 and FY 2026. Additional funds totaling approximately \$232 million that VDOT will program for FY 2027 in the next TIP have been entered in the TPB's TIP management database application, Project InfoTrak but are not included in the total amounts described above. These updates to projects and funding amounts have been entered in Project InfoTrak under the formal amendment TIP Action 23-21.4.

Attached to this memo are: draft resolution R14-2023 to approve the amendments, a June 15, 2023, letter from VDOT requesting the amendment (Attachment A), an Amendment Summary report that provides an abbreviated list of projects and a breakdown of changes to funding amounts by fiscal year (Attachment B), and Program Overview report showing how the 83 new and updated project and program records will appear in the TIP after approval (Attachment C). The amounts described in VDOT's letter do not include funding from FY 2023 as the TPB's TIP does but do include their planned funding obligations for FY 2027.

This memorandum initiates 30-day public comment and inter-agency review period, that will conclude on Saturday, July 15, 2023. The TPB will be briefed on any comments received and asked to approve the amendment on July 19, 2023.

TPB R14-2023
July 19, 2023

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

RESOLUTION ON AMENDMENTS TO THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) THAT ARE EXEMPT FROM THE AIR QUALITY CONFORMITY REQUIREMENT TO UPDATE FUNDING IN THE NORTHERN VIRGINIA SECTION TO ALIGN WITH THE VIRGINIA DEPARTMENT OF TRANSPORTATION'S (VDOT) DRAFT FY 2024-2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP), AS REQUESTED BY VDOT

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

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

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

WHEREAS, VDOT has requested that the FY 2023-2026 TIP be amended to update its section of the TIP to align projects and funding with its draft FY 2024-2027 STIP, adding approximately \$6.89 billion in funding, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Letter from VDOT dated June 15, 2023 requesting the amendment,
- ATTACHMENT B) Amendment Summary report that provides an abbreviated list of records and a breakdown of funding changes by fiscal year,
- ATTACHMENT C) Programming Overview report showing how the program records will appear in the TIP following approval; and

WHEREAS, notice was provided in a memorandum to the TPB dated June 15, 2023 that VDOT had requested the amendments to the FY 2023-2026 TIP; and

WHEREAS, these amendments have been entered into the TPB's Project InfoTrak database under TIP Action 23-21.4, creating the 21st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, all projects and programs included in this set of amendments are either included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 and the FY 2023-2026 TIP, or are exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include the project and funding updates for the Virginia Department of Transportation's section, as described in the attached materials.



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

(804) 786-2701
Fax: (804) 786-2940

June 15, 2023

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

RE: Update of Virginia Projects in the National Capital Region FY 2023 – 2026 Transportation Improvement Program

Dear Chair Collins:

The Virginia Department of Transportation (VDOT) requests amendments to the FY 2023 – 2026 Transportation Improvement Program (TIP) to update financial information of 83 transportation projects based on the Virginia's FY 2024 – 2027 Statewide Transportation Improvement Program (STIP). These projects are already included in the current Long-Range Transportation Plan (LRTP) known as Visualize 2045.

A prerequisite to adopting the STIP is having the Transportation Planning Board's TIP reflect the planned federal funding obligations listed in the proposed STIP. Given the importance of this TIP amendment, VDOT requests that this TIP amendment be considered and acted upon by the TPB Board at its meeting on July 19th, 2023.

The proposed TIP Amendment in the amount of \$5,022,950,202 reflects the planned federal funding obligations listed in the VDOT's proposed FY 2024 – 2027 STIP. The amendment adds funding based on the Virginia's FY 2023 – 2028 Six Year Improvement Program approved by the Commonwealth Transportation Board. The regionally significant projects included in this proposed TIP amendment are already included in the most recently approved regional air quality conformity analysis of the LRTP and TIP. The attached Northern Virginia TIP report tables provide detailed funding information about the individual projects and programs included in the TIP update.

VDOT's representative will be in attendance to answer any questions about the amendment request. Thank you for your consideration of this matter.

Sincerely,


John D. Lynch, P.E.
Northern Virginia District Engineer

Cc: Ms. Maria Sinner, P.E., VDOT-NoVA
Mr. Amir Shahpar, P.E., VDOT-NoVA
Ms. Deborah Grant, VDOT

ATTACHMENT B
Amendment Summary for
TIP Action 23-21.4: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by the Virginia Department of Transportation

TIP ID	PROJECT TITLE	2023	2024	2025	2026	4-YEAR TOTAL	TOTAL PROG*
T6548	#HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES	\$0	\$5,402,149	\$0	\$0	\$5,402,149	\$9,074,790
T6546	#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE	\$0	\$19,923,025	\$0	\$0	\$19,923,025	\$29,865,085
T6539	#HB2.FY17 Rte 7 Corridor Improvements - Phase 2	\$0	\$48,727,179	\$0	\$0	\$48,727,179	\$106,407,044
T6707	BRADDOCK ROAD S-CURVE	\$0	\$550,000	\$0	\$1,000,000	\$1,550,000	\$3,695,000
T6449	Frontier Dr Extension (PE Only)	\$0	\$2,600,000	\$0	\$0	\$2,600,000	\$12,600,000
T6547	HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT	\$0	\$8,288,563	\$0	\$0	\$8,288,563	\$14,714,618
T11609	HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 234	\$0	\$274,480	\$0	\$0	\$274,480	\$274,480
T6273	HOT Lanes Bicycle/Pedestrian Facilities - Phase II	\$0	\$4,399,012	\$0	\$0	\$4,399,012	\$12,527,544
T11577	I-495 EXPRESS LANES NORTHERN EXTENSION	\$0	\$0	\$0	\$0	\$0	\$559,323,951
T11576	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan	\$0	\$57,400,000	\$0	\$0	\$57,400,000	\$57,400,000
T6361	I-495 Northern Section Shoulder Use Debt Service	\$0	\$8,228,282	\$0	\$0	\$8,228,282	\$21,396,496
T5930	I-66 / Route 15 IINTERCHANGE RECONSTRUCTION	\$0	\$23,690,240	\$0	\$0	\$23,690,240	\$56,738,654
T6543	I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES	\$0	\$4,338,854	\$0	\$0	\$4,338,854	\$14,264,709
T6544	I-66 Inside of the Beltway Initiatives	\$29,118,398	\$56,237,124	\$0	\$0	\$85,355,522	\$110,510,626
T6545	I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES	\$2,729,704	\$11,797,758	\$0	\$0	\$14,527,462	\$33,263,325
T6265	I-95 HOV/HOT Lanes Debt Service UPC 103222	\$0	\$7,119,194	\$0	\$0	\$7,119,194	\$124,328,195
T11607	Sycolin Road Widening Project (PE Only)	\$0	\$3,878,437	\$0	\$17,187,853	\$21,066,290	\$42,595,790
T6604	Lee Highway Widening Phase II	\$0	\$95,569,999	\$0	\$0	\$95,569,999	\$97,020,683
T6605	Lee Highway Widening Phase II - GARVEE DEBT SERVICE	\$0	\$150,058	\$629,859	\$0	\$779,917	\$1,965,483
T6682	I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294	\$0	\$141,388	\$0	\$0	\$141,388	\$23,721,497
T11617	NORTH WOODBRIDGE MOBILITY IMPROVEMENTS (MARINA WAY EXTENDED)	\$0	\$3,570,359	\$0	\$10,071,060	\$13,641,419	\$25,310,279
T11602	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	\$0	\$950,000	\$87,033,507	\$114,847,280	\$202,830,787	\$204,510,787
T6692	Route 1 Widening (Fraleay Blvd) *****	\$0	\$60,724,628	\$0	\$0	\$60,724,628	\$177,035,188
T6583	Soapstone Connector	\$0	\$233,540,000	\$0	\$0	\$233,540,000	\$235,000,000
T6695	UNIVERSITY BLVD EXTENSION (DEVLIN RD TO WELLINGTON RD)	\$0	\$0	\$7,000,000	\$0	\$7,000,000	\$25,000,000
T6680	US 1 Bus Rapid Transit	\$0	\$0	\$0	\$0	\$0	\$2,289,501
T6659	VA Route 645 Extended - Westwind Drive	\$0	\$0	\$0	\$7,600,000	\$7,600,000	\$43,278,410
T6701	VA286 POPES HEAD RD INTERCHANGE GARVEE DEBT SERVICE	\$0	\$0	\$2,884,396	\$322,299	\$3,206,695	\$3,511,301
T6699	VRE MANASSAS LINE CAPACITY EXPANSION	\$0	\$105,013,000	\$0	\$0	\$105,013,000	\$105,013,000
T13552	#SGR23VB-RTE0 S.ABINGDON STOVER I-395 BRIDGE REHAB(FED ID 5)	\$0	\$9,550,000	\$0	\$0	\$9,550,000	\$9,550,000
T13557	ARCOLA MILLS DRIVE - SEGMENT 1 WIDEN TO 4 LANES	\$0	\$4,955,142	\$0	\$0	\$4,955,142	\$4,955,142
T13553	COUNTRY CLUB COMMONS CONNECTOR TRAIL (SMART 22)	\$0	\$990,434	\$0	\$0	\$990,434	\$990,434
T13559	DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD	\$0	\$4,999,103	\$0	\$0	\$4,999,103	\$4,999,103
T6255	Eisenhower Avenue Widening WIDENING TO SIX LANE; rem/rep ex TC w/ TS at	\$0	\$3,961,996	\$0	\$0	\$3,961,996	\$10,770,767
T13548	G Street Sidewalk Improvements	\$0	\$692,728	\$0	\$914,478	\$1,607,206	\$1,607,206
T6280	GEC Design Services I495/DAAH Interchange Improvements	\$0	\$5,058,192	\$0	\$0	\$5,058,192	\$50,092,845
T6589	I-395 AUXILIARY LANE - SOUNDWALLS	\$0	\$350,000	\$0	\$0	\$350,000	\$6,650,000
T6588	I-395 NORTHERN EXTENSION MULTI-MODAL ACCESS TO PENTAGON (2B)	\$0	\$250,000	\$0	\$0	\$250,000	\$6,250,000
T6587	I-395 Project owner's cost	\$0	\$350,000	\$0	\$0	\$350,000	\$25,350,000
T6624	I-495 Express Lanes Northern Extension	\$0	\$13,799,970	\$0	\$0	\$13,799,970	\$19,799,970
T6279	I-495 Hot Lane Support	\$0	\$17,741,686	\$0	\$0	\$17,741,686	\$52,034,475
T11601	I-4995 Next Transit Investment - Monitoring Funds	\$0	\$0	\$0	\$0	\$0	\$5,200,000
T13537	I-66 Corridor Improvements Project	\$0	\$3,059,803,774	\$0	\$0	\$3,059,803,774	\$3,071,803,774
T13547	I-81 Operational Improvements - Program UPC	\$0	\$9,618,000	\$0	\$0	\$9,618,000	\$9,618,000
T6723	I-95 CIP Advanced Work Zone Technology - Program UPC	\$0	\$950,000	\$0	\$0	\$950,000	\$950,000
T6725	I-95 CIP Corridor Tech Improvements Program UPC	\$0	\$3,202,500	\$0	\$0	\$3,202,500	\$3,202,500
T6722	I-95 CIP Geofenced Emerg Notifications- Program UPC	\$0	\$200,000	\$0	\$0	\$200,000	\$200,000
T6721	I-95 CIP Ramp Metering Program UPC	\$0	\$5,700,000	\$0	\$0	\$5,700,000	\$5,700,000
T6720	I-95 CIP Variable Speed Limits - Program UPC	\$0	\$4,912,629	\$0	\$0	\$4,912,629	\$4,912,629
T6264	I-95 HOV/HOT Lanes Construction	\$0	\$0	\$0	\$0	\$0	\$785,756,087
T6261	I-95 HOV/HOT Lanes Project PPTA Develop and Mgt. Oversight	\$0	\$16,151,742	\$0	\$0	\$16,151,742	\$45,941,416
T6314	Mulligan Rd Realign Rt. 235 and Widen Rt. 619	\$0	\$0	\$0	\$0	\$0	\$12,991,961
T13536	Neabsco Mills Road widen to 4 lanes	\$0	\$16,871,677	\$0	\$0	\$16,871,677	\$26,562,731
CE3737	Northstar Boulevard - TIP	\$0	\$2,888,456	\$0	\$0	\$2,888,456	\$2,888,456
T6697	POTOMAC YARD METRO RAIL STATION INCLUDING SOUTHWEST ENTRANCE	\$0	\$0	\$0	\$0	\$0	\$20,000,000
T13549	PWCS Safe Routes To School Program Coordinator/Development	\$0	\$174,833	\$0	\$0	\$174,833	\$174,833
T6353	REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CREEK	\$0	\$0	\$0	\$0	\$0	\$24,810,569
T6665	ROCK HILL ROAD OVERPASS (CONNECTOR ROAD FROM SUNRISE VALLEY DR	\$0	\$0	\$0	\$0	\$0	\$1,000,000
T13555	Route 15 Roundabout and Braddock Road	\$0	\$1,000,000	\$0	\$1,200,000	\$2,200,000	\$7,900,000
T6301	Route 7 - Widen to Six Lanes	\$0	\$132,054,260	\$0	\$0	\$132,054,260	\$186,145,901
T13534	Route 7 George Washington Boulevard Overpass	\$0	\$5,593,896	\$0	\$0	\$5,593,896	\$25,713,218
T6302	RT 28 Widen to Four Lanes Including RT 215 Re-alignment	\$0	\$1,031,561	\$0	\$0	\$1,031,561	\$35,117,821
T6574	RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W	\$0	\$0	\$0	\$0	\$0	\$23,831,630

EXISTING FY 23-26 TIP RECORDS UPDATE BY THIS AMENDMENT

NEW RECORDS ADDED TO FY 23-26 TIP BY THIS AMENDMENT

ATTACHMENT B
Amendment Summary for
TIP Action 23-21.4: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by the Virginia Department of Transportation

TIP ID	PROJECT TITLE	2023	2024	2025	2026	4-YEAR TOTAL	TOTAL PROG*
T6554	RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN	\$0	\$49,550	\$0	\$0	\$49,550	\$11,339,333
T5926	Rte 7/ Rte 659 Interchange	\$0	\$62,737,749	\$0	\$0	\$62,737,749	\$72,302,615
T13556	Seven Corners Ring Road (Phase 1A Segment 1A)	\$0	\$0	\$0	\$4,252,158	\$4,252,158	\$4,252,158
T13530	Springfield Commuter Parking Garage	\$0	\$7,717,812	\$0	\$0	\$7,717,812	\$48,242,059
T13546	Statewide Technology for Operations	\$0	\$2,000,000	\$0	\$0	\$2,000,000	\$2,000,000
T6203	Sycolin Road	\$0	\$1,728,523	\$0	\$0	\$1,728,523	\$9,475,771
T13550	Token Forest Drive Sidewalk	\$0	\$302,913	\$105,080	\$491,424	\$899,417	\$899,417
T6585	TRANSFORM66 OUTSIDE THE BELTWAY (P3 Project)	\$0	\$3,031,403,774	\$0	\$0	\$3,031,403,774	\$3,031,403,774
T13529	US 1/ VA 123 Interchange, Widen	\$0	\$52,828,893	\$0	\$0	\$52,828,893	\$157,610,626
T6310	US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening only)	\$0	\$11,514,391	\$0	\$0	\$11,514,391	\$59,048,735
T4637	US 50 - 6-Lane Widening from Sully Rd. to Poland Rd.	\$0	\$10,110,136	\$0	\$0	\$10,110,136	\$87,779,019
T13540	VA 28 Centreville Road (widen from 4-6 lanes divided)	\$0	\$46,497,937	\$0	\$0	\$46,497,937	\$79,457,408
CE3219	VA 28 Widening	\$14,606	\$6,130,943	\$0	\$0	\$6,145,549	\$17,302,762
T13527	VA 638 Rolling Road Widening	\$0	\$53,238,757	\$0	\$0	\$53,238,757	\$69,432,282
T6335	VA 659 Reconstruct to 4 Lanes	\$0	\$0	\$0	\$0	\$0	\$51,385,791
T13551	VDOT OVERSIGHT - ROUTE 1 (FRALEY BLVD) WIDENING	\$0	\$427,000	\$15,000	\$0	\$442,000	\$442,000
T6696	Virginia Statewide Vehicle Fuel Conversion Program	\$0	\$360,000	\$0	\$0	\$360,000	\$360,000
T6041	Virginia Statewide Vehicle Fuel Conversion Program	\$0	\$6,177,409	\$0	\$0	\$6,177,409	\$8,147,482
CE3713	West End Transit Way Phase II	\$0	\$31,696,000	\$0	\$0	\$31,696,000	\$31,696,000
T6204	Widen US Route 1	\$0	\$0	\$251,228	\$0	\$251,228	\$3,748,370
T6519	#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1 & PHASE 2	\$23,724,990	\$0	\$0	\$0	\$23,724,990	\$190,745,565
T8968	#SMART18 - POTOMAC TOWN CENTER GARAGE - GARVEE DEBT SERVICE	\$0	\$8,735,720	\$0	\$0	\$8,735,720	\$8,735,720
T6671	Alexandria Potomac Yard Metro Station Improvements, Including Southwest	\$15,842,000	\$0	\$0	\$0	\$15,842,000	\$370,000,000
T6328	Amenities	\$650,000	\$1,924,000	\$0	\$0	\$2,574,000	\$2,574,000
T6447	Belmont Ridge Road (Route 659), South of the Dulles Greenway	\$40,617,689	\$0	\$0	\$0	\$40,617,689	\$40,617,689
T5965	Boundary Chanel Drive Modifications	\$0	\$0	\$0	\$0	\$0	\$27,270,000
T5768	BRAC - Economic Development	\$0	\$0	\$0	\$0	\$0	\$5,692,000
T11626	Bus Shelter Program	\$300,000	\$0	\$0	\$0	\$300,000	\$300,000
T6700	CLEAN AIR PARTNERS	\$210,334	\$0	\$0	\$0	\$210,334	\$210,334
T6627	COMMUTER ASSISTANCE PROGRAM	\$7,106,792	\$878,000	\$0	\$0	\$7,984,792	\$7,984,792
T6681	CONNECTOR BRIDGE CRYSTAL CITY TO WASHINGTON NATIONAL AIRPORT	\$0	\$2,500,000	\$0	\$0	\$2,500,000	\$26,500,000
T5503	Construction: Bridge Rehabilitation/Replacement/Reconstruction	\$2,408,000	\$0	\$0	\$0	\$2,408,000	\$2,408,000
T6670	Crystal City Metro Station East Entrance	\$0	\$37,589,400	\$0	\$0	\$37,589,400	\$97,132,800
T6672	Crystal City Potomac Yard BRT Expansion	\$1,500,000	\$1,000,000	\$0	\$0	\$2,500,000	\$8,587,378
T11619	CSX OVERPASS AT NEWINGTON ROAD	\$2,000,000	\$0	\$0	\$0	\$2,000,000	\$32,185,000
T6602	Dulles West Boulevard Phase III	\$0	\$0	\$0	\$0	\$0	\$22,700,000
T6520	Fairfax County Parkway widen from 4 to 6 lanes	\$8,132,000	\$0	\$0	\$0	\$8,132,000	\$115,036,346
T6628	FAIRFAX COUNTYWIDE TRANSIT STORES	\$650,000	\$650,000	\$0	\$0	\$1,300,000	\$1,300,000
T6664	FARMWELL ROAD WIDENING FROM 4 TO 6 LANES (PE ONLY)	\$0	\$0	\$0	\$0	\$0	\$32,100,000
T4489	Grant and Project Management	\$1,950,000	\$650,000	\$650,000	\$650,000	\$3,900,000	\$3,900,000
T11614	I-495 Southside Express Lanes Advance Activities	\$6,000,000	\$0	\$0	\$0	\$6,000,000	\$6,000,000
T11510	I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.	\$0	\$0	\$0	\$0	\$0	\$60,000,000
T11581	L'Enfant Station and Fourth Track	\$73,467,076	\$11,122,924	\$0	\$0	\$84,590,000	\$84,590,000
T11616	Minnieville Road/Prince William Parkway Interchange	\$14,500,000	\$0	\$0	\$0	\$14,500,000	\$18,031,000
T6541	NEABSCO MILLS ROAD - Widen to 4 lanes	\$11,605,000	\$1,376,644	\$0	\$0	\$12,981,644	\$29,385,425
T6687	NORTHSTAR BLVD EXTENSION	\$0	\$0	\$0	\$0	\$0	\$16,670,613
T6634	Northstar Blvd. Extension	\$61,714,107	\$0	\$0	\$0	\$61,714,107	\$170,843,682
T5707	PRTC Security Enhancements	\$61,800	\$0	\$0	\$0	\$61,800	\$61,800
T6443	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	\$79,713,704	\$0	\$0	\$0	\$79,713,704	\$258,948,692
T6662	Riverside Parkway (VA Route 7 North Collector Road) Extension	\$0	\$0	\$0	\$0	\$0	\$14,027,000
T6247	Rolling Road	\$54,078,000	\$0	\$0	\$0	\$54,078,000	\$93,459,000
T6309	Route 123/ Route 1 Interchange in PWC	\$0	\$0	\$0	\$0	\$0	\$101,580,472
T6298	Route 28 Widening	\$0	\$0	\$0	\$0	\$0	\$20,959,000
T6553	ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS	\$0	\$0	\$0	\$0	\$0	\$33,470,732
T6618	ROUTE 7/ROUTE 690 INTERCHANGE SMART18	\$0	\$43,610,180	\$0	\$0	\$43,610,180	\$52,685,000
T6693	RTE 15 IMPROVEMENT WITH RAILROAD OVERPASS	\$0	\$2,065,000	\$0	\$0	\$2,065,000	\$45,000,000
T6623	Rte 621 BALLS FORD ROAD WIDEN TO 4 LANES	\$0	\$0	\$0	\$0	\$0	\$67,405,000
T4277	Security Enhancements Systemwide	\$1,893,700	\$105,000	\$105,000	\$105,000	\$2,208,700	\$2,208,700
T6281	Springfield CBD Commuter Parking Garage	\$0	\$0	\$0	\$0	\$0	\$58,373,120
T6663	STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW ALIGNMENT	\$0	\$0	\$0	\$0	\$0	\$24,100,000
T6346	Sycolin Road Paving and Widening	\$0	\$0	\$0	\$0	\$0	\$3,878,437
T5525	TIP Grouping for Preventive Maintenance for Bridges	\$8,528,935	\$9,078,059	\$0	\$0	\$17,606,994	\$35,060,141
T5506	TIP Grouping project for Construction: Safety/ITS/Operational Improvements	\$99,700,000	\$49,964,000	\$0	\$0	\$149,664,000	\$149,664,000

NEW RECORDS ADDED TO FY 23-26 TIP BY THIS AMENDMENT

EXISTING FY 23-26 TIP RECORDS NOT UPDATED BY THIS AMENDMENT

ATTACHMENT B
Amendment Summary for
TIP Action 23-21.4: Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by the Virginia Department of Transportation

TIP ID	PROJECT TITLE	2023	2024	2025	2026	4-YEAR TOTAL	TOTAL PROG*
T5523	TIP Grouping project for Construction: Transportation Enhancement Byway Non-	\$6,579,600	\$16,509,600	\$0	\$0	\$23,089,200	\$23,089,200
T5526	TIP Grouping project for Maintenance: Traffic and Safety Operations	\$14,988,595	\$7,077,000	\$0	\$0	\$22,065,595	\$48,253,974
T5524	TIP Grouping project for Preventive Maintenance and System Preservation	\$35,157,004	\$16,947,282	\$0	\$0	\$52,104,286	\$94,389,075
T6549	TRANSFORM I-66 OVERSIGHT PROJECT	\$0	\$25,400,000	\$0	\$0	\$25,400,000	\$155,200,000
T6333	Transit : Access	\$6,250,000	\$17,023,000	\$0	\$0	\$23,273,000	\$23,273,000
T6331	Transit : Vehicles	\$3,500,000	\$14,973,000	\$0	\$0	\$18,473,000	\$18,473,000
T6330	Transit Ridesharing	\$1,290,000	\$177,400	\$0	\$0	\$1,467,400	\$1,467,400
T6266	Transit Store Funding - Alexandria	\$0	\$600,000	\$0	\$0	\$600,000	\$600,000
T11635	UNIVERSITY BLVD EXTENSION (EDMONSTON TO SUDLEY MANOR)	\$20,949,735	\$0	\$0	\$0	\$20,949,735	\$20,949,735
T6621	VA 234 Bypass Interchange @ Balls Ford Road	\$0	\$0	\$0	\$0	\$0	\$145,000,000
T6694	VA 286 - POPES HEAD ROAD INTERCHANGE	\$89,237,263	\$0	\$0	\$0	\$89,237,263	\$89,237,263
T6205	VA Route 28 Study	\$0	\$0	\$0	\$0	\$0	\$3,663,000
T6450	VA Route 28 Widening (Prince William County Line to Route 29)	\$0	\$0	\$0	\$0	\$0	\$68,829,000
T8605	Van Buren Road Extension Project (PE Only)	\$0	\$4,000,000	\$4,000,000	\$0	\$8,000,000	\$8,000,000
T11606	VRE Fredericksburg Station Rehabilitation	\$0	\$0	\$0	\$0	\$0	\$7,704,496
T4070	VRE Storage Yards Improvements	\$83,693,631	\$67,956,509	\$0	\$0	\$151,650,140	\$151,650,140
T6537	Widen East Spring Street	\$7,939,030	\$2,174,196	\$0	\$0	\$10,113,226	\$22,595,975
T6631	WMATA REPLACEMENT BUSES	\$0	\$3,700,000	\$0	\$0	\$3,700,000	\$3,700,000
TIP Totals as Amended and Modified through June 2023:		\$817,801,693	\$7,758,075,009	\$102,674,070	\$158,641,552	\$8,837,192,324	\$13,620,890,202
TIP Totals after Approval of Formal Amentment TIP Action 23-21.4:		\$1,382,294,970	\$563,396,768	\$4,755,000	\$755,000	\$1,951,201,738	\$6,180,538,656
Delta:		(\$564,493,277)	\$7,194,678,241	\$97,919,070	\$157,886,552	\$6,885,990,586	\$7,440,351,546

EXISTING RECORDS NOT UPDATED BY THIS AMENDMENT

* TOTAL PROG (or Total Amount Programmed) includes funds obligated prior to FY 2023 and planned funding obligations in FY 2027.

TIP ID CE3219
Project Name VA 28 Widening
Project Limits Godwin Drive to Manassas City Limits - west
Description VA 28 Widening

Lead Agency Virginia Department of Transportation
County
Municipality City of Manassas
Agency Project ID 96721

Project Type Road - Other Improvement
Total Cost \$17,373,951
Completion Date 2020

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	\$1,072,898	-	-	-	-	-	-	\$1,072,898
PE		DC/STATE	\$152,276	-	-	-	-	-	-	\$152,276
PE		STBG	\$209,625	-	-	-	-	-	-	\$209,625
		<i>Total PE</i>	\$1,434,799	-	-	-	-	-	-	\$1,434,799
ROW		RSTP	\$730,380	-	-	-	-	-	-	\$730,380
		<i>Total ROW</i>	\$730,380	-	-	-	-	-	-	\$730,380
CON		LBD	-	-	\$5,178,606	-	-	-	\$5,178,606	\$5,178,606
CON		RSTP	\$8,295,695	-	\$196,770	-	-	-	\$196,770	\$8,492,465
CON		DC/STATE	-	\$14,606	\$755,567	-	-	-	\$770,173	\$770,173
CON		STBG	\$696,339	-	-	-	-	-	-	\$696,339
		<i>Total CON</i>	\$8,992,034	\$14,606	\$6,130,943	-	-	-	\$6,145,549	\$15,137,583
		<i>Total Programmed</i>	\$11,157,213	\$14,606	\$6,130,943	-	-	-	\$6,145,549	\$17,302,762

*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Converted to TIP Project

Funding Change(s):

Total project cost decreased from to \$17,302,762



TIP ID CE3713
Project Name West End Transit Way Phase II
Project Limits Van Dorn Street Metro to Landmark Mall
Description Southern Extension of West End Transit way

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 115548 & 115532

Project Type Transit - Other
Total Cost \$31,696,000
Completion Date 2025

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		S. 5312	-	-	\$31,696,000	-	-	-	\$31,696,000	\$31,696,000
		<i>Total CON</i>	-	-	\$31,696,000	-	-	-	\$31,696,000	\$31,696,000
		<i>Total Programmed</i>	-	-	\$31,696,000	-	-	-	\$31,696,000	\$31,696,000

*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Converted to TIP Project

Funding Change(s):

Total project cost increased from \$0 to \$31,696,000

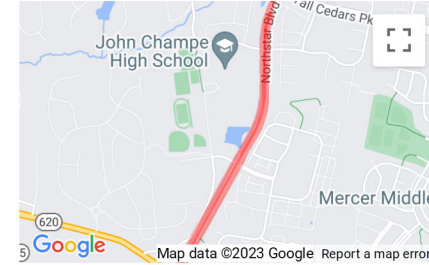


TIP ID CE3737
Project Name Northstar Boulevard - TIP
Project Limits Tall Cedars Parkway to Braddock Road
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID

Project Type Road - Add Capacity/Widening
Total Cost \$2,888,456
Completion Date 2028

Description 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

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$2,888,456	-	-	-	\$2,888,456	\$2,888,456
		<i>Total PE</i>	-	-	\$2,888,456	-	-	-	\$2,888,456	\$2,888,456
		<i>Total Programmed</i>	-	-	\$2,888,456	-	-	-	\$2,888,456	\$2,888,456



Version History

TIP Document	Amendment	MPO Approval	FHWA Approval	FTA Approval
23-21.4	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Converted to TIP Project

Funding Change(s):

Total project cost decreased from \$30,000,000 to \$2,888,456



TIP ID: T11576
 Project Name: I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan
 Project Limits: S. of Old Dominion Drive to American Legion Bridge
 Lead Agency: Virginia Department of Transportation
 County: Fairfax
 Municipality:
 Agency Project ID: 116754

Project Type: Transportation Operations
 Total Cost: \$57,400,000
 Completion Date: 2026

Description: FROM: S. of Old Dominion Drive TO: American Legion Bridge

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	AC	RSTP	-	-	\$5,000,000	-	-	-	\$5,000,000	\$5,000,000
ROW	ACCP	RSTP	-	-	\$5,000,000	-	-	-	*	*
		<i>Total ROW</i>	-	-	\$5,000,000	-	-	-	\$5,000,000	\$5,000,000
CON		NHPP	-	-	\$30,715,761	-	-	-	\$30,715,761	\$30,715,761
CON	AC	RSTP	-	-	\$6,447,557	-	-	-	\$6,447,557	\$6,447,557
CON	ACCP	RSTP	-	-	\$6,447,557	-	-	-	*	*
CON		DC/STATE	-	-	\$15,236,682	-	-	-	\$15,236,682	\$15,236,682
		<i>Total CON</i>	-	-	\$52,400,000	-	-	-	\$52,400,000	\$52,400,000
		<i>Total Programmed</i>	-	-	\$57,400,000	-	-	-	\$57,400,000	\$57,400,000

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-11.3	Amendment	2023-2026	02/15/2023	Pending	N/A
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):
 Total project cost stays the same \$57,400,000
 * ACCP is not part of the Total



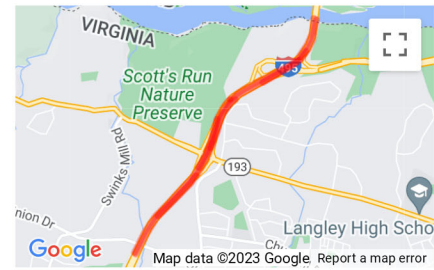
TIP ID T11577
Project Name I-495 EXPRESS LANES NORTHERN EXTENSION
Project Limits S. of Old Dominion Drive to American Legion Bridge

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 115401

Project Type Road - HOV/Managed Lanes
Total Cost \$559,323,951
Completion Date 2026

Description The northern extension of VDOTs I-495 High Occupancy/Toll (HOT) lanes has been in the long range transportation plan since 2005, as part of the larger project that resulted in creation of HOT lanes from the Springfield Interchange to Old Dominion Drive near Tysons. The plan is being amended to better coordinate with the I-495 HOT lanes project in Maryland. VDOT will extend the I-495 HOT Lanes from Old Dominion Drive north to the American Legion Bridge. The project will include two HOT lanes in each direction. VDOT anticipates this will be funded primarily by toll revenues, possibly through a public private partnership

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		P3	\$559,323,951	-	-	-	-	-	-	\$559,323,951
		<i>Total CON</i>	\$559,323,951	-	-	-	-	-	-	\$559,323,951
		<i>Total Programmed</i>	\$559,323,951	-	-	-	-	-	-	\$559,323,951



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$559,323,951



TIP ID: T11601
 Project Name: I-4995 Next Transit Investment - Monitoring Funds
 Project Limits:
 Lead Agency: Virginia Department of Transportation
 County:
 Municipality:
 Agency Project ID: 120823
 Description: Monitoring Funds for reimbursing localities for transit costs

Project Type: Transit - Administration
 Total Cost: \$5,200,000
 Completion Date: 2026

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		DC/STATE	\$5,200,000	-	-	-	-	-	-	\$5,200,000
		<i>Total CON</i>	\$5,200,000	-	-	-	-	-	-	\$5,200,000
		<i>Total Programmed</i>	\$5,200,000	-	-	-	-	-	-	\$5,200,000

*Not Location Specific

Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$5,200,000

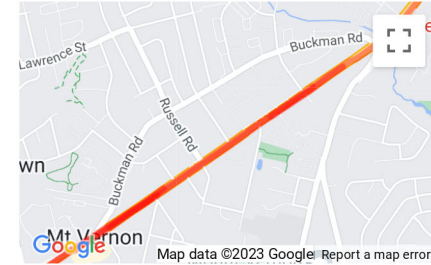


TIP ID T11602 **Lead Agency** Virginia Department of Transportation
Project Name RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2 **County**
Project Limits Frye Road to Sherwood Hall Road **Municipality**
Agency Project ID 120800

Description Widen from 4 to 6 lanes and add bike and ped facilities from 0.13 miles north of Frye Road to Sherwood Hall Lane.

Project Type Road - Add Capacity/Widening
Total Cost \$204,510,787
Completion Date 2028

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	\$1,680,000	-	\$760,000	-	-	-	\$760,000	\$2,440,000
PE		DC/STATE	-	-	\$190,000	-	-	-	\$190,000	\$190,000
		Total PE	\$1,680,000	-	\$950,000	-	-	-	\$950,000	\$2,630,000
ROW		NVTA	-	-	-	\$85,219,934	-	-	\$85,219,934	\$85,219,934
ROW		RSTP	-	-	-	\$1,450,858	-	-	\$1,450,858	\$1,450,858
ROW		DC/STATE	-	-	-	\$362,715	-	-	\$362,715	\$362,715
		Total ROW	-	-	-	\$87,033,507	-	-	\$87,033,507	\$87,033,507
CON		DC/STATE	-	-	-	-	\$114,847,280	-	\$114,847,280	\$114,847,280
		Total CON	-	-	-	-	\$114,847,280	-	\$114,847,280	\$114,847,280
		Total Programmed	\$1,680,000	-	\$950,000	\$87,033,507	\$114,847,280	-	\$202,830,787	\$204,510,787



Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	Pending	Pending	Pending
23-05.3	Amendment 2023-2026	11/16/2022	Pending	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

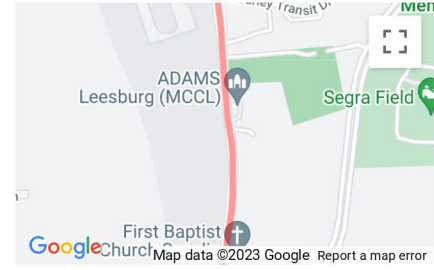
Total project cost decreased from \$204,930,787 to \$204,510,787



TIP ID	T11607	Lead Agency	Virginia Department of Transportation	Project Type	Preliminary Engineering/Environmental Analysis
Project Name	Sycolin Road Widening Project (PE Only)	County	Loudoun	Total Cost	\$42,595,790
Project Limits	Loudoun Center Place to Crosstrail Blvd	Municipality		Completion Date	2033

Description Agency Project ID: Preliminary engineering for the Sycolin Road widening project between Loudoun Center Place and Crosstrail Blvd, to a 4-lane roadway and will include 16 median, share use path, access management improvements to Leesburg Airport and park and ride lot.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$3,878,437	-	-	-	\$3,878,437	\$3,878,437
		<i>Total PE</i>	-	-	\$3,878,437	-	-	-	\$3,878,437	\$3,878,437
ROW		DC/STATE	-	-	-	-	\$17,187,853	-	\$17,187,853	\$17,187,853
		<i>Total ROW</i>	-	-	-	-	\$17,187,853	-	\$17,187,853	\$17,187,853
CON		DC/STATE	-	-	-	-	-	\$21,529,500	-	\$21,529,500
		<i>Total CON</i>	-	-	-	-	-	\$21,529,500	-	\$21,529,500
		<i>Total Programmed</i>	-	-	\$3,878,437	-	\$17,187,853	\$21,529,500	\$21,066,290	\$42,595,790



Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-01.3	Amendment	2023-2026	09/21/2022	10/22/2022	10/22/2022
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$3,878,437 to \$42,595,790



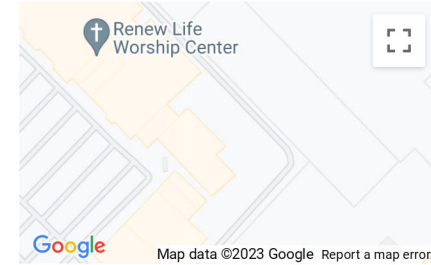
TIP ID T11617
Project Name NORTH WOODBRIDGE MOBILITY IMPROVEMENTS (MARINA WAY EXTENDED)
Project Limits Annapolis Way to VA 123 (Gordon Blvd.)

Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 120778

Project Type Road - New Construction
Total Cost \$25,310,279
Completion Date 2029

Description Extend Marina Way by 0.26 miles as a 4 lane roadway connecting from Rte 123 (Gordon Blvd) to Annapolis Way. Includes a 5 SW, turn lane & shoulder improvements, signal mods, ROW acquisition & utility relocation.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$3,570,359	-	-	-	\$3,570,359	\$3,570,359
		<i>Total PE</i>	-	-	\$3,570,359	-	-	-	\$3,570,359	\$3,570,359
ROW		DC/STATE	-	-	-	-	\$10,071,060	-	\$10,071,060	\$10,071,060
		<i>Total ROW</i>	-	-	-	-	\$10,071,060	-	\$10,071,060	\$10,071,060
CON		DC/STATE	-	-	-	-	-	\$11,668,860	-	\$11,668,860
		<i>Total CON</i>	-	-	-	-	-	\$11,668,860	-	\$11,668,860
		<i>Total Programmed</i>	-	-	\$3,570,359	-	\$10,071,060	\$11,668,860	\$13,641,419	\$25,310,279



Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-09.3	Amendment	2023-2026	01/18/2023	Pending	N/A
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$25,310,279

TIP ID: T13527
 Project Name: VA 638 Rolling Road Widening
 Project Limits: VA 6945 Hunter Village Drive to VA Old Keene Mill Road
 Lead Agency: Virginia Department of Transportation
 County: Fairfax
 Municipality:
 Agency Project ID: 5559
 Description: Widen Rolling Road to 4 lanes. From 0.369 mile north Rte 7100 (Fairfax County Parkway to Rte 644 (Old Keene Mill Road).

Project Type: Road - Other Improvement
 Total Cost: \$69,432,282
 Completion Date: 2026

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		CMAQ	\$31,640	-	-	-	-	-	-	\$31,640
PE		RSTP	\$4,447,690	-	\$89,190	-	-	-	\$89,190	\$4,536,880
PE	AC	RSTP	-	-	\$653,000	-	-	-	\$653,000	\$653,000
PE		DC/STATE	\$1,042,500	-	\$901,664	-	-	-	\$901,664	\$1,944,164
PE	AC	DC/STATE	-	-	\$163,250	-	-	-	\$163,250	\$163,250
		<i>Total PE</i>	\$5,521,830	-	\$1,807,104	-	-	-	\$1,807,104	\$7,328,934
ROW		RSTP	\$10,671,695	-	-	-	-	-	-	\$10,671,695
ROW		DC/STATE	-	-	\$9,719,330	-	-	-	\$9,719,330	\$9,719,330
		<i>Total ROW</i>	\$10,671,695	-	\$9,719,330	-	-	-	\$9,719,330	\$20,391,025
CON		DC/STATE	-	-	\$41,712,323	-	-	-	\$41,712,323	\$41,712,323
		<i>Total CON</i>	-	-	\$41,712,323	-	-	-	\$41,712,323	\$41,712,323
		<i>Total Programmed</i>	\$16,193,525	-	\$53,238,757	-	-	-	\$53,238,757	\$69,432,282

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - Programming Update

TIP ID	T13529	Lead Agency	Virginia Department of Transportation	Project Type	Road - Add Capacity/Widening
Project Name	US 1/ VA 123 Interchange, Widen	County	Prince William	Total Cost	\$157,610,626
Project Limits	VA 123	Municipality		Completion Date	2028
		Agency Project ID	100938, 14693, T14939, 94102		

Description Construct interchange at intersection of US 1 and VA 123 (VP10g) including: constructing bridge over CSX railroad to provide new access point to Belmont Bay, widening US 1 to 6 lanes from Mary's Way to Annapolis Way (VP1p), and widening VA 123 to 6 lanes from Annapolis Way to US 1. (VP10g) 100938 is for I/C and widening?; 14693 & T14939 are for the I/C project; 94102 is for US 1 widening S to N of VA 123 only;

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$2,462,276	-	-	-	-	-	-	\$2,462,276
PE		RSTP	\$4,626,883	-	-	-	-	-	-	\$4,626,883
PE		DC/STATE	\$194,366	-	-	-	-	\$1,100,000	-	\$1,294,366
PE		STBG	\$239,167	-	-	-	-	\$4,400,000	-	\$4,639,167
		Total PE	\$7,522,692	-	-	-	-	\$5,500,000	-	\$13,022,692
ROW		EB/MG	\$21,262,934	-	-	-	-	-	-	\$21,262,934
ROW		RSTP	\$5,109,917	-	-	-	-	-	-	\$5,109,917
ROW		S. 5312	\$1,534,300	-	-	-	-	-	-	\$1,534,300
ROW		DC/STATE	\$2,919,398	-	\$41,314,502	-	-	-	\$41,314,502	\$44,233,900
ROW		STBG	\$2,045,094	-	-	-	-	-	-	\$2,045,094
		Total ROW	\$32,871,643	-	\$41,314,502	-	-	-	\$41,314,502	\$74,186,145
CON		NHPP	\$41,224,531	-	-	-	-	-	-	\$41,224,531
CON		RSTP	\$1,700,407	-	-	-	-	-	-	\$1,700,407
CON		DC/STATE	\$11,353,054	-	\$11,514,391	-	-	-	\$11,514,391	\$22,867,445
CON		STBG	\$4,609,406	-	-	-	-	-	-	\$4,609,406
		Total CON	\$58,887,398	-	\$11,514,391	-	-	-	\$11,514,391	\$70,401,789
		Total Programmed	\$99,281,733	-	\$52,828,893	-	-	\$5,500,000	\$52,828,893	\$157,610,626

Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending

SCHEDULE / FUNDING / SCOPE - Programming Update





TIP ID T13530
Project Name Springfield Commuter Parking Garage
Project Limits Springfield CBC to Engineering Proving Grounds (EPG)
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 106274

Project Type Transit - Park and Ride
Total Cost \$48,242,059
Completion Date 2023

Description This project will be delayed until 2014 due to loss of NVTa funding. This project includes the design, land acquisition, and construction of a park-and-ride / multi-modal transportation facility in the vicinity of the I-95 interchange with Old Keene Mill Road in Springfield. This facility will include up to 1,000 parking spaces for commuters and other travelers who ride buses or travel via carpools / vanpools, particularly in the Shirley Highway (I-395) HOV lanes. Proximity to the entrance to the I-95/I-395 HOV lanes makes this location well suited for carpool and vanpool formation. The Springfield Underground, an informal citizen ridesharing system, has been operating for over 20 years in this area using several joint-use park-and-ride lots. It is expected that this facility will be a multi-level structure adjacent to Old Keene Mill Road.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		CMAQ	\$238,536	-	\$2,088,158	-	-	-	\$2,088,158	\$2,326,694
PE		REVSH	-	-	\$1,132,616	-	-	-	\$1,132,616	\$1,132,616
PE		DC/STATE	-	-	\$522,040	-	-	-	\$522,040	\$522,040
		<i>Total PE</i>	\$238,536	-	\$3,742,814	-	-	-	\$3,742,814	\$3,981,350
ROW		CMAQ	\$153,710	-	-	-	-	-	-	\$153,710
		<i>Total ROW</i>	\$153,710	-	-	-	-	-	-	\$153,710
CON		CMAQ	\$40,132,001	-	\$3,179,998	-	-	-	\$3,179,998	\$43,311,999
CON		DC/STATE	-	-	\$795,000	-	-	-	\$795,000	\$795,000
		<i>Total CON</i>	\$40,132,001	-	\$3,974,998	-	-	-	\$3,974,998	\$44,106,999
		<i>Total Programmed</i>	\$40,524,247	-	\$7,717,812	-	-	-	\$7,717,812	\$48,242,059

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update



TIP ID: T13534
Project Name: Route 7 George Washington Boulevard Overpass
Project Limits: George Washington Boulevard to Richfield Street
Lead Agency: Virginia Department of Transportation
County: Loudoun
Municipality:
Agency Project ID: 105584

Project Type: Road - Other Improvement
Total Cost: \$25,713,218
Completion Date: 2024

Description: Design and construct a 4 lane bridge over VA 7 connecting Richfield Way and George Washington Boulevard via an overpass.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HIP	\$95,915	-	-	-	-	-	-	\$95,915
PE		RSTP	\$2,213,578	-	-	-	-	-	-	\$2,213,578
PE		DC/STATE	\$37,113	-	-	-	-	-	-	\$37,113
		<i>Total PE</i>	\$2,346,606	-	-	-	-	-	-	\$2,346,606
ROW		RSTP	\$6,359,244	-	-	-	-	-	-	\$6,359,244
ROW		DC/STATE	-	-	\$537,114	-	-	-	\$537,114	\$537,114
		<i>Total ROW</i>	\$6,359,244	-	\$537,114	-	-	-	\$537,114	\$6,896,358
CON		HIP	\$2,497,466	-	-	-	-	-	-	\$2,497,466
CON		RSTP	\$8,916,006	-	-	-	-	-	-	\$8,916,006
CON		DC/STATE	-	-	\$5,056,782	-	-	-	\$5,056,782	\$5,056,782
		<i>Total CON</i>	\$11,413,472	-	\$5,056,782	-	-	-	\$5,056,782	\$16,470,254
		<i>Total Programmed</i>	\$20,119,322	-	\$5,593,896	-	-	-	\$5,593,896	\$25,713,218

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	Amendment	MPO Approval	FHWA Approval	FTA Approval
23-21.4	2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - Programming Update



TIP ID T13536
Project Name Neabsco Mills Road widen to 4 lanes
Project Limits 1 Jefferson Davis Highway to Smoke Court
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 107947
Description Widen Neabsco Mills Road from Smoke Ct. to Dale Blvd. as a 4-lane divided facility. A sidewalk and trail are included

Project Type Road - Other Improvement
Total Cost \$35,000,000
Completion Date 2023

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	\$3,383,870	-	-	-	-	-	-	\$3,383,870
		<i>Total PE</i>	\$3,383,870	-	-	-	-	-	-	\$3,383,870
ROW		RSTP	\$2,840,237	-	-	-	-	-	-	\$2,840,237
		<i>Total ROW</i>	\$2,840,237	-	-	-	-	-	-	\$2,840,237
CON		RSTP	\$2,874,388	-	-	-	-	-	-	\$2,874,388
CON		S. 5312	-	-	\$1,507,474	-	-	-	\$1,507,474	\$1,507,474
CON		DC/STATE	-	-	\$15,364,203	-	-	-	\$15,364,203	\$15,364,203
CON		STBG	\$592,559	-	-	-	-	-	-	\$592,559
		<i>Total CON</i>	\$3,466,947	-	\$16,871,677	-	-	-	\$16,871,677	\$20,338,624
		<i>Total Programmed</i>	\$9,691,054	-	\$16,871,677	-	-	-	\$16,871,677	\$26,562,731

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.4 Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - Programming Update



TIP ID T13537
 Project Name I-66 Corridor Improvements Project
 Project Limits I 495 Fairfax to US 15 PWC

Lead Agency Virginia Department of Transportation
 County Fairfax
 Municipality
 Agency Project ID 0066-96A-497 UPC#105500, UPC#110496, UPC#110741

Project Type Road - HOV/Managed Lanes
 Total Cost \$4,400,000,000
 Completion Date 2040

Description
 The Commonwealths I-66 Corridor Improvements Project (Project) outside the Beltway was first submitted for the 2015 CLRP Air Quality Analysis, & a subsequent FY16 submission provided minor modifications to the project, based on the Commonwealth Transportation Boards (CTBs) selection of a Preferred Alternative on October 27, 2015. The adopted 2016 CLRP amendment that includes these modifications was approved by the TPB on November 16, 2016. The project CTB's Preferred Alternative in the most recently adopted CLRP includes the following elements: 3 general purpose Lns in each direction between US 15 in Haymarket & I495 / Capital Beltway (with auxiliary Lns between interchanges where needed: between US 29 Gainesville & VA 234 Bypass / Prince William Parkway; & between US 29 Centreville & I495 / Capital Beltway); 2 barrier-separated managed Exprss Lns in each direction (the existing high-occupancy vehicle (HOV) lane will be converted to an Exprss lane & one new Exprss lane will be added); A phased approach to construction that includes Exprss Lns from Gainesville to I495 in the first phase (opening in 2022), with the remaining portion of the corridor Exprss Lns between Gainesville & Haymarket constructed by 2040. In addition, a typical section that provides space in the median for future transit will be phased as well, between US 15 Haymarket & US 29 Centreville; New or expanded commuter park & ride lots in the corridor; New high-frequency bus service with more predictable travel times; & Direct access ramps to & from the Exprss Lns. Under the P3 project development process, the VA DOT (the Department) has partnered with a P3 developer to design, construct, & operate the I-66 Exprss Lns. The following modifications for future direct access ramps to & from the Exprss Lns are being carried forward by the P3 developer & the Department: oHaymarket - west of US 15 to / from east & west* oGainesville - US 29 for Phase 1, the eastbound entrance from the General Purpose Lns to the I-66 Exprss Lns & the westbound exit from the I-66 Exprss Lns to the General Purpose Lns are located immediately east of the US 29 bridge. oGainesville - at University Boulevard to / from east oVA 234 Bypass / Prince William Parkway to / from west* oCushing Rd Park & Ride Lot / VA 234 Bypass to / from east* oManassas - Balls Ford Rd Park & Ride Lot to / from east oEast of Sudley Rd - I-66 mainline transition ramps to allow (i) eastbound movement from General Purpose Lns to I-66 Exprss Lns & (ii) westbound movement from I-66 Exprss Lns to General Purpose Lns oCentreville VA 28 to / from east & west (access between west & south excluded) oCentreville VA 28 HOV from north to west* oCentreville I-66 mainline transition ramps to allow all movements between I-66 General Purpose Lns & I-66 Exprss Lns oCentreville Stringfellow Rd to / from east oFair Oaks Monument Drive to / from east & west oFairfax US 50 to / from east (I-66) & northwest (US 50) oFairfax - US 50 to east (I-66) from southeast (US 50)* oFairfax VA 123 to / from east & west oVienna Vaden Drive to / from west (Heavy-trucks prohibited) oDunn Loring from Eastbound I-66 General Purpose Lns to Eastbound I-66 Exprss Lns oI495 interchange all movements towards the west of the I495 interchange are provided: (i) from northbound I495 General Purpose Lns & I495 Exprss Lns to westbound I-66 Exprss Lns, (ii) from southbound I495 General Purpose Lns & I495 Exprss Lns to westbound I-66 Exprss Lns, (iii) from eastbound I-66 Exprss Lns to northbound I495 General Purpose Lns & I495 Exprss Lns & (iv) from eastbound I-66 Exprss Lns to southbound I495 General Purpose Lns & I495 Exprss Lns * Ramps implemented in ultimate phase of Preferred Alternative by 2040; all other access is part of Phase 1, constructed by 2022. Access to the I-66 Exprss Lns will be available to automobiles, motorcycles, emergency vehicles, buses & transit vehical

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$12,000,000	-	\$3,000,000	-	-	-	\$3,000,000	\$15,000,000
		<i>Total PE</i>	\$12,000,000	-	\$3,000,000	-	-	-	\$3,000,000	\$15,000,000
ROW		DC/STATE	-	-	\$25,400,000	-	-	-	\$25,400,000	\$25,400,000
		<i>Total ROW</i>	-	-	\$25,400,000	-	-	-	\$25,400,000	\$25,400,000
CON		DC/STATE	-	-	\$3,031,403,774	-	-	-	\$3,031,403,774	\$3,031,403,774
		<i>Total CON</i>	-	-	\$3,031,403,774	-	-	-	\$3,031,403,774	\$3,031,403,774
		<i>Total Programmed</i>	\$12,000,000	-	\$3,059,803,774	-	-	-	\$3,059,803,774	\$3,071,803,774

Version History

TIP Document	Amendment	MPO Approval	FHWA Approval	FTA Approval
23-21.4	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Converted to TIP Project

Funding Change(s):

Total project cost decreased from \$4,400,000,000 to \$3,071,803,774



TIP ID: T13540
Project Name: VA 28 Centreville Road (widen from 4-6 lanes divided)
Project Limits: VA 898 Old Centreville Road to Prince William County Line
Lead Agency: Virginia Department of Transportation
County: Fairfax
Municipality:
Agency Project ID: 108720

Project Type: Study/Planning/Research
Total Cost: \$79,457,408
Completion Date: 2025

Description: Widen Route 28 (Centreville Road) from four to six lanes from Old Centreville Road to the Prince William County Line, and provide pedestrian and bicycle facilities.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		S. 5312	\$1,800,373	-	-	-	-	-	-	\$1,800,373
PE		DC/STATE	-	-	\$750,000	-	-	-	\$750,000	\$750,000
PE		STBG	\$2,999,627	-	-	-	-	-	-	\$2,999,627
		<i>Total PE</i>	\$4,800,000	-	\$750,000	-	-	-	\$750,000	\$5,550,000
ROW		STBG	\$5,730,000	-	-	-	-	-	-	\$5,730,000
		<i>Total ROW</i>	\$5,730,000	-	-	-	-	-	-	\$5,730,000
CON		FHWA-OJT	-	-	\$10,000,000	-	-	-	\$10,000,000	\$10,000,000
CON		S. 5312	\$7,736,514	-	-	-	-	-	-	\$7,736,514
CON		DC/STATE	-	-	\$35,747,937	-	-	-	\$35,747,937	\$35,747,937
CON		STBG	\$14,692,957	-	-	-	-	-	-	\$14,692,957
		<i>Total CON</i>	\$22,429,471	-	\$45,747,937	-	-	-	\$45,747,937	\$68,177,408
		<i>Total Programmed</i>	\$32,959,471	-	\$46,497,937	-	-	-	\$46,497,937	\$79,457,408

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.4 Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - Programming Update



TIP ID: T13546
 Project Name: Statewide Technology for Operations
 Project Limits: [Blank]
 Description: Statewide Technology for Operations
 Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: [Blank]
 Agency Project ID: 115869

Project Type: [Blank]
 Total Cost: \$2,000,000
 Completion Date: [Blank]

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	\$913,491	-	-	-	\$913,491	\$913,491
PE	AC	DC/STATE	-	-	\$1,086,509	-	-	-	\$1,086,509	\$1,086,509
		Total PE	-	-	\$2,000,000	-	-	-	\$2,000,000	\$2,000,000
		Total Programmed	-	-	\$2,000,000	-	-	-	\$2,000,000	\$2,000,000

*Various Locations

Version History

Current Change Reason

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



TIP ID: T13547
 Project Name: I-81 Operational Improvements - Program UPC
 Project Limits:

Lead Agency: Virginia Department of Transportation
 County:
 Municipality:
 Agency Project ID: 117220

Project Type:
 Total Cost: \$9,618,000
 Completion Date:

Description: I-81 Operational Improvements - Program UPC

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	\$118,206	-	-	-	\$118,206	\$118,206
PE	AC	DC/STATE	-	-	\$9,499,794	-	-	-	\$9,499,794	\$9,499,794
		Total PE	-	-	\$9,618,000	-	-	-	\$9,618,000	\$9,618,000
		Total Programmed	-	-	\$9,618,000	-	-	-	\$9,618,000	\$9,618,000

*Various Locations

Version History

Current Change Reason

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



TIP ID: T13548
 Project Name: G Street Sidewalk Improvements
 Project Limits: [Blank]
 Description: G Street Sidewalk Improvements

Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: [Blank]
 Agency Project ID: 122041

Project Type: [Blank]
 Total Cost: \$1,607,206
 Completion Date: [Blank]

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$138,546	-	-	-	\$138,546	\$138,546
PE		TAP	-	-	\$554,182	-	-	-	\$554,182	\$554,182
		Total PE	-	-	\$692,728	-	-	-	\$692,728	\$692,728
ROW		DC/STATE	-	-	-	-	\$767,416	-	\$767,416	\$767,416
ROW		TAP	-	-	-	-	\$147,062	-	\$147,062	\$147,062
		Total ROW	-	-	-	-	\$914,478	-	\$914,478	\$914,478
		Total Programmed	-	-	\$692,728	-	\$914,478	-	\$1,607,206	\$1,607,206

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



TIP ID: T13549
 Project Name: PWCS Safe Routes To School Program Coordinator/Development
 Project Limits: [Blank]
 Description: PWCS Safe Routes To School Program Coordinator/Development

Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: [Blank]
 Agency Project ID: 122014

Project Type: [Blank]
 Total Cost: \$174,833
 Completion Date: [Blank]

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$34,967	-	-	-	\$34,967	\$34,967
PE		TAP	-	-	\$139,866	-	-	-	\$139,866	\$139,866
		<i>Total PE</i>	-	-	\$174,833	-	-	-	\$174,833	\$174,833
		<i>Total Programmed</i>	-	-	\$174,833	-	-	-	\$174,833	\$174,833

*Various Locations

Version History

Current Change Reason

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project

TIP ID: T13550
Project Name: Token Forest Drive Sidewalk
Project Limits: [Blank]
Lead Agency: Virginia Department of Transportation
County: [Blank]
Municipality: [Blank]
Agency Project ID: 121561

Project Type: [Blank]
Total Cost: \$899,417
Completion Date: [Blank]

Description: Token Forest Drive Sidewalk

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total	
PE		DC/STATE	-	-	\$60,583	-	-	-	\$60,583	\$60,583	*Various Locations
PE		TAP	-	-	\$242,330	-	-	-	\$242,330	\$242,330	
		<i>Total PE</i>	-	-	\$302,913	-	-	-	\$302,913	\$302,913	
ROW		DC/STATE	-	-	-	\$21,016	-	-	\$21,016	\$21,016	
ROW		TAP	-	-	-	\$84,064	-	-	\$84,064	\$84,064	
		<i>Total ROW</i>	-	-	-	\$105,080	-	-	\$105,080	\$105,080	
CON		DC/STATE	-	-	-	-	\$98,285	-	\$98,285	\$98,285	
CON		TAP	-	-	-	-	\$393,139	-	\$393,139	\$393,139	
		<i>Total CON</i>	-	-	-	-	\$491,424	-	\$491,424	\$491,424	
		<i>Total Programmed</i>	-	-	\$302,913	\$105,080	\$491,424	-	\$899,417	\$899,417	

Version History

Current Change Reason

TIP Document	Amendment	MPO Approval	FHWA Approval	FTA Approval
23-21.4	2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



TIP ID: T13551
 Project Name: VDOT OVERSIGHT - ROUTE 1 (FRALEY BLVD) WIDENING
 Project Limits: [Blank]
 Description: VDOT OVERSIGHT - ROUTE 1 (FRALEY BLVD) WIDENING
 Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: [Blank]
 Agency Project ID: 120060

Project Type: [Blank]
 Total Cost: \$442,000
 Completion Date: [Blank]

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$427,000	-	-	-	\$427,000	\$427,000
		<i>Total PE</i>	-	-	\$427,000	-	-	-	\$427,000	\$427,000
ROW		DC/STATE	-	-	-	\$15,000	-	-	\$15,000	\$15,000
		<i>Total ROW</i>	-	-	-	\$15,000	-	-	\$15,000	\$15,000
		<i>Total Programmed</i>	-	-	\$427,000	\$15,000	-	-	\$442,000	\$442,000

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



TIP ID: T13552
 Project Name: #SGR23VB-RTE0 S.ABINGDON STOVER I-395 BRIDGE REHAB(FED ID 5)
 Project Limits: #SGR23VB-RTE0 S.ABINGDON STOVER I-395 BRIDGE REHAB(FED ID 5)
 Description: #SGR23VB-RTE0 S.ABINGDON STOVER I-395 BRIDGE REHAB(FED ID 5)

Lead Agency: Virginia Department of Transportation
 County:
 Municipality:
 Agency Project ID: 122017

Project Type:
 Total Cost: \$9,550,000
 Completion Date:

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		HBRRP	-	-	\$4,000,572	-	-	-	\$4,000,572	\$4,000,572
CON		DC/STATE	-	-	\$5,549,428	-	-	-	\$5,549,428	\$5,549,428
		<i>Total CON</i>	-	-	\$9,550,000	-	-	-	\$9,550,000	\$9,550,000
		<i>Total Programmed</i>	-	-	\$9,550,000	-	-	-	\$9,550,000	\$9,550,000

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



<i>TIP ID</i>	T13553	<i>Lead Agency</i>	Virginia Department of Transportation
<i>Project Name</i>	COUNTRY CLUB COMMONS CONNECTOR TRAIL (SMART 22)	<i>County</i>	
<i>Project Limits</i>		<i>Municipality</i>	
		<i>Agency Project ID</i>	119479
<i>Description</i>	COUNTRY CLUB COMMONS CONNECTOR TRAIL (SMART 22)		

<i>Project Type</i>	
<i>Total Cost</i>	\$990,434
<i>Completion Date</i>	

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$990,434	-	-	-	\$990,434	\$990,434
		<i>Total PE</i>	-	-	\$990,434	-	-	-	\$990,434	\$990,434
		<i>Total Programmed</i>	-	-	\$990,434	-	-	-	\$990,434	\$990,434

*Map Has Not Been Marked

Version History

Current Change Reason

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project

TIP ID: T13555
Project Name: Route 15 Roundabout and Braddock Road
Project Limits: [Blank]
Lead Agency: Virginia Department of Transportation
County: [Blank]
Municipality: [Blank]
Agency Project ID: T23869

Project Type: [Blank]
Total Cost: \$7,900,000
Completion Date: [Blank]

Description: Route 15 Roundabout and Braddock Road

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		CMAQ	-	-	\$800,000	-	-	-	\$800,000	\$800,000
PE		DC/STATE	-	-	\$200,000	-	-	-	\$200,000	\$200,000
		Total PE	-	-	\$1,000,000	-	-	-	\$1,000,000	\$1,000,000
ROW		CMAQ	-	-	-	-	\$960,000	-	\$960,000	\$960,000
ROW		DC/STATE	-	-	-	-	\$240,000	-	\$240,000	\$240,000
		Total ROW	-	-	-	-	\$1,200,000	-	\$1,200,000	\$1,200,000
CON		CMAQ	-	-	-	-	-	\$1,603,842	-	\$1,603,842
CON		RSTP	-	-	-	-	-	\$2,956,158	-	\$2,956,158
CON		DC/STATE	-	-	-	-	-	\$1,140,000	-	\$1,140,000
		Total CON	-	-	-	-	-	\$5,700,000	-	\$5,700,000
		Total Programmed	-	-	\$1,000,000	-	\$1,200,000	\$5,700,000	\$2,200,000	\$7,900,000

Version History

TIP Document	Change Description	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project





TIP ID: T13556
 Project Name: Seven Corners Ring Road (Phase 1A Segment 1A)
 Project Limits: [Blank]
 Description: Seven Corners Ring Road (Phase 1A Segment 1A)

Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: [Blank]
 Agency Project ID: T26956

Project Type: [Blank]
 Total Cost: \$4,252,158
 Completion Date: [Blank]

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	-	-	-	-	\$3,401,726	-	\$3,401,726	\$3,401,726
PE		DC/STATE	-	-	-	-	\$850,432	-	\$850,432	\$850,432
		<i>Total PE</i>	-	-	-	-	\$4,252,158	-	\$4,252,158	\$4,252,158
		<i>Total Programmed</i>	-	-	-	-	\$4,252,158	-	\$4,252,158	\$4,252,158

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



TIP ID: T13557
 Project Name: ARCOLA MILLS DRIVE - SEGMENT 1 WIDEN TO 4 LANES
 Project Limits: [Blank]
 Description: ARCOLA MILLS DRIVE - SEGMENT 1 WIDEN TO 4 LANES

Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: [Blank]
 Agency Project ID: 121755

Project Type: [Blank]
 Total Cost: \$4,955,142
 Completion Date: [Blank]

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$4,955,142	-	-	-	\$4,955,142	\$4,955,142
		<i>Total PE</i>	-	-	\$4,955,142	-	-	-	\$4,955,142	\$4,955,142
		<i>Total Programmed</i>	-	-	\$4,955,142	-	-	-	\$4,955,142	\$4,955,142

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



TIP ID: T13558
 Project Name: HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 234
 Project Limits: [Blank]
 Description: HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 234

Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: [Blank]
 Agency Project ID: 120783

Project Type: [Blank]
 Total Cost: \$274,480
 Completion Date: [Blank]

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		DC/STATE	-	-	\$274,480	-	-	-	\$274,480	\$274,480
		Total CON	-	-	\$274,480	-	-	-	\$274,480	\$274,480
		Total Programmed	-	-	\$274,480	-	-	-	\$274,480	\$274,480

*Not Location Specific

Version History

Current Change Reason

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - New project



National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID: T13559
 Project Name: DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD
 Project Limits: Linton Hall Road to University Boulevard
 Description: DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD
 Lead Agency: Virginia Department of Transportation
 County:
 Municipality:
 Agency Project ID: 121761

Project Type:
 Total Cost: \$4,999,103
 Completion Date:

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	-	-	\$3,999,282	-	-	-	\$3,999,282	\$3,999,282
PE		DC/STATE	-	-	\$999,821	-	-	-	\$999,821	\$999,821
		<i>Total PE</i>	-	-	\$4,999,103	-	-	-	\$4,999,103	\$4,999,103
		<i>Total Programmed</i>	-	-	\$4,999,103	-	-	-	\$4,999,103	\$4,999,103

Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID: T4637
Project Name: US 50 - 6-Lane Widening from Sully Rd. to Poland Rd.
Project Limits: VA Poland Road to VA 28
Lead Agency: Virginia Department of Transportation
County: Fairfax, Loudoun
Municipality:
Agency Project ID: 68757

Project Type: Road - Other Improvement
Total Cost: \$87,779,019
Completion Date:

Description: Improve capacity along the roadway. Traffic volumes have increased significantly due to new development along the Route 50 corridor. Widening will help relieve congestion and improve the safety and operation of the roadway. VP8c

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		BFP	\$2,869	-	-	-	-	-	-	\$2,869
PE		DEMO	\$651,464	-	-	-	-	-	-	\$651,464
PE		EB/MG	\$1,577,954	-	-	-	-	-	-	\$1,577,954
PE		RSTP	\$2,311,565	-	-	-	-	-	-	\$2,311,565
PE		STBG	\$2,954,315	-	-	-	-	-	-	\$2,954,315
		<i>Total PE</i>	\$7,498,167	-	-	-	-	-	-	\$7,498,167
ROW		DEMO	\$3,345,424	-	-	-	-	-	-	\$3,345,424
ROW		EB/MG	\$107,903	-	-	-	-	-	-	\$107,903
ROW		HSIP	\$2,277,000	-	-	-	-	-	-	\$2,277,000
ROW		RSTP	\$11,722,594	-	-	-	-	-	-	\$11,722,594
ROW		STBG	\$557,704	-	-	-	-	-	-	\$557,704
		<i>Total ROW</i>	\$18,010,625	-	-	-	-	-	-	\$18,010,625
CON		EB/MG	\$4,663,957	-	-	-	-	-	-	\$4,663,957
CON		NHPP	-	-	\$3,846,857	-	-	-	\$3,846,857	\$3,846,857
CON		RSTP	-	-	\$1,848,708	-	-	-	\$1,848,708	\$1,848,708
CON		DC/STATE	\$47,496,134	-	\$1,252,656	-	-	-	\$1,252,656	\$48,748,790
CON		STBG	-	-	\$3,161,915	-	-	-	\$3,161,915	\$3,161,915
		<i>Total CON</i>	\$52,160,091	-	\$10,110,136	-	-	-	\$10,110,136	\$62,270,227
		<i>Total Programmed</i>	\$77,668,883	-	\$10,110,136	-	-	-	\$10,110,136	\$87,779,019

*Map Has Not Been Marked

Version History

TIP Document	Amendment	MPO Approval	FHWA Approval	FTA Approval
23-21.4	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$82,220,000 to \$87,779,019
* ACCP is not part of the Total

TIP ID: T5926
Project Name: Rte 7 / Rte 659 Interchange
Project Limits: Route 659 Belmont Ridge Road

Lead Agency: Virginia Department of Transportation
County: Loudoun
Municipality:
Agency Project ID: 99481

Project Type: Road - New Construction
Total Cost: \$72,302,615
Completion Date: 2020

Description: Construct interchange at Rte 7 and Rte 659 to alleviate congestion and reduce accidents at one of Loudoun County's most dangerous interchanges.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		S. 5312	\$301,192	-	-	-	-	-	-	\$301,192
		<i>Total PE</i>	\$301,192	-	-	-	-	-	-	\$301,192
ROW		NHPP	\$3,293,926	-	-	-	-	-	-	\$3,293,926
ROW		S. 5312	\$5,694,808	-	-	-	-	-	-	\$5,694,808
ROW		STBG	\$274,940	-	-	-	-	-	-	\$274,940
		<i>Total ROW</i>	\$9,263,674	-	-	-	-	-	-	\$9,263,674
CON		DC/STATE	-	-	\$49,601,472	-	-	-	\$49,601,472	\$49,601,472
CON		STBG	-	-	\$13,136,277	-	-	-	\$13,136,277	\$13,136,277
		<i>Total CON</i>	-	-	\$62,737,749	-	-	-	\$62,737,749	\$62,737,749
		<i>Total Programmed</i>	\$9,564,866	-	\$62,737,749	-	-	-	\$62,737,749	\$72,302,615

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project Complete - Financial Close Out

Funding Change(s):

Total project cost decreased from \$249,983,200 to \$72,302,615
* ACCP is not part of the Total





TIP ID T5930
Project Name I-66 / Route 15 INTERCHANGE RECONSTRUCTION
Project Limits Rte. I-66/Rte 15 Interchange
Description FROM: 0.224 Miles West of Rte. 15 TO: 0.371 Miles East of Rte. 15 (0.8380)

Project Type Road - Interchange improvement
Total Cost \$56,738,654
Completion Date

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$2,737,300	-	-	-	-	-	-	\$2,737,300
		Total PE	\$2,737,300	-	-	-	-	-	-	\$2,737,300
ROW		NHPP	\$7,728,682	-	-	-	-	-	-	\$7,728,682
		Total ROW	\$7,728,682	-	-	-	-	-	-	\$7,728,682
CON		NHPP	\$22,582,432	-	\$1,989,068	-	-	-	\$1,989,068	\$24,571,500
CON	AC	NHPP	-	-	\$21,701,172	-	-	-	\$21,701,172	\$21,701,172
CON	ACCP	NHPP	-	-	-	\$2,090,022	\$2,195,792	\$2,306,784	*	*
		Total CON	\$22,582,432	-	\$23,690,240	-	-	-	\$23,690,240	\$46,272,672
		Total Programmed	\$33,048,414	-	\$23,690,240	-	-	-	\$23,690,240	\$56,738,654

Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$158,772,000 to \$56,738,654
 * ACCP is not part of the Total



TIP ID: T6041
Project Name: Virginia Statewide Vehicle Fuel Conversion Program
Project Limits: [Blank]
Lead Agency: Virginia Department of Transportation
County: [Blank]
Municipality: Statewide VA
Agency Project ID: T11802

Project Type: [Blank]
Total Cost: \$8,147,482
Completion Date: [Blank]

Description: The project is for implementing the Statewide Vehicle Fuel Conversion Program.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		CMAQ	\$1,970,073	-	\$4,941,927	-	-	-	\$4,941,927	\$6,912,000
CON		DC/STATE	-	-	\$1,235,482	-	-	-	\$1,235,482	\$1,235,482
		<i>Total CON</i>	\$1,970,073	-	\$6,177,409	-	-	-	\$6,177,409	\$8,147,482
		<i>Total Programmed</i>	\$1,970,073	-	\$6,177,409	-	-	-	\$6,177,409	\$8,147,482

*Map Has Not Been Marked

Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from to \$8,147,482
* ACCP is not part of the Total

TIP ID: T6203
Project Name: Sycolin Road
Project Limits: Tolbert lane to Claudia Drive
Lead Agency: Virginia Department of Transportation
County:
Municipality: Town of Leesburg
Agency Project ID: 102895

Project Type: Road - Other Improvement
Total Cost: \$9,475,771
Completion Date: 2020

Description: Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	\$405,025	-	-	-	-	-	-	\$405,025
PE		DC/STATE	\$689,938	-	-	-	-	-	-	\$689,938
		Total PE	\$1,094,963	-	-	-	-	-	-	\$1,094,963
ROW		RSTP	\$284,299	-	-	-	-	-	-	\$284,299
ROW		DC/STATE	\$270,364	-	-	-	-	-	-	\$270,364
		Total ROW	\$554,663	-	-	-	-	-	-	\$554,663
CON		EB/MG	\$484,916	-	-	-	-	-	-	\$484,916
CON		RSTP	\$1,335,297	-	\$1,382,818	-	-	-	\$1,382,818	\$2,718,115
CON		DC/STATE	\$3,575,341	-	\$345,705	-	-	-	\$345,705	\$3,921,046
CON		STBG	\$702,068	-	-	-	-	-	-	\$702,068
		Total CON	\$6,097,622	-	\$1,728,523	-	-	-	\$1,728,523	\$7,826,145
		Total Programmed	\$7,747,248	-	\$1,728,523	-	-	-	\$1,728,523	\$9,475,771

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Location/limits change(s), Programming Update

Funding Change(s):

Total project cost decreased from \$33,028,000 to \$9,475,771
* ACCP is not part of the Total





TIP ID T6204
Project Name Widen US Route 1
Project Limits Brady's Hill Road 0.1 miles south of to Dumfries Road 02. miles north of

Lead Agency Virginia Department of Transportation
County
Municipality Town of Dumfries
Agency Project ID 90339

Project Type Road - Add Capacity/Widening
Total Cost \$3,748,370
Completion Date

Description Widen US Route 1 from 4 to 6 lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VP1ad: Widen US 1 between Brady's Hill Rd. and Cardinal Drive) Parent UPC is 90339

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	\$143,066	-	-	\$200,982	-	-	\$200,982	\$344,048
PE		DC/STATE	\$3,082,852	-	-	\$50,246	-	-	\$50,246	\$3,133,098
PE		STBG	\$271,224	-	-	-	-	-	-	\$271,224
		<i>Total PE</i>	\$3,497,142	-	-	\$251,228	-	-	\$251,228	\$3,748,370
		<i>Total Programmed</i>	\$3,497,142	-	-	\$251,228	-	-	\$251,228	\$3,748,370

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$52,394,000 to \$3,748,370
 * ACCP is not part of the Total





TIP ID T6255
Project Name Eisenhower Avenue Widening WIDENING TO SIX LANE; rem/rep ex TC w/ TS at T-int'x. Incl. two thru lanes west and east, grassed median, RTL Holland Lane. LTL John Carlyle Street
Project Limits VA Holland Road to VA Mill Road

Lead Agency Virginia Department of Transportation
County
Municipality City of Alexandria
Agency Project ID 77378
Project Type
Total Cost \$10,770,767
Completion Date 2024
Transit - Other

Description Reconstruction with added capacity

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		EB/MG	\$786,634	-	-	-	-	-	-	\$786,634
PE		STBG	\$669,784	-	-	-	-	-	-	\$669,784
		Total PE	\$1,456,418	-	-	-	-	-	-	\$1,456,418
ROW		RSTP	\$270,395	-	-	-	-	-	-	\$270,395
ROW		DC/STATE	\$245,482	-	-	-	-	-	-	\$245,482
ROW		STBG	\$1,315,556	-	-	-	-	-	-	\$1,315,556
		Total ROW	\$1,831,433	-	-	-	-	-	-	\$1,831,433
CON		NHPP	\$1,083,842	-	-	-	-	-	-	\$1,083,842
CON		NVTA	-	-	\$3,687,034	-	-	-	\$3,687,034	\$3,687,034
CON		RSTP	-	-	\$46,198	-	-	-	\$46,198	\$46,198
CON		DC/STATE	\$2,431,913	-	\$54,993	-	-	-	\$54,993	\$2,486,906
CON		STBG	\$5,165	-	\$173,771	-	-	-	\$173,771	\$178,936
		Total CON	\$3,520,920	-	\$3,961,996	-	-	-	\$3,961,996	\$7,482,916
		Total Programmed	\$6,808,771	-	\$3,961,996	-	-	-	\$3,961,996	\$10,770,767

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$5,289,000 to \$10,770,767
 * ACCP is not part of the Total





TIP ID: T6261
 Project Name: I-95 HOV/HOT Lanes Project PPTA Develop and Mgt. Oversight
 Project Limits: [Blank]
 Description: I-95 HOV/HOT Lanes Project - Project Development and Management Oversight

Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: Region-wide
 Agency Project ID: 102711

Project Type: Road - Other Improvement
 Total Cost: \$45,941,416
 Completion Date: 2024

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		DEMO	-	-	\$4,278,750	-	-	-	\$4,278,750	\$4,278,750
CON		NHPP	\$29,789,674	-	\$11,872,992	-	-	-	\$11,872,992	\$41,662,666
		<i>Total CON</i>	\$29,789,674	-	\$16,151,742	-	-	-	\$16,151,742	\$45,941,416
		<i>Total Programmed</i>	\$29,789,674	-	\$16,151,742	-	-	-	\$16,151,742	\$45,941,416

*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$79,982,000 to \$45,941,416



TIP ID T6264
Project Name I-95 HOV/HOT Lanes Construction
Project Limits Garrisonville Rd. to 1 mi. N. of Edsall Rd.

Lead Agency Virginia Department of Transportation
County
Municipality Region-wide
Agency Project ID 103106

Project Type Road - Other Improvement
Total Cost \$785,756,087
Completion Date 2023

Description I-95 HOV/HOT Lanes Construction

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	AC	DC/STATE	\$785,756,087	-	-	-	-	-	-	\$785,756,087
CON	ACCP	DC/STATE	\$785,756,087	-	-	-	-	-	*	*
Total CON			\$785,756,087	-	-	-	-	-	-	\$785,756,087
Total Programmed			\$785,756,087	-	-	-	-	-	-	\$785,756,087

Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$785,756,087
 * ACCP is not part of the Total





National Capital Region
Transportation Planning Board

TIP ID: T6265
 Project Name: I-95 HOV/HOT Lanes Debt Service UPC 103222
 Project Limits: Garrisonville Rd. to 1 mi. N. of Edsall Rd.

Lead Agency: Virginia Department of Transportation
 County: Region-wide
 Municipality: 103222 [T11619]
 Agency Project ID: 103222 [T11619]

Project Type: Road - Other Improvement
 Total Cost: \$124,328,195
 Completion Date: 2028

Description: Debt service

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$81,624,860	-	\$7,119,194	-	-	-	\$7,119,194	\$88,744,054
PE	ACCP	NHPP	-	-	-	\$7,113,319	\$7,112,177	\$7,119,521	*	*
		<i>Total PE</i>	\$81,624,860	-	\$7,119,194	-	-	-	\$7,119,194	\$88,744,054
CON	AC	NHPP	\$35,584,141	-	-	-	-	-	-	\$35,584,141
		<i>Total CON</i>	\$35,584,141	-	-	-	-	-	-	\$35,584,141
		<i>Total Programmed</i>	\$117,209,001	-	\$7,119,194	-	-	-	\$7,119,194	\$124,328,195

*Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-10	Amendment 2023-2026	01/13/2023	N/A
23-21.4	Amendment 2023-2026	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$102,969,143 to \$124,328,195
 * ACCP is not part of the Total



TIP ID	T6273	Lead Agency	Virginia Department of Transportation
Project Name	HOT Lanes Bicycle/Pedestrian Facilities - Phase II	County	Fairfax
Project Limits	Route 123 & Old Meadow Road to Tysons One Place & Fashion Boulevard	Municipality	
		Agency Project ID	104005

Project Type	Bike/Ped
Total Cost	\$12,527,544
Completion Date	2023

Description HOT Lanes Bicycle/Pedestrian Facilities

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		CMAQ	\$1,829,662	-	-	-	-	-	-	\$1,829,662
		<i>Total PE</i>	\$1,829,662	-	-	-	-	-	-	\$1,829,662
ROW		CMAQ	\$1,700,793	-	-	-	-	-	-	\$1,700,793
ROW		NHPP	\$705,027	-	-	-	-	-	-	\$705,027
ROW	AC	RSTP	\$218,013	-	-	-	-	-	-	\$218,013
ROW		DC/STATE	-	-	\$28,205	-	-	-	\$28,205	\$28,205
		<i>Total ROW</i>	\$2,623,833	-	\$28,205	-	-	-	\$28,205	\$2,652,038
CON		NHPP	\$3,675,037	-	-	-	-	-	-	\$3,675,037
CON		DC/STATE	-	-	\$4,368,587	-	-	-	\$4,368,587	\$4,368,587
		<i>Total CON</i>	\$3,675,037	-	\$4,368,587	-	-	-	\$4,368,587	\$8,043,624
PLANNING		DC/STATE	-	-	\$2,220	-	-	-	\$2,220	\$2,220
		<i>Total PLANNING</i>	-	-	\$2,220	-	-	-	\$2,220	\$2,220
		<i>Total Programmed</i>	\$8,128,532	-	\$4,399,012	-	-	-	\$4,399,012	\$12,527,544

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$13,405,718 to \$12,527,544





TIP ID T6279
Project Name I-495 Hot Lane Support
Project Limits Springfield Interchange to Dulles Toll/Access Road
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 89486 linked with 103580 and 103581
Description PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. I-495 Hot Lane Support

Project Type Road - Other Improvement
Total Cost \$52,034,475
Completion Date

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$5,308,421	-	-	-	-	-	-	\$5,308,421
		<i>Total PE</i>	\$5,308,421	-	-	-	-	-	-	\$5,308,421
CON		NHPP	\$26,521,024	-	\$17,741,686	-	-	-	\$17,741,686	\$44,262,710
CON		DC/STATE	\$2,463,344	-	-	-	-	-	-	\$2,463,344
		<i>Total CON</i>	\$28,984,368	-	\$17,741,686	-	-	-	\$17,741,686	\$46,726,054
		<i>Total Programmed</i>	\$34,292,789	-	\$17,741,686	-	-	-	\$17,741,686	\$52,034,475

*Map Has Not Been Marked

Version History

Current Change Reason

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.4 Amendment 2023-2026	Pending	Pending	Pending

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):
 Total project cost increased from \$21,165,000 to \$52,034,475



National Capital Region
Transportation Planning Board

TIP ID: T6280
 Project Name: GEC Design Services I495/DAAH Interchange Improvements
 Project Limits: .1 mi. E. of Spring Hill Rd. to I-495
 Lead Agency: Virginia Department of Transportation
 County: Fairfax
 Municipality:
 Agency Project ID: 94611

Project Type: Road - Other Improvement
 Total Cost: \$50,092,845
 Completion Date:

Description: To improve access at the Dulles Airport Access Highway/Interstate 495 interchange

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$3,210,791	-	-	-	-	-	-	\$3,210,791
PE		DC/STATE	\$1,384,834	-	-	-	-	-	-	\$1,384,834
		<i>Total PE</i>	\$4,595,625	-	-	-	-	-	-	\$4,595,625
CON		NHPP	\$12,329,105	-	\$5,058,192	-	-	-	\$5,058,192	\$17,387,297
CON		DC/STATE	\$28,109,923	-	-	-	-	-	-	\$28,109,923
		<i>Total CON</i>	\$40,439,028	-	\$5,058,192	-	-	-	\$5,058,192	\$45,497,220
		<i>Total Programmed</i>	\$45,034,653	-	\$5,058,192	-	-	-	\$5,058,192	\$50,092,845



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$56,474,000 to \$50,092,845
 * ACCP is not part of the Total


TIP ID: T6301
Project Name: Route 7 - Widen to Six Lanes
Project Limits: Reston Ave. (mm 51.5) to Reston Parkway (mm 52)

Lead Agency: Virginia Department of Transportation
County: Fairfax
Municipality:
Agency Project ID: 99478

Project Type: Road - Add Capacity/Widening
Total Cost: \$186,145,901
Completion Date:

Description: Increase capacity and safety by widening Route 7 to six lanes and correcting existing profile deficiencies. Increase mobility by providing pedestrian and bicycle facilities.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$3,053,637	-	-	-	-	-	-	\$3,053,637
		<i>Total PE</i>	\$3,053,637	-	-	-	-	-	-	\$3,053,637
ROW		NHPP	\$9,217,258	-	\$4,425,379	-	-	-	\$4,425,379	\$13,642,637
ROW	ACCP	NHPP	-	-	-	\$4,866,301	\$1,745,335	-	*	*
ROW	AC	RSTP	-	-	\$6,611,636	-	-	-	\$6,611,636	\$6,611,636
		<i>Total ROW</i>	\$9,217,258	-	\$11,037,015	-	-	-	\$11,037,015	\$20,254,273
CON		DEMO	-	-	\$14,373,682	-	-	-	\$14,373,682	\$14,373,682
CON		HIP	-	-	\$1,686,307	-	-	-	\$1,686,307	\$1,686,307
CON		NHPP	-	-	\$5,829,437	-	-	-	\$5,829,437	\$5,829,437
CON	ACCP	NHPP	-	-	-	-	\$3,375,021	\$5,369,619	*	*
CON		RSTP	\$39,072,843	-	-	-	-	-	-	\$39,072,843
CON	AC	RSTP	-	-	\$71,220,011	-	-	-	\$71,220,011	\$71,220,011
CON		DC/STATE	-	-	\$26,643,269	-	-	-	\$26,643,269	\$26,643,269
CON		STBG	\$2,747,903	-	\$1,264,539	-	-	-	\$1,264,539	\$4,012,442
		<i>Total CON</i>	\$41,820,746	-	\$121,017,245	-	-	-	\$121,017,245	\$162,837,991
		<i>Total Programmed</i>	\$54,091,641	-	\$132,054,260	-	-	-	\$132,054,260	\$186,145,901

 *Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.4 Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$1,200,000 to \$186,145,901

* ACCP is not part of the Total



National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID T6302
Project Name RT 28 Widen to Four Lanes Including RT 215 Re-alignment
Project Limits Linton Hall Rd. to Fitzwater Dr.
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 92080
Description Widen to 6 lanes within 6 lane ROW from Linton Hall Rd to Vint Hill Rd. Widen to 4 lanes within 4 lane ROW between Vint Hill Rd. and Fitzwater Dr.

Project Type Road - Other Improvement
Total Cost \$35,117,821
Completion Date

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	\$3,308,342	-	-	-	-	-	-	\$3,308,342
		<i>Total PE</i>	\$3,308,342	-	-	-	-	-	-	\$3,308,342
ROW		RSTP	\$8,359,999	-	\$825,249	-	-	-	\$825,249	\$9,185,248
ROW		DC/STATE	-	-	\$206,312	-	-	-	\$206,312	\$206,312
		<i>Total ROW</i>	\$8,359,999	-	\$1,031,561	-	-	-	\$1,031,561	\$9,391,560
CON		RSTP	\$22,417,919	-	-	-	-	-	-	\$22,417,919
		<i>Total CON</i>	\$22,417,919	-	-	-	-	-	-	\$22,417,919
		<i>Total Programmed</i>	\$34,086,260	-	\$1,031,561	-	-	-	\$1,031,561	\$35,117,821



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$43,163,000 to \$35,117,821



TIP ID T6310
Project Name US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)
Project Limits Mary's Way to Annapolis Way
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 94102

Project Type Road - Add Capacity/Widening
Total Cost \$59,048,735
Completion Date 2019

Description Wide Route 1 in association with the US-1/RT 123 Interchange project.. Purpose: improve the flow of traffic, reduce accidents, and support traffic demand from the planed development in the area.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		NHPP	\$47,534,344	-	-	-	-	-	-	\$47,534,344
CON		DC/STATE	-	-	\$11,514,391	-	-	-	\$11,514,391	\$11,514,391
		<i>Total CON</i>	\$47,534,344	-	\$11,514,391	-	-	-	\$11,514,391	\$59,048,735
		<i>Total Programmed</i>	\$47,534,344	-	\$11,514,391	-	-	-	\$11,514,391	\$59,048,735



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$102,499,000 to \$59,048,735
 * ACCP is not part of the Total



TIP ID	T6314	Lead Agency	Virginia Department of Transportation
Project Name	Mulligan Rd Realign Rt. 235 and Widen Rt. 619	County	Fairfax
Project Limits	MOUNT VERNON HIGHWAY/ROUTE 1 to VA 611 TELEGRAPH ROAD	Municipality	
Description	Mulligan Rd Realign Rt. 235 and Widen Rt. 619	Agency Project ID	77404

Project Type	Road - Other Improvement
Total Cost	\$12,991,961
Completion Date	

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DEMO	\$91,000	-	-	-	-	-	-	\$91,000
PE		HPP	\$89,760	-	-	-	-	-	-	\$89,760
		<i>Total PE</i>	\$180,760	-	-	-	-	-	-	\$180,760
ROW		HPP	\$717,600	-	-	-	-	-	-	\$717,600
		<i>Total ROW</i>	\$717,600	-	-	-	-	-	-	\$717,600
CON		HPP	\$5,253,600	-	-	-	-	-	-	\$5,253,600
CON		RSTP	\$6,840,001	-	-	-	-	-	-	\$6,840,001
		<i>Total CON</i>	\$12,093,601	-	-	-	-	-	-	\$12,093,601
		<i>Total Programmed</i>	\$12,991,961	-	-	-	-	-	-	\$12,991,961



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$81,767,000 to \$12,991,961
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID: T6335
 Project Name: VA 659 Reconstruct to 4 Lanes
 Project Limits: Va Hay Rd to VA Gloucester Pkwy
 Lead Agency: Virginia Department of Transportation
 County: Loudoun
 Municipality:
 Agency Project ID: 76244
 Description: Reconstruct VA 659 (Belomnt Ridge Rd) to 4 lanes Urban Collector

Project Type: Road - Other Improvement
 Total Cost: \$51,385,791
 Completion Date: 2015

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$30,000	-	-	-	-	-	-	\$30,000
		<i>Total PE</i>	\$30,000	-	-	-	-	-	-	\$30,000
ROW		DC/STATE	\$4,631,250	-	-	-	-	-	-	\$4,631,250
		<i>Total ROW</i>	\$4,631,250	-	-	-	-	-	-	\$4,631,250
CON		DC/STATE	\$44,893,105	-	-	-	-	-	-	\$44,893,105
CON		STBG	\$1,831,436	-	-	-	-	-	-	\$1,831,436
		<i>Total CON</i>	\$46,724,541	-	-	-	-	-	-	\$46,724,541
		<i>Total Programmed</i>	\$51,385,791	-	-	-	-	-	-	\$51,385,791



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$131,347,000 to \$51,385,791
 * ACCP is not part of the Total




National Capital Region
Transportation Planning Board

TIP ID T6353
Project Name REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CREEK
Project Limits Featherstone Rd to Neabsco Mills Rd
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 16422
Description Replace the existing bridge over Neabsco Creek with a six lane divided facility that includes pedestrian and bicycle facilities.

Project Type Road - Other Improvement
Total Cost \$24,810,569
Completion Date

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HBRRP	\$43,190	-	-	-	-	-	-	\$43,190
PE		EB/MG	\$716,842	-	-	-	-	-	-	\$716,842
PE		STBG	\$966,943	-	-	-	-	-	-	\$966,943
		<i>Total PE</i>	\$1,726,975	-	-	-	-	-	-	\$1,726,975
ROW		EB/MG	\$3,652,781	-	-	-	-	-	-	\$3,652,781
ROW		STBG	\$5,882,219	-	-	-	-	-	-	\$5,882,219
		<i>Total ROW</i>	\$9,535,000	-	-	-	-	-	-	\$9,535,000
CON		HBRRP	\$8,113,436	-	-	-	-	-	-	\$8,113,436
CON		EB/MG	\$3,911,112	-	-	-	-	-	-	\$3,911,112
CON		STBG	\$1,294,719	-	-	-	-	-	-	\$1,294,719
		<i>Total CON</i>	\$13,319,267	-	-	-	-	-	-	\$13,319,267
PLANNING		HIP	\$229,327	-	-	-	-	-	-	\$229,327
		<i>Total PLANNING</i>	\$229,327	-	-	-	-	-	-	\$229,327
		<i>Total Programmed</i>	\$24,810,569	-	-	-	-	-	-	\$24,810,569

 *Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$10,979,000 to \$24,810,569
 * ACCP is not part of the Total



TIP ID T6361
Project Name I-495 Northern Section Shoulder Use Debt Service
Project Limits South of Old Dominion Drive Overpass to George Washington Memorial Highway
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 106025

Project Type Debt Service
Total Cost \$21,396,496
Completion Date

Description Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		NHPP	\$13,168,214	-	\$1,221,024	-	-	-	\$1,221,024	\$14,389,238
CON	AC	NHPP	-	-	\$7,007,258	-	-	-	\$7,007,258	\$7,007,258
CON	ACCP	NHPP	-	-	-	\$1,221,039	\$1,220,854	\$1,220,685	*	*
		Total CON	\$13,168,214	-	\$8,228,282	-	-	-	\$8,228,282	\$21,396,496
		Total Programmed	\$13,168,214	-	\$8,228,282	-	-	-	\$8,228,282	\$21,396,496



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$53,536,000 to \$21,396,496
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

TIP ID T6449
Project Name Frontier Dr Extension (PE Only)
Project Limits VA 289 Franconia-Springfield Parkway to VA 789 Loisdale Rd
Description Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road.

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 106742

Project Type Road - New Construction
Total Cost \$12,600,000
Completion Date 2030

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$10,000,000	-	\$2,600,000	-	-	-	\$2,600,000	\$12,600,000
		<i>Total PE</i>	\$10,000,000	-	\$2,600,000	-	-	-	\$2,600,000	\$12,600,000
		<i>Total Programmed</i>	\$10,000,000	-	\$2,600,000	-	-	-	\$2,600,000	\$12,600,000



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$180,200,000 to \$12,600,000
 * ACCP is not part of the Total



TIP ID T6539
Project Name #HB2.FY17 Rte 7 Corridor Improvements - Phase 2
Project Limits Reston Avenue to 500 ft. E of Colvin Forest Drive
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 106917

Project Type Road - Add Capacity/Widening
Total Cost \$106,407,044
Completion Date 2024

Description Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$1,238,920	-	-	-	-	-	-	\$1,238,920
		<i>Total PE</i>	\$1,238,920	-	-	-	-	-	-	\$1,238,920
ROW		NHPP	\$6,788,834	-	-	-	-	-	-	\$6,788,834
		<i>Total ROW</i>	\$6,788,834	-	-	-	-	-	-	\$6,788,834
CON		HIP	\$5,090,080	-	-	-	-	-	-	\$5,090,080
CON		NHPP	\$3,716,934	-	\$2,057,588	-	-	-	\$2,057,588	\$5,774,522
CON	AC	NHPP	-	-	\$31,149,039	-	-	-	\$31,149,039	\$31,149,039
CON	ACCP	NHPP	-	-	-	\$2,211,374	\$2,320,273	\$2,433,955	*	*
CON		RSTP	\$39,370,271	-	-	-	-	-	-	\$39,370,271
CON		DC/STATE	-	-	\$15,520,552	-	-	-	\$15,520,552	\$15,520,552
CON		STBG	\$1,474,826	-	-	-	-	-	-	\$1,474,826
		<i>Total CON</i>	\$49,652,111	-	\$48,727,179	-	-	-	\$48,727,179	\$98,379,290
		<i>Total Programmed</i>	\$57,679,865	-	\$48,727,179	-	-	-	\$48,727,179	\$106,407,044



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-04	Amendment 2023-2026	10/19/2022	N/A	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$125,957,626 to \$106,407,044
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

TIP ID T6543
Project Name I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES
Project Limits Rte. I-66/Rte 15 Interchange
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 110376

Project Type
Total Cost \$14,264,709
Completion Date 2033

Description I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$9,925,855	-	\$932,370	-	-	-	\$932,370	\$10,858,225
PE	AC	NHPP	-	-	\$3,406,484	-	-	-	\$3,406,484	\$3,406,484
PE	ACCP	NHPP	-	-	-	\$831,672	\$725,867	\$614,702	*	*
		<i>Total PE</i>	\$9,925,855	-	\$4,338,854	-	-	-	\$4,338,854	\$14,264,709
		<i>Total Programmed</i>	\$9,925,855	-	\$4,338,854	-	-	-	\$4,338,854	\$14,264,709



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$35,646,000 to \$14,264,709
 * ACCP is not part of the Total



TIP ID T6544
Project Name I-66 Inside of the Beltway Initiatives
Project Limits Exit 67 DULLES AIRPORT ACCESS ROAD to 71 N. GEORGE MASON DRIVE
Description From: Exit 67 DULLES AIRPORT ACCESS ROAD TO: 71 N. GEORGE MASON DRIVE (4.0000MI)- Widening EB I-66 to 4 lanes

Lead Agency Virginia Department of Transportation
County Arlington, Fairfax
Municipality
Agency Project ID 108424

Project Type Road - Other Improvement
Total Cost \$110,510,626
Completion Date 2021

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$10,949,207	-	-	-	-	-	-	\$10,949,207
PE		DC/STATE	\$1,570,793	-	-	-	-	-	-	\$1,570,793
		Total PE	\$12,520,000	-	-	-	-	-	-	\$12,520,000
ROW		NHPP	\$310,626	-	-	-	-	-	-	\$310,626
		Total ROW	\$310,626	-	-	-	-	-	-	\$310,626
CON		NHFP	\$8,835,104	-	-	-	-	-	-	\$8,835,104
CON		NHPP	\$3,489,374	-	\$5,049,577	-	-	-	\$5,049,577	\$8,538,951
CON	AC	NHPP	-	-	\$51,187,547	-	-	-	\$51,187,547	\$51,187,547
CON		DC/STATE	-	\$29,118,398	-	-	-	-	\$29,118,398	\$29,118,398
		Total CON	\$12,324,478	\$29,118,398	\$56,237,124	-	-	-	\$85,355,522	\$97,680,000
		Total Programmed	\$25,155,104	\$29,118,398	\$56,237,124	-	-	-	\$85,355,522	\$110,510,626



*Map Has Not Been Marked

Version History

TIP Document	Version History	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$106,392,788 to \$110,510,626
 * ACCP is not part of the Total



TIP ID: T6545
 Project Name: I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES
 Project Limits: I 495 to U 29 Near Rosslyn, Arlington
 Description: I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES

Lead Agency: Virginia Department of Transportation
 County: Arlington, Fairfax
 Municipality:
 Agency Project ID: 110392

Project Type: Debt Service
 Total Cost: \$33,263,325
 Completion Date: 2034

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$18,735,863	-	-	-	-	-	-	\$18,735,863
PE	AC	NHPP	-	\$2,729,704	\$11,797,758	-	-	-	\$14,527,462	\$14,527,462
PE	ACCP	NHPP	-	-	-	\$2,473,424	\$2,205,130	\$1,922,938	*	*
		<i>Total PE</i>	\$18,735,863	\$2,729,704	\$11,797,758	-	-	-	\$14,527,462	\$33,263,325
		<i>Total Programmed</i>	\$18,735,863	\$2,729,704	\$11,797,758	-	-	-	\$14,527,462	\$33,263,325



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$33,263,016 to \$33,263,325
 * ACCP is not part of the Total



TIP ID T6546
Project Name #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE
Project Limits Reston Avenue to Jarrett Valley Drive
Description #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 110377

Project Type Debt Service
Total Cost \$29,865,085
Completion Date 2039

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$9,942,060	-	\$2,825,254	-	-	-	\$2,825,254	\$12,767,314
PE	AC	NHPP	-	-	\$17,097,771	-	-	-	\$17,097,771	\$17,097,771
PE	ACCP	NHPP	-	-	-	\$2,797,308	\$2,572,065	\$2,321,618	*	*
		Total PE	\$9,942,060	-	\$19,923,025	-	-	-	\$19,923,025	\$29,865,085
		Total Programmed	\$9,942,060	-	\$19,923,025	-	-	-	\$19,923,025	\$29,865,085



*Map Has Not Been Marked

Version History

TIP Document	Version History	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$29,865,085
 * ACCP is not part of the Total



TIP ID: T6547
 Project Name: HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES
 Project Limits: Reston Avenue to Jarrett Valley Drive
 Description: HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES

Lead Agency: Virginia Department of Transportation
 County: Fairfax
 Municipality:
 Agency Project ID: 110378

Project Type:
 Total Cost: \$14,714,618
 Completion Date: 2022

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$6,426,055	-	\$1,256,733	-	-	-	\$1,256,733	\$7,682,788
PE	AC	NHPP	-	-	\$7,031,830	-	-	-	\$7,031,830	\$7,031,830
PE	ACCP	NHPP	-	-	\$1,199,847	\$1,091,160	\$977,109	-	*	*
		<i>Total PE</i>	\$6,426,055	-	\$8,288,563	-	-	-	\$8,288,563	\$14,714,618
		<i>Total Programmed</i>	\$6,426,055	-	\$8,288,563	-	-	-	\$8,288,563	\$14,714,618



*Map Has Not Been Marked

Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$34,682,000 to \$14,714,618
 * ACCP is not part of the Total



TIP ID T6548
Project Name #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES
Project Limits US 29 to VA 17
Description #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES

Lead Agency Virginia Department of Transportation
County Loudoun
Municipality Suburban VA
Agency Project ID 110375

Project Type Road - Interchange improvement
Total Cost \$9,074,790
Completion Date 2033

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$3,672,641	-	\$784,078	-	-	-	\$784,078	\$4,456,719
PE	AC	NHPP	-	-	\$4,618,071	-	-	-	\$4,618,071	\$4,618,071
PE	ACCP	NHPP	-	-	-	\$759,366	\$693,133	\$623,660	*	*
		Total PE	\$3,672,641	-	\$5,402,149	-	-	-	\$5,402,149	\$9,074,790
		Total Programmed	\$3,672,641	-	\$5,402,149	-	-	-	\$5,402,149	\$9,074,790



*Map Has Not Been Marked

Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$20,950,000 to \$9,074,790
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

TIP ID	T6554	Lead Agency	Virginia Department of Transportation
Project Name	RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN	County	
Project Limits	0.280 MILE WEST BROAD RUN to 0.302 MILE EAST BROAD RUN	Municipality	
		Agency Project ID	68627
Description	FROM: 0.280 MILE WEST BROAD RUN TO: 0.302 MILE EAST BROAD RUN (0.5820 MI)		

Project Type	Bridge - Replace
Total Cost	\$11,339,333
Completion Date	2008

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW		RSTP	-	-	\$39,640	-	-	-	\$39,640	\$39,640
ROW		S. 5312	\$1,295,772	-	-	-	-	-	-	\$1,295,772
ROW		DC/STATE	-	-	\$9,910	-	-	-	\$9,910	\$9,910
		<i>Total ROW</i>	\$1,295,772	-	\$49,550	-	-	-	\$49,550	\$1,345,322
CON		EB/MG	\$1,124,154	-	-	-	-	-	-	\$1,124,154
CON		HSIP	\$6,503,740	-	-	-	-	-	-	\$6,503,740
CON		RSTP	\$1,640,098	-	-	-	-	-	-	\$1,640,098
CON		S. 5312	\$495,072	-	-	-	-	-	-	\$495,072
CON		STBG	\$230,947	-	-	-	-	-	-	\$230,947
		<i>Total CON</i>	\$9,994,011	-	-	-	-	-	-	\$9,994,011
		<i>Total Programmed</i>	\$11,289,783	-	\$49,550	-	-	-	\$49,550	\$11,339,333



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$12,810,770 to \$11,339,333


TIP ID T6574
Project Name RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W
Project Limits 0.330 KILOMETER NORTH DAVIS DRIVE to 0.287 KILOMETER SOUTH LEE CHAPEL ROAD

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 51135

Project Type Road - Other Improvement
Total Cost \$23,831,630
Completion Date

Description RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		EB/MG	\$172,868	-	-	-	-	-	-	\$172,868
PE		LBD	\$256,529	-	-	-	-	-	-	\$256,529
PE		NHPP	\$2,829	-	-	-	-	-	-	\$2,829
PE		RSTP	\$224,153	-	-	-	-	-	-	\$224,153
		<i>Total PE</i>	\$656,379	-	-	-	-	-	-	\$656,379
ROW		LBD	\$248,662	-	-	-	-	-	-	\$248,662
ROW		RSTP	\$2,787,967	-	-	-	-	-	-	\$2,787,967
ROW		STBG	\$3,481,517	-	-	-	-	-	-	\$3,481,517
		<i>Total ROW</i>	\$6,518,146	-	-	-	-	-	-	\$6,518,146
CON		EB/MG	\$1,104,015	-	-	-	-	-	-	\$1,104,015
CON		NHPP	\$8,989,912	-	-	-	-	-	-	\$8,989,912
CON		NVTA	\$5,733,551	-	-	-	-	-	-	\$5,733,551
CON		STBG	\$829,627	-	-	-	-	-	-	\$829,627
		<i>Total CON</i>	\$16,657,105	-	-	-	-	-	-	\$16,657,105
		<i>Total Programmed</i>	\$23,831,630	-	-	-	-	-	-	\$23,831,630

 *Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$6,239,000 to \$23,831,630



TIP ID T6583
Project Name Soapstone Connector
Project Limits Sunrise Valley Dr to Sunset Hills Dr

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 112479

Project Type Road - New Construction
Total Cost \$235,000,000
Completion Date 2027

Description New multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston. Near Wiehle-Reston East Metrorail Station, includes crossing over the Dulles Corridor. Includes 4 lane cross section, on-road bike, sidewalk, and shared use path.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE		\$1,460,000	-	\$7,740,000	-	-	\$7,740,000	\$9,200,000
		<i>Total PE</i>		\$1,460,000	-	\$7,740,000	-	-	\$7,740,000	\$9,200,000
ROW		DC/STATE		-	-	\$136,806,963	-	-	\$136,806,963	\$136,806,963
		<i>Total ROW</i>		-	-	\$136,806,963	-	-	\$136,806,963	\$136,806,963
CON		DC/STATE		-	-	\$88,993,037	-	-	\$88,993,037	\$88,993,037
		<i>Total CON</i>		-	-	\$88,993,037	-	-	\$88,993,037	\$88,993,037
		<i>Total Programmed</i>		\$1,460,000	-	\$233,540,000	-	-	\$233,540,000	\$235,000,000



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-09.3		2023-2026	01/18/2023	Pending	N/A
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$217,654,887 to \$235,000,000
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID: T6585
 Project Name: TRANSFORM66 OUTSIDE THE BELTWAY (P3 Project)
 Project Limits: I 495 to US 15
 Lead Agency: Virginia Department of Transportation
 County: Fairfax, Prince William
 Municipality:
 Agency Project ID: 110741

Project Type: Study/Planning/Research
 Total Cost: \$3,031,403,774
 Completion Date:

Description: The Transform 66 Outside the Beltway Project is a multimodal project which will provide 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit. Anticipated funds to consist of TIFIA Loan, Debt, and Equity for Express Mobility Partners .

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		P3	-	-	\$3,031,403,774	-	-	-	\$3,031,403,774	\$3,031,403,774
		Total CON	-	-	\$3,031,403,774	-	-	-	\$3,031,403,774	\$3,031,403,774
		Total Programmed	-	-	\$3,031,403,774	-	-	-	\$3,031,403,774	\$3,031,403,774



*Map Has Not Been Marked

Version History

TIP Document	Amendment	MPO Approval	FHWA Approval	FTA Approval
23-21.4	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update


Funding Change(s):

Total project cost decreased from \$4,386,604,000 to \$3,031,403,774

TIP ID	T6587	Lead Agency	Virginia Department of Transportation	Project Type	Road - Other Improvement
Project Name	I-395 Project owner's cost	County		Total Cost	\$25,350,000
Project Limits	Edsall Road to Washington D.C.	Municipality		Completion Date	
		Agency Project ID	108361		

Description I395 Project owner's cost for oversight and management, general purpose bridge rehabilitation and RW for I395 Express and Duke/Edsall Widening. Connected to the Atlantic Gateway Grant 2 A 3/30/2017 TIP AMD - add \$700,000 (AC OTHER State) FFY17 RW phase; add \$33,300,000 (AC OTHER State, and Fast Lane Grant) FFY17 CN phase.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW		NHFP	\$560,000	-	\$280,000	-	-	-	\$280,000	\$840,000
ROW		DC/STATE	-	-	\$70,000	-	-	-	\$70,000	\$70,000
		Total ROW	\$560,000	-	\$350,000	-	-	-	\$350,000	\$910,000
CON		NHFP	\$24,440,000	-	-	-	-	-	-	\$24,440,000
		Total CON	\$24,440,000	-	-	-	-	-	-	\$24,440,000
		Total Programmed	\$25,000,000	-	\$350,000	-	-	-	\$350,000	\$25,350,000



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-19.3	Amendment	2023-2026	Pending	Pending	N/A
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$34,000,000 to \$25,350,000
* ACCP is not part of the Total



National Capital Region
Transportation Planning Board

TIP ID T6588
Project Name I-395 NORTHERN EXTENSION MULTI-MODAL ACCESS TO PENTAGON (2B)
Project Limits Edsall Road to Washington D.C. Line
Lead Agency Virginia Department of Transportation
County Arlington
Municipality
Agency Project ID 110728

Project Type Road - Other Improvement
Total Cost \$6,250,000
Completion Date

Description IMPROVING MULTI-MODAL ACCESS TO PENTAGON

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		LBD	-	-	\$250,000	-	-	-	\$250,000	\$250,000
CON		NHFP	\$6,000,000	-	-	-	-	-	-	\$6,000,000
		Total CON	\$6,000,000	-	\$250,000	-	-	-	\$250,000	\$6,250,000
		Total Programmed	\$6,000,000	-	\$250,000	-	-	-	\$250,000	\$6,250,000



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update


Funding Change(s):

Total project cost decreased from \$10,000,000 to \$6,250,000
 * ACCP is not part of the Total



TIP ID	T6589	Lead Agency	Virginia Department of Transportation	Project Type	Road - Other Improvement
Project Name	I-395 AUXILIARY LANE - SOUNDWALLS	County		Total Cost	\$6,650,000
Project Limits	0.280 mi. north of Duke Street to 0.048 mi. south of Sanger Avenue	Municipality	City of Alexandria	Completion Date	
		Agency Project ID	110729		
Description	Construct noise barrier to fulfill environmental commitments from the I395 Auxiliary Lane project. NEPA under UPC 102437 project 3/30/2017 TIP AMD - add \$7,000,000 (AC-OTHER State) FFY17.				

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		LBD		\$6,300,000	-	\$350,000	-	-	\$350,000	\$6,650,000
		<i>Total CON</i>		\$6,300,000	-	\$350,000	-	-	\$350,000	\$6,650,000
		<i>Total Programmed</i>		\$6,300,000	-	\$350,000	-	-	\$350,000	\$6,650,000

 *Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$7,000,000 to \$6,650,000
 * ACCP is not part of the Total

TIP ID: T6604
Project Name: Lee Highway Widening Phase II
Project Limits: VA 659 Union Mill Road to Buckleys Gate Drive

Lead Agency: Virginia Department of Transportation
County: Fairfax
Municipality:
Agency Project ID: 110329

Project Type: Road - Add Capacity/Widening
Total Cost: \$97,020,683
Completion Date: 2027

Description: Widen Route 29 from 4 lanes to 6 lanes from Union Mill Road to Buckley's Gate Drive, with added capacity, improved geometrics and pedestrian/bicycle facilities. Corresponding Debt Service UPC is 111986.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$1,450,684	-	\$277,632	-	-	-	\$277,632	\$1,728,316
PE	AC	NHPP	-	-	\$2,792,084	-	-	-	\$2,792,084	\$2,792,084
PE	ACCP	NHPP	-	-	-	\$291,695	\$306,552	\$321,976	*	*
PE		DC/STATE	-	-	\$978,131	-	-	-	\$978,131	\$978,131
		<i>Total PE</i>	\$1,450,684	-	\$4,047,847	-	-	-	\$4,047,847	\$5,498,531
ROW		DC/STATE	-	-	\$9,732,694	-	-	-	\$9,732,694	\$9,732,694
		<i>Total ROW</i>	-	-	\$9,732,694	-	-	-	\$9,732,694	\$9,732,694
CON	AC	NHPP	-	-	\$43,193,516	-	-	-	\$43,193,516	\$43,193,516
CON	ACCP	NHPP	-	-	-	\$14,846,764	\$25,585,128	\$86,575	*	*
CON		DC/STATE	-	-	\$38,595,942	-	-	-	\$38,595,942	\$38,595,942
		<i>Total CON</i>	-	-	\$81,789,458	-	-	-	\$81,789,458	\$81,789,458
		<i>Total Programmed</i>	\$1,450,684	-	\$95,569,999	-	-	-	\$95,569,999	\$97,020,683



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$95,679,564 to \$97,020,683

* ACCP is not part of the Total



<i>TIP ID</i>	T6605	<i>Lead Agency</i>	Virginia Department of Transportation
<i>Project Name</i>	Lee Highway Widening Phase II – GARVEE DEBT SERVICE	<i>County</i>	Fairfax
<i>Project Limits</i>	VA 659 Union Mill Road to Buckleys Gate Drive	<i>Municipality</i>	
		<i>Agency Project ID</i>	111986
<i>Description</i>	Debt Service Required for construction of UPC 110329		

<i>Project Type</i>	Debt Service
<i>Total Cost</i>	\$1,965,483
<i>Completion Date</i>	2037

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$1,185,566	-	\$150,058	-	-	-	\$150,058	\$1,335,624
PE	AC	NHPP	-	-	-	\$629,859	-	-	\$629,859	\$629,859
PE	ACCP	NHPP	-	-	-	\$136,003	\$121,235	\$105,717	*	*
		<i>Total PE</i>	\$1,185,566	-	\$150,058	\$629,859	-	-	\$779,917	\$1,965,483
		<i>Total Programmed</i>	\$1,185,566	-	\$150,058	\$629,859	-	-	\$779,917	\$1,965,483



*Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$41,161,000 to \$1,965,483
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID: T6624
 Project Name: I-495 Express Lanes Northern Extension
 Project Limits: S. of Existing Express Lanes to American Legion Bridge
 Lead Agency: Virginia Department of Transportation
 County: Fairfax
 Municipality:
 Agency Project ID: 113414

Project Type: Road - Other Improvement
 Total Cost: \$19,799,970
 Completion Date: 2025

Description: Extend I-495 HOT Lanes north to the American Legion Bridge from south of their current northern terminus in the vicinity of Old Dominion Drive to the American Legion Bridge.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$6,000,000	-	-	-	-	-	-	\$6,000,000
PE		P3	-	-	\$13,799,970	-	-	-	\$13,799,970	\$13,799,970
		Total PE	\$6,000,000	-	\$13,799,970	-	-	-	\$13,799,970	\$19,799,970
		Total Programmed	\$6,000,000	-	\$13,799,970	-	-	-	\$13,799,970	\$19,799,970



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$6,000,000 to \$19,799,970



TIP ID T6659
Project Name VA Route 645 Extended - Westwind Drive
Project Limits VA 607 Loudoun County (opposite Moorefield Boulevard) Parkway to VA 606 Old Ox Road

Lead Agency Virginia Department of Transportation
County Loudoun
Municipality
Agency Project ID 111670

Project Type Road - Add Capacity/Widening
Total Cost \$43,278,410
Completion Date 2026

Description Westwind Drive/Ladbrook Drive (VA Route 645 Extended) will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four lane divided road segment (Loudoun Typical Section for U4M) and bridge crossing will provide another east west connection in Loudoun's UDA. Between the Dulles Greenway and Evergreen Mills Road there are no other east west roadways across Broad Run, thereby hindering economic development and increasing vehicle miles travels for residents. This project can be found in Loudoun County's Capital Improvement Program and missing link #101 in Eastern Loudoun's Transportation Study.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HIP	\$2,062,290	-	-	-	-	-	-	\$2,062,290
PE		STBG	\$1,481,501	-	-	-	-	-	-	\$1,481,501
PE	AC	STBG	\$1,109,919	-	-	-	-	-	-	\$1,109,919
		Total PE	\$4,653,710	-	-	-	-	-	-	\$4,653,710
ROW		DC/STATE	-	-	-	-	\$7,600,000	-	\$7,600,000	\$7,600,000
		Total ROW	-	-	-	-	\$7,600,000	-	\$7,600,000	\$7,600,000
CON		DC/STATE	-	-	-	-	-	\$31,024,700	-	\$31,024,700
		Total CON	-	-	-	-	-	\$31,024,700	-	\$31,024,700
		Total Programmed	\$4,653,710	-	-	-	\$7,600,000	\$31,024,700	\$7,600,000	\$43,278,410



*Map Has Not Been Marked

Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$47,932,000 to \$43,278,410
 * ACCP is not part of the Total



TIP ID	T6665	Lead Agency	Virginia Department of Transportation	Project Type	Bridge - Rehab + Add Capacity
Project Name	ROCK HILL ROAD OVERPASSS (CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE)	County	Fairfax, Loudoun	Total Cost	\$1,000,000
Project Limits	VA 5320 Sunrise Valley Drive to Innovation Avenue	Municipality		Completion Date	2025
		Agency Project ID	114098		

Description Construct a four-lane roadway over the Dulles Toll Road from Sunrise Valley Drive on the south side to Innovation Avenue in Loudoun County on the north side. The project would include pedestrian and bicycle facilities.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$1,000,000	-	-	-	-	-	-	\$1,000,000
		<i>Total PE</i>	\$1,000,000	-	-	-	-	-	-	\$1,000,000
		<i>Total Programmed</i>	\$1,000,000	-	-	-	-	-	-	\$1,000,000



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$2,000,000 to \$1,000,000
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

<i>TIP ID</i>	T6680	<i>Lead Agency</i>	Virginia Department of Transportation
<i>Project Name</i>	US 1 Bus Rapid Transit	<i>County</i>	Fairfax, Prince William
<i>Project Limits</i>	FORT BELVOIR to HUNTINGTON METRORAIL STATION	<i>Municipality</i>	
		<i>Agency Project ID</i>	115549

<i>Project Type</i>	Transit - BRT
<i>Total Cost</i>	\$2,289,501
<i>Completion Date</i>	2030

Description US 1 Bus Rapid Transit

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	ACCP	RSTP	-	\$17,794,199	-	-	-	-	*	*
PE		DC/STATE	\$1,909,840	-	-	-	-	-	-	\$1,909,840
PE	ACCP	DC/STATE	-	\$1,885,526	-	-	-	-	*	*
		<i>Total PE</i>	\$1,909,840	-	-	-	-	-	-	\$1,909,840
ROW		DC/STATE	\$77,684	-	-	-	-	-	-	\$77,684
		<i>Total ROW</i>	\$77,684	-	-	-	-	-	-	\$77,684
CON		DC/STATE	\$301,977	-	-	-	-	-	-	\$301,977
		<i>Total CON</i>	\$301,977	-	-	-	-	-	-	\$301,977
		<i>Total Programmed</i>	\$2,289,501	-	-	-	-	-	-	\$2,289,501



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$544,800,000 to \$2,289,501
 * ACCP is not part of the Total



TIP ID: T6682
 Project Name: I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294
 Project Limits: VA 294 to VA 123

Lead Agency: Virginia Department of Transportation
 County: Prince William
 Municipality:
 Agency Project ID: 115999

Project Type: Road - Add Capacity/Widening
 Total Cost: \$23,721,497
 Completion Date: 2023

Description: This project includes adding an auxiliary travel lane on Southbound Interstate 95, from the Route 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		CONCESSION	\$3,350,000	-	\$141,388	-	-	-	\$141,388	\$3,491,388
		<i>Total PE</i>	\$3,350,000	-	\$141,388	-	-	-	\$141,388	\$3,491,388
CON		CONCESSION	\$20,230,109	-	-	-	-	-	-	\$20,230,109
		<i>Total CON</i>	\$20,230,109	-	-	-	-	-	-	\$20,230,109
<i>Total Programmed</i>			\$23,580,109	-	\$141,388	-	-	-	\$141,388	\$23,721,497



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$31,100,000 to \$23,721,497
 * ACCP is not part of the Total



TIP ID: T6692
 Project Name: Route 1 Widening (Fraleley Blvd) *****
 Project Limits: 0.1 Mi. S of Brady's Hill Road to 0.2 Mi. N. of Dumfries Road (Rte 234)

Lead Agency: Virginia Department of Transportation
 County: Dumfries
 Municipality: Town of Dumfries
 Agency Project ID: 119481

Project Type: Road - Add Capacity/Widening
 Total Cost: \$177,035,188
 Completion Date: 2029

Description: This locally administered, NVTA funded project is being set-up with a temporary UPC number for the sole purpose of inclusion in the STIP/TIP.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	\$3,958,000	-	-	-	\$3,958,000	\$3,958,000
		<i>Total PE</i>	-	-	\$3,958,000	-	-	-	\$3,958,000	\$3,958,000
ROW		NHPP	-	-	\$11,379,363	-	-	-	\$11,379,363	\$11,379,363
ROW	AC	NHPP	-	-	\$35,499,370	-	-	-	\$35,499,370	\$35,499,370
ROW	ACCP	NHPP	-	-	-	\$24,912,935	\$10,536,435	-	*	*
ROW		DC/STATE	-	-	\$9,887,895	-	-	-	\$9,887,895	\$9,887,895
		<i>Total ROW</i>	-	-	\$56,766,628	-	-	-	\$56,766,628	\$56,766,628
CON		DC/STATE	-	-	-	-	\$116,310,560	-	-	\$116,310,560
		<i>Total CON</i>	-	-	-	-	\$116,310,560	-	-	\$116,310,560
		<i>Total Programmed</i>	-	-	\$60,724,628	-	\$116,310,560	\$60,724,628	\$177,035,188	



*Map Has Not Been Marked

Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-01.3	Amendment 2023-2026	09/21/2022	10/22/2022	10/22/2022
23-05.3	Amendment 2023-2026	11/16/2022	Pending	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$177,035,188
 * ACCP is not part of the Total



TIP ID T6695
Project Name UNIVERSITY BLVD EXTENSION (DEVLIN RD TO WELLINGTON RD)
Project Limits Devlin Rd to Progress Court
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 118313

Project Type Road - New Construction
Total Cost \$25,000,000
Completion Date 2035

Description This project consists of extending University Boulevard from Devlin Road to Wellington Rd, as a 2 lane roadway (half section) with two (2) 12 travel lanes and a 10 shared use path. The project will include signaling the new intersection of Devlin Road at University Boulevard.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		RSTP	-	-	-	\$5,600,000	-	-	\$5,600,000	\$5,600,000
PE		DC/STATE	-	-	-	\$1,400,000	-	-	\$1,400,000	\$1,400,000
		Total PE	-	-	-	\$7,000,000	-	-	\$7,000,000	\$7,000,000
ROW		RSTP	-	-	-	-	-	\$14,400,000	-	\$14,400,000
ROW		DC/STATE	-	-	-	-	-	\$3,600,000	-	\$3,600,000
		Total ROW	-	-	-	-	-	\$18,000,000	-	\$18,000,000
		Total Programmed	-	-	-	\$7,000,000	-	\$18,000,000	\$7,000,000	\$25,000,000



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$28,500,000 to \$25,000,000



National Capital Region
Transportation Planning Board

TIP ID: T6696
 Project Name: Virginia Statewide Vehicle Fuel Conversion Program
 Project Limits: Provide for vehicle Fuel conversion program statewide
 Lead Agency: Virginia Department of Transportation
 County: Statewide VA
 Municipality: T20741
 Agency Project ID: T20741

Project Type: Alternative Fuel Infrastructure
 Total Cost: \$360,000
 Completion Date: 2021

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		CMAQ	-	-	\$288,000	-	-	-	\$288,000	\$288,000
CON		DC/STATE	-	-	\$72,000	-	-	-	\$72,000	\$72,000
		<i>Total CON</i>	-	-	\$360,000	-	-	-	\$360,000	\$360,000
		<i>Total Programmed</i>	-	-	\$360,000	-	-	-	\$360,000	\$360,000



*Map Has Not Been Marked

Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$360,000



TIP ID: T6697
 Project Name: POTOMAC YARD METRORAIL STATION INCLUDING SOUTHWEST ENTRANCE
 Project Limits: [Blank]
 Description: The project consists of construction of a new enhanced Southwest Entry at E. Glebe Rd / Potomac Ave to the future Potomac Yard Metro Station along the existing Metrorail Blue and Yellow Lines.

Lead Agency: Virginia Department of Transportation
 County: Arlington
 Municipality: [Blank]
 Agency Project ID: 115667

Project Type: Transit - Other
 Total Cost: \$20,000,000
 Completion Date: 2022

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		CMAQ	\$20,000,000	-	-	-	-	-	-	\$20,000,000
		<i>Total CON</i>	\$20,000,000	-	-	-	-	-	-	\$20,000,000
		<i>Total Programmed</i>	\$20,000,000	-	-	-	-	-	-	\$20,000,000



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$20,000,000



National Capital Region
Transportation Planning Board

TIP ID: T6699
 Project Name: VRE MANASSAS LINE CAPACITY EXPANSION
 Project Limits: VARIOUS

Lead Agency: Virginia Department of Transportation
 County:
 Municipality: Suburban VA
 Agency Project ID: 113526

Project Type: Preliminary Engineering/Environmental Analysis
 Total Cost: \$105,013,000
 Completion Date: 2035

Description: This project provides for improvements at VRE Manassas Line stations and facilities to serve forecast ridership demand, including station improvements at the Manassas Park Station and I-66 OTB improvements including rolling stock, Broad Run and Manassas station improvements, third main track, and real time traveler information upgrade.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		CONCESSION	-	-	\$15,896,758	-	-	-	\$15,896,758	\$15,896,758
		<i>Total PE</i>	-	-	\$15,896,758	-	-	-	\$15,896,758	\$15,896,758
ROW		CONCESSION	-	-	\$26,703,305	-	-	-	\$26,703,305	\$26,703,305
		<i>Total ROW</i>	-	-	\$26,703,305	-	-	-	\$26,703,305	\$26,703,305
CON		CONCESSION	-	-	\$62,412,937	-	-	-	\$62,412,937	\$62,412,937
		<i>Total CON</i>	-	-	\$62,412,937	-	-	-	\$62,412,937	\$62,412,937
		<i>Total Programmed</i>	-	-	\$105,013,000	-	-	-	\$105,013,000	\$105,013,000



*Not Location Specific

Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$369,011 to \$105,013,000



TIP ID: T6701
 Project Name: VA286 POPES HEAD RD INTERCHANGE GARVEE DEBT SERVICE
 Project Limits: [Blank]
 Description: Debt Service Required for CN UPC 111725

Lead Agency: Virginia Department of Transportation
 County: [Blank]
 Municipality: [Blank]
 Agency Project ID: 111987

Project Type: Debt Service
 Total Cost: \$3,511,301
 Completion Date: 2037

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	-	\$294,081	-	-	\$294,081	\$294,081
PE	AC	NHPP	-	-	-	\$2,590,315	\$322,299	\$304,606	\$2,912,614	\$3,217,220
PE	ACCP	NHPP	-	-	-	\$2,590,315	\$322,299	\$304,606	*	*
		<i>Total PE</i>	-	-	-	\$2,884,396	\$322,299	-	\$3,206,695	\$3,511,301
		<i>Total Programmed</i>	-	-	-	\$2,884,396	\$322,299	\$304,606	\$3,206,695	\$3,511,301



*Map Has Not Been Marked

Version History

TIP Document	Version	MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$20,543,000 to \$3,511,301
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID T6707
Project Name BRADDOCK ROAD S-CURVE
Project Limits Old Lee Road to Tre Towers Court
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID T21255
Description Straighten and flatten the horizontal and vertical alignment of curve at Braddock Road and install right turn bay at Old Lee Road

Project Type Road - Recons/Rehab/Maintenance
Total Cost \$3,695,000
Completion Date 2027

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	\$550,000	-	-	-	\$550,000	\$550,000
		<i>Total PE</i>	-	-	\$550,000	-	-	-	\$550,000	\$550,000
ROW		HSIP	-	-	-	-	\$1,000,000	-	\$1,000,000	\$1,000,000
		<i>Total ROW</i>	-	-	-	-	\$1,000,000	-	\$1,000,000	\$1,000,000
CON		HSIP	-	-	-	-	-	\$2,145,000	-	\$2,145,000
		<i>Total CON</i>	-	-	-	-	-	\$2,145,000	-	\$2,145,000
		<i>Total Programmed</i>	-	-	\$550,000	-	\$1,000,000	\$2,145,000	\$1,550,000	\$3,695,000



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	Pending	Pending	Pending
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$550,000 to \$3,695,000



National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID: T6720
 Project Name: I-95 CIP Variable Speed Limits - Program UPC
 Project Limits: VA STATE LINE to VA STATE LINE

Lead Agency: Virginia Department of Transportation
 County:
 Municipality:
 Agency Project ID: 116656

Project Type:
 Total Cost: \$4,912,629
 Completion Date: 2025

Description: Program UPC; Funding source only for I-95 Corridor; UPC will not incur expenditures; Child UPCs will be developed to accomplish the scope of work.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	\$4,912,629	-	-	-	\$4,912,629	\$4,912,629
		Total PE	-	-	\$4,912,629	-	-	-	\$4,912,629	\$4,912,629
		Total Programmed	-	-	\$4,912,629	-	-	-	\$4,912,629	\$4,912,629



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$4,912,629



National Capital Region
Transportation Planning Board

TIP ID: T6721
 Project Name: I-95 CIP Ramp Metering Program UPC
 Project Limits: VA STATE LINE to VA STATE LINE
 Lead Agency: Virginia Department of Transportation
 County:
 Municipality:
 Agency Project ID: 116657

Project Type:
 Total Cost: \$5,700,000
 Completion Date: 2025

Description: Program UPC; Funding source only for I-95 Corridor; UPC will not incur expenditures; Child UPCs will be developed to accomplish the scope of work

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	\$3,500,000	-	-	-	\$3,500,000	\$3,500,000
PE	AC	DC/STATE	-	-	\$2,200,000	-	-	-	\$2,200,000	\$2,200,000
PE	ACCP	DC/STATE	-	-	\$2,200,000	-	-	-	*	*
		<i>Total PE</i>	-	-	\$5,700,000	-	-	-	\$5,700,000	\$5,700,000
		<i>Total Programmed</i>	-	-	\$5,700,000	-	-	-	\$5,700,000	\$5,700,000



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$5,700,000
 * ACCP is not part of the Total




National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID: T6722
 Project Name: I-95 CIP Geofenced Emerg Notifications- Program UPC
 Project Limits: VA STATE LINE to VA STATE LINE
 Lead Agency: Virginia Department of Transportation
 County:
 Municipality:
 Agency Project ID: 116658
 Description: Program UPC - Serves as a funding source; UPC will not incur expenditures; Child UPCs will be developed to accomplish scope of work.

Project Type:
 Total Cost: \$200,000
 Completion Date: 2025

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	-	-	\$200,000	-	-	-	\$200,000	\$200,000
		<i>Total PE</i>	-	-	\$200,000	-	-	-	\$200,000	\$200,000
		<i>Total Programmed</i>	-	-	\$200,000	-	-	-	\$200,000	\$200,000

 *Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$200,000



TIP ID T6723
Project Name I-95 CIP Advanced Work Zone Technology - Program UPC
Project Limits VA STATE LINE to VA STATE LINE
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 116659
Description Program UPC - Serves as a funding source; UPC will not incur expenditures; Child UPCs will be developed to accomplish scope of work.

Project Type
Total Cost \$950,000
Completion Date 2025

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	AC	DC/STATE	-	-	\$950,000	-	-	-	\$950,000	\$950,000
PE	ACCP	DC/STATE	-	-	\$950,000	-	-	-	*	*
<i>Total PE</i>			-	-	\$950,000	-	-	-	\$950,000	\$950,000
<i>Total Programmed</i>			-	-	\$950,000	-	-	-	\$950,000	\$950,000



*Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4		2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$950,000
 * ACCP is not part of the Total




National Capital Region
Transportation Planning Board

ATTACHMENT C
 Program Overview Report for
 TIP Action 23-21.4: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the Virginia Department of Transportation

TIP ID T6725
Project Name I-95 CIP Corridor Tech Improvements Program UPC
Project Limits VA STATE LINE to VA STATE LINE
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 116661
Description Program UPC - Funding Source for I-95; Project will not incur expenditures; Child UPCs will be developed to accomplish scope of work.

Project Type
Total Cost \$3,202,500
Completion Date 2025

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	AC	DC/STATE	-	-	\$3,202,500	-	-	-	\$3,202,500	\$3,202,500
ROW	ACCP	DC/STATE	-	-	\$3,202,500	-	-	-	*	*
Total ROW			-	-	\$3,202,500	-	-	-	\$3,202,500	\$3,202,500
Total Programmed			-	-	\$3,202,500	-	-	-	\$3,202,500	\$3,202,500

 *Map Has Not Been Marked

Version History

TIP Document	Amendment	Year	MPO Approval	FHWA Approval	FTA Approval
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$3,202,500
 * ACCP is not part of the Total



INTERCITY BUS AND RAIL TRAVEL OVERVIEW

National Capital Region Operations – Spring 2023

Andrew Meese
TPB Program Director, Systems Performance Planning

Pierre M. Gaunard
TPB Transportation Planner

Transportation Planning Board
June 21, 2023



Purpose and Contents

- Recap intercity travel and federal planning requirements
- Review past TPB study of intercity travel
- Present an updated overview of NCR intercity bus and rail operations
 - Private and public intercity bus
 - Amtrak (National Railroad Passenger Corporation)
- Highlight planned FY 2024 TPB UPWP activities



Intercity Bus Stops at D.C. Union Station (Pierre Gaunard/COG)



Why Study Intercity Travel?



Image Credits (Pierre Gaunard/COG)

- Economic impact due to tourism and business travel
- Potential use overlap with commuter transit
- Supports equity due to affordability and access to long-distance travel options
- Offers travel options for rural and small urban areas
- Federal requirements for MPO regional planning



Previous TPB Intercity Travel Study

- In response to new federal requirements, TPB studied intercity bus passenger traffic in 2016
- Key findings:
 - Union Station was the dominant boarding/alighting point
 - Most trips are to or from the NYC area
 - Fridays were the busiest travel day by bus

Image Credits (Pierre Gaunard/COG)



Spring 2023 Overview – Methodology

Collect updated information on intercity bus and rail operations in the NCR

- Online news articles, social media posts, and other open-source data were reviewed
- Amtrak service schedules were reviewed for intercity rail
- This overview focuses primarily on destinations with direct service from the NCR



Intercity Bus Stop at Vienna Metro Station (Pierre Gaunard/COG)



Intercity Snapshot – Spring 2023

34

NCR Intercity
Bus Stops
(Trip Origin)

9

Amtrak NCR
stops

50+

Intercity bus
destinations with
direct (one bus)
service from NCR



Intercity Bus Service – Spring 2023

15

Intercity
Bus
Operators

59

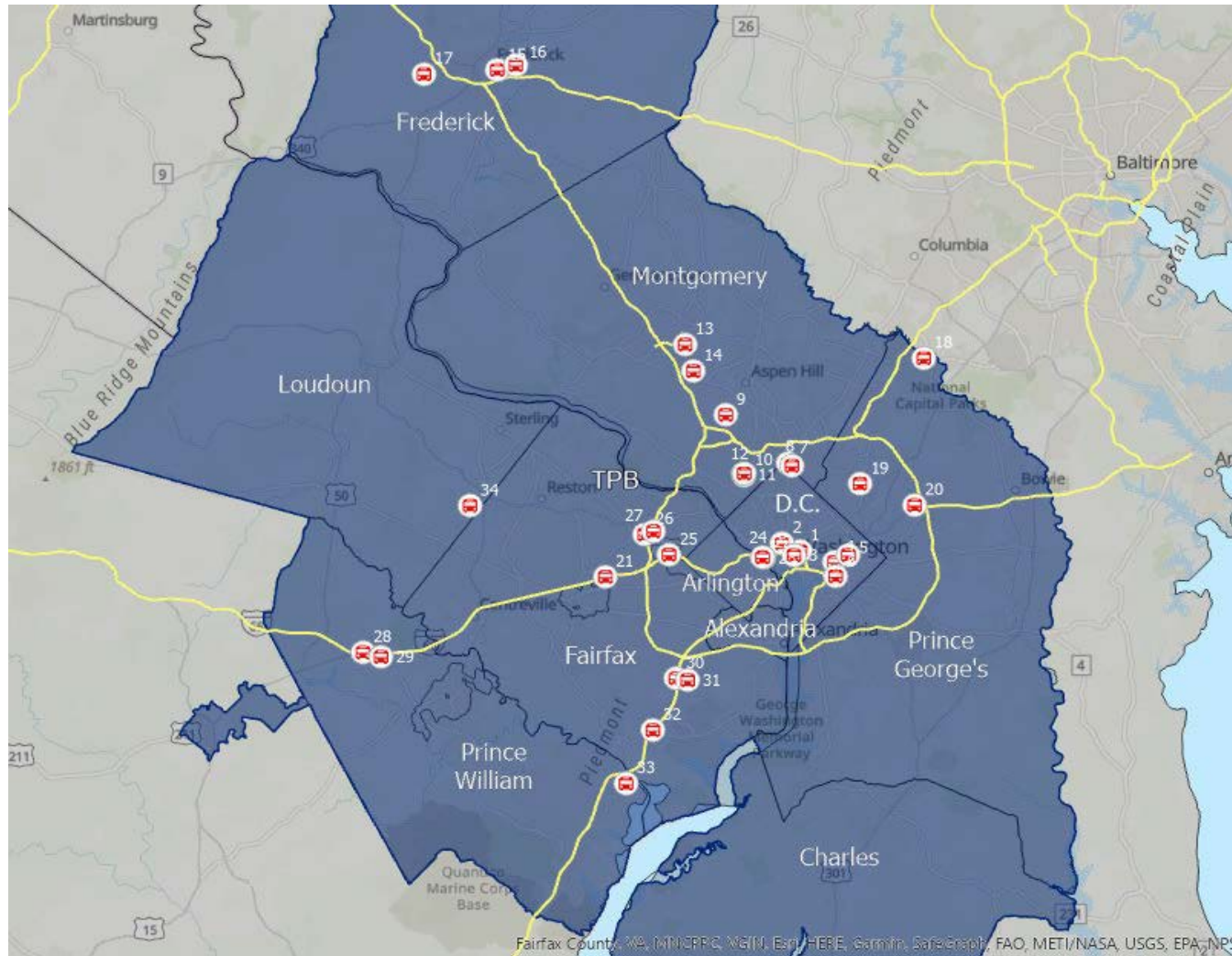
Friday bus
trips
originating
from the NCR
to Baltimore

200+

Friday bus
trips
originating
from the NCR
to NYC



Intercity Bus NCR Origins



- Red bus icons = intercity bus stops
- Most stops are along or nearby interstate highways (yellow)
- Stops are numbered and correspond with the chart in the appendix



Intercity Bus NCR Destinations



- Direct route destinations from the NCR include college towns, regional centers, and major cities
- The top 5 destinations by trip total are New York City, Baltimore, Philadelphia, Boston, and Richmond
- The DC <-> NYC route is by far the busiest and supports multiple bus lines
- Seasonal destinations and limited routes include beach and college towns



Intercity Bus Providers

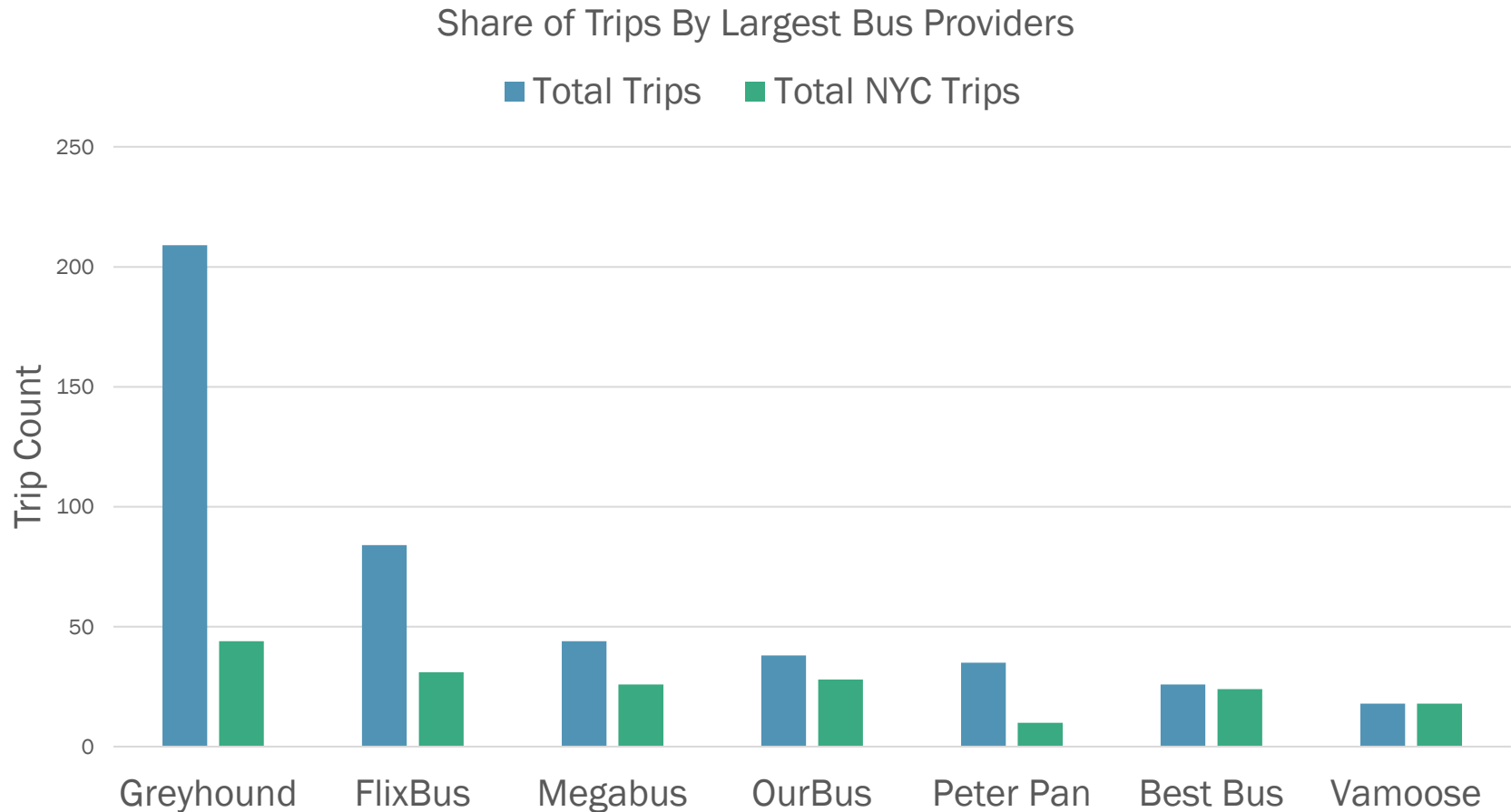
- There are more intercity bus providers in the NCR today than in 2016
- Many of these providers operate within a niche – geographic market or premium travel
- Fares typically range between appx. \$25-\$179 one way



BestBus Prime Interior (BestBus, <https://www.bestbus.com/pages/prime.aspx>)



Intercity Bus Providers – Service Share



Source: Bus Provider Online Schedules



Intercity Bus Ridership – Covid Impacts

- Scheduled motorcoach businesses (intercity buses) experienced an appx. 65% decline in passengers nationally between 2019 and 2020 (American Bus Association’s 2020 Motorcoach Census)
- The COVID-19 pandemic led to widespread industry reorganization
- As of February 2023, intercity bus ridership had returned to 70-75% of pre-pandemic totals and was rising

ROX RAPID OVERLAND XPRESS



Rapid Overland Xpress has operated three years under difficult travel and economic conditions. ROX will suspend service until further notice, as of Sunday, May 22, 2022.

ROX Home Page in May 2023 (Rapid Overland Express
<https://ridetherox.com/>)



Amtrak – Service Map



Amtrak Route Map (Amtrak/<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/Maps/Amtrak-System-Map-1018.pdf>)

Amtrak operates in four directions from Washington, DC

- Northeast: Baltimore, Philadelphia, New York City, and Boston or Montreal
- Northwest: Pittsburgh, Cleveland, Chicago
- Southwest: Charlottesville, Charlotte, Atlanta
- Southeast: Richmond, and either Hampton Roads or on to Savannah and Florida



Amtrak – Local Stations



Amtrak Route Map
([Amtrak/https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/Maps/Amtrak-System-Map-1018.pdf](https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/Maps/Amtrak-System-Map-1018.pdf))

Amtrak trains stop at Union Station. Other stations in the region include:

- Northeast: New Carrollton (followed by BWI Marshall Airport)

- Northwest: Rockville

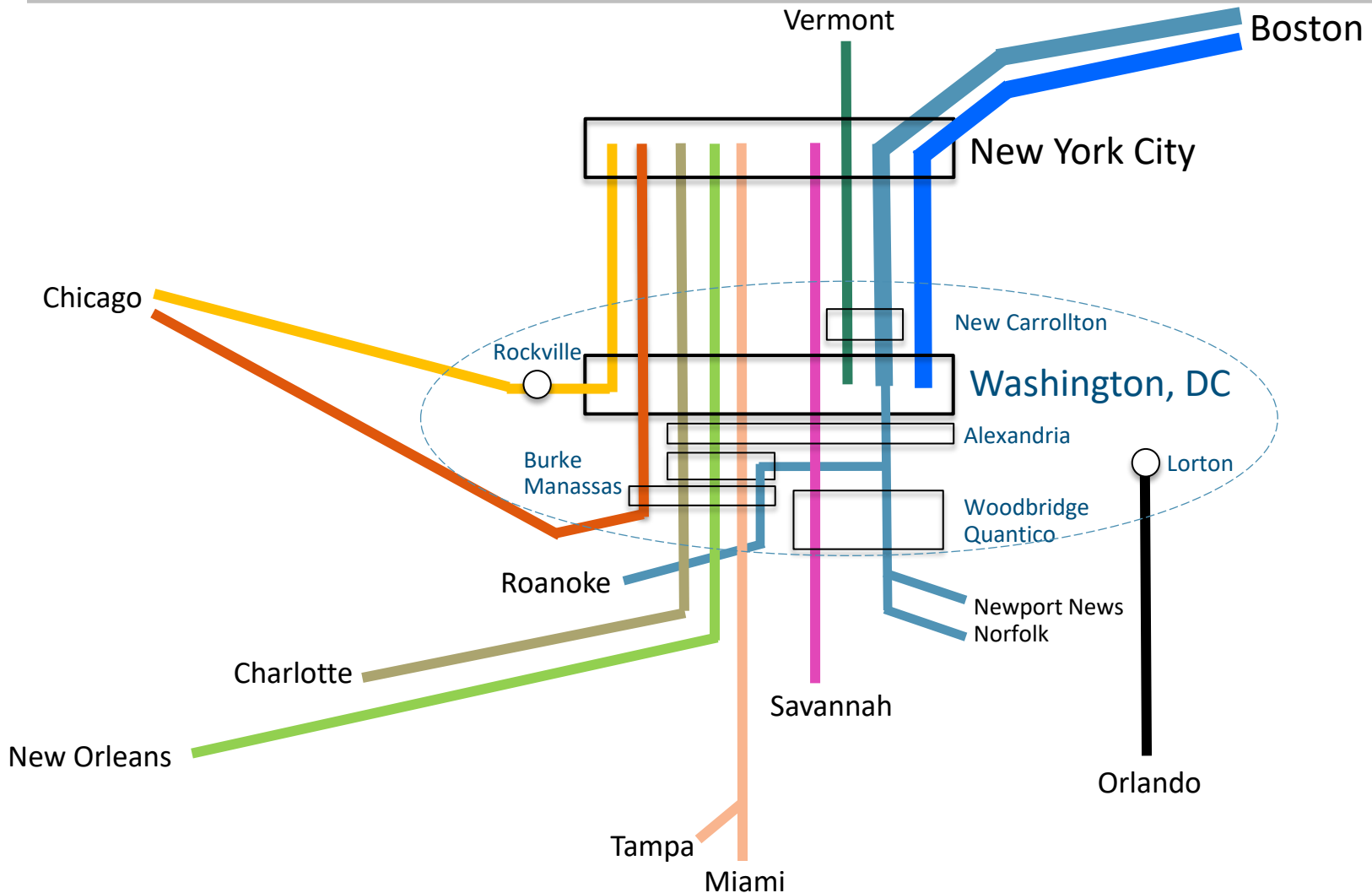
Southbound trains stop at Alexandria, and then:

- Southwest: Burke, Manassas
- Southeast: Woodbridge, and Quantico (followed by Fredericksburg)

Lorton (*Auto Train*)



Amtrak – Train Service Schematic



Amtrak – Ridership Information (2019)

Union Station (Second busiest station in nation after New York Penn)

- 85 - 90 trains daily
- 5.2 million passengers in FY 2019

Other stations in the NCR in FY 2019

- Alexandria: 201K
- Burke: 9K
- Lorton: 236K (Auto-Train)
- Manassas: 26K
- Quantico: 20K
- Woodbridge: 12K
- New Carrollton: 186K
- Rockville: 5K
- *BWI Marshall: 751K*
- *Baltimore: 1.044 M*



Amtrak – COVID-19 Impact on Ridership



D.C. Amtrak Ticket Counter – Union Station (Pierre Gauhaud/COG)

- Passengers are returning to Amtrak, but business travel is still down
- In FY 21, ridership from Union Station dropped 66% from FY 19
- All routes are back in operation and national ridership grew by 10.8m in FY 22
- In April 2023, Amtrak ridership nationally reached 89% of its pre-pandemic level



Key Findings

- Similar trends to the 2016 Intercity Travel Study
 - Northeast Corridor routes make up most regional intercity bus and rail travel
 - Fridays are still the busiest day on average
- Slow recovery of pre-pandemic ridership
- Bus lines dealing with workforce shortage and pandemic recovery

Front of Union Station, Washington, D.C. (Union Station Redevelopment Corporation/USRC Facebook Page)



FY24 Intercity Travel Study

- Tasks 3.7 and 7.1 of TPB's FY24 UPWP include a complete update to the 2016 intercity travel count
 - Joint project between Systems Performance Planning and Transportation Research and Data teams
 - From FY24 UPWP Task 7.1: "...conduct a regional survey gathering usage information on intercity buses, commuter buses, rail transit, and commuter rail ... to advise regional planning and coordination"

D.C. Greyhound Station – Union Station (Pierre Gaunard/COG)



Andrew Meese

TPB Program Director, Systems Performance Planning

(202) 962-3789

ameese@mwkog.org

Pierre Gaunard

TPB Transportation Planner

(202) 962-3761

pgaunard@mwkog.org

mwkog.org/TPB

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

Appendix



Methodology – Spring 2023

- Origin Stops: The list of intercity bus stations and stops in the national capital region (NCR) was derived from both the 2016 TPB intercity travel study and current research of bus service providers' websites:
 - (ex. route maps, stop lists, bus schedules, etc.).
- Destination Stops: To find the list of destinations served by intercity travel providers, we also referenced the 2016 study, travel provider websites, and bus ticket booking sites.
 - In order to narrow the list of destination trips offered, this preliminary analysis focuses on destinations with direct service from the NCR (no bus transfer required).
- Provider List: Online news articles, social media posts, and other open source data were reviewed to conclude which bus providers are actively operating in the region.



Methodology – Spring 2023

- Trip totals for travel to individual destinations were calculated by researching provider schedules and counting the total number of trips offered to the applicable destination city from regional stops (whether direct or transfer service).
- Friday was the travel day used to calculate total trips offered to any city by every provider.
 - Some did offer more trips on Saturdays, Sundays, or specific times of the year.



NCR Bus Stops – Origins (Map Key)

ObjectID	Stop Name	Address	City	State	Zip Code	Transit Stop	Passenger Facilities	Private Business	Amtrak	Commuter Rail
1	Union Station	50 Massachusetts Avenue NE	Washington	DC	20002	Y	Y	N	Y	Y
2	Dupont Circle	250 Massachusetts Avenue NW	Washington	DC	20036	Y	N	N	N	N
3	Metro Center	565 13th Street NW	Washington	DC	20004	Y	N	N	N	N
4	Stadium-Armory Metro	25 19th Street SE	Washington	DC	20003	Y	N	N	N	N
5	3355 Benning Road NE	3355 Benning Road NE	Washington	DC	20019	N	N	Y	N	N
6	2305 Pennsylvania Av. SE	2305 Pennsylvania Av. SE	Washington	DC	20020	N	N	Y	N	N
7	Silver Spring Transit Center	8404 Colesville Road	Silver Spring	MD	20910	Y	N	N	N	Y
8	Silver Spring Greyhound Station	8100 Fenton Street	Silver Spring	MD	20910	N	Y	N	N	N
9	North Bethesda Metro	5500 Marinelli Rd	North Bethesda	MD	20852	Y	N	N	N	N
10	Bethesda	4681 Willow Lane NW	Bethesda	MD	20814	N	N	N	N	N
11	Bethesda	7401 Waverly Street	Bethesda	MD	20814	Y	N	N	N	N
12	Bethesda	4550 Montgomery Ave	Bethesda	MD	20814	Y	N	N	N	N
13	Shady Grove Metro	15903 Somerville Drive	Rockville	MD	20855	Y	N	N	N	N
14	Rockville	622 Hungerford Dr	Rockville	MD	20850	N	N	N	N	N
15	Frederick Transit Center	100 South East St.	Frederick	MD	21701	N	Y	N	N	Y
16	Airport	1341 Hughes Ford Rd	Frederick	MD	21705	N	N	N	N	N
17	Prospect Plaza	403 S Jefferson St	Frederick	MD	21701	N	N	Y	N	N
18	Laurel	605 7th Street	Laurel	MD	20707	N	N	Y	N	N
19	College Park Metro	4931 Calvert Road	College Park	MD	20742	Y	N	N	N	Y
20	New Carrollton Metro	4700 Garden City Drive	New Carrollton	MD	20785	Y	N	N	N	Y
21	Vienna Metro	9550 Sainsbury Drive	Vienna	VA	22031	Y	N	N	N	N
22	Rosslyn	1101 Wilson Blvd	Rosslyn	VA	22209	Y	N	N	N	N
23	Rosslyn	1001 Wilson Blvd	Rosslyn	VA	22209	Y	N	N	N	N
24	Rosslyn	1601 North Kent Street	Rosslyn	VA	22209	Y	N	N	N	N
25	West Falls Church Metro	7040 Haycock Road	Falls Church	VA	22043	Y	N	N	N	N
26	Tysons Corner Metro	1784 Tysons Blvd	Tysons	VA	22102	Y	N	N	N	N
27	Tysons - McLean Metro	1824 Dolley Madison Blvd	Tysons	VA	22102	Y	N	N	N	N
28	University Blvd Park and Ride	13305 Lee Hwy	Manassas	VA	20109	N	N	N	N	N
29	Cushing Rd Park and Ride	7313 Cushing Rd	Manassas	VA	22109	N	N	N	N	N
30	Springfield - Backlick North Park and Ride	6831 Backlick Rd	Springfield	VA	22150	N	N	N	N	N
31	Springfield Metro	6770 Frontier Dr	Springfield	VA	22150	Y	N	N	N	N
32	Lorton VRE Station	8990 Lorton Station Blvd	Lorton	VA	22079	N	N	N	N	Y
33	Woodbridge VRE Station	1040 Express Way	Woodbridge	VA	22194	N	Y	N	Y	Y
34	Washington Dulles International Airport	1 Saarinen Cir	Chantilly	VA	22166	Y	Y	N	N	N



Bus Stops and Providers

County or city	Station	Providers	Select Destinations
Washington, D.C.	Dupont Circle	FlixBus, Best Bus, Washington Deluxe, OurBus	New York City
	Metro Center	The Jet	New York City
	Union Station	Greyhound, Flixbus, Peter Pan, Megabus, Best Bus, Virginia Breeze, Washington Deluxe, OurBus	<u>MD:</u> Annapolis, Baltimore (area); <u>PA:</u> Philadelphia, Pittsburgh; <u>OH:</u> Cleveland; <u>NY:</u> New York City, Ithaca; <u>MA:</u> Boston; <u>DE:</u> Dewey Beach; <u>VA:</u> Warrenton, Harrisonburg, Lynchburg, Blacksburg, Charlottesville, Richmond; <u>GA:</u> Savannah, Atlanta, <u>NC:</u> Raleigh/Durham, Charlotte; <u>FL:</u> Jacksonville, Orlando, Miami



Bus Stops and Providers – Union Station



Buses parked at Union Station (Pierre Gaunard/COG)



Bus Stops and Providers (cont.)

County or city	Station	Providers	Select Destinations
Washington, D.C.	Stadium-Armory Metro	OurBus	<u>NJ</u> : Newark; <u>NY</u> : New York City
	3355 Benning Road NE (Gas Station)	Wanda Coach/ Starline Coach	New York City
	2305 Pennsylvania Av. SE	PandaNY	<u>FL</u> : Orlando, Jacksonville; <u>GA</u> : Atlanta, Savannah; <u>NC</u> : Greensboro, Raleigh, Charlotte; <u>NY</u> : New York City
Frederick County	Frederick MARC	BayRunner, Greyhound	<u>DC</u> : Washington; <u>IL</u> : Chicago; <u>MD</u> : Baltimore, BWI, Silver Spring; <u>OH</u> : Cleveland, Toledo; <u>PA</u> : Pittsburgh;
	Frederick Airport	BayRunner,	<u>MD</u> : Baltimore, BWI,



Bus Stops and Providers (cont.)

County or city	Station	Providers	Select Destinations
Frederick County	Prospect Plaza (City of Frederick)	OurBus	Pittsburgh
Montgomery County	Bethesda (3 curbside stops)	FlixBus, Vamoose, TripperBus	<u>GA:</u> Atlanta; <u>MA:</u> Boston (area); <u>NC:</u> Charlotte; <u>NY:</u> New York City, Ithaca; <u>PA:</u> Pittsburgh; <u>VA:</u> Richmond, Tysons
	North Bethesda	OurBus,	<u>NY:</u> Ithaca; <u>PA:</u> Pittsburgh; <u>VA:</u> Blacksburg, Tysons
	Rockville	FlixBus	<u>MA:</u> Boston (area); <u>NY:</u> New York City, Ithaca
	Shady Grove Metro	OurBus	Pittsburgh
	Silver Spring	Greyhound	<u>DE:</u> Wilmington; <u>IL:</u> Chicago; <u>MD:</u> Baltimore; <u>NY:</u> New York City; <u>OH:</u> Cleveland; <u>PA:</u> Philadelphia, Pittsburgh; <u>VA:</u> Fredericksburg, Richmond



Bus Stops and Providers (cont.)

County or city	Station	Providers	Select Destinations
	Silver Spring (Transit Center)	Peter Pan	<u>FL</u> : Orlando, Jacksonville; <u>MD</u> : Baltimore; <u>NY</u> : New York City; <u>PA</u> : Philadelphia
Prince George's County	College Park	Greyhound	<u>MD</u> : Baltimore ; <u>PA</u> : Philadelphia; <u>NJ</u> : Newark; <u>NY</u> : New York City; <u>DE</u> : Wilmington;
	Laurel	Greyhound	<u>MD</u> : Baltimore ; <u>PA</u> : Philadelphia; <u>NY</u> : New York City; <u>DE</u> : Wilmington;
	New Carrollton	Greyhound	<u>MD</u> : Baltimore ; <u>PA</u> : Philadelphia; <u>NY</u> : New York City; <u>DE</u> : Wilmington;
Arlington County	Rosslyn Metro (3 curbside stops)	FlixBus, Vamoose, Tripper Bus	<u>MA</u> : Boston (area); <u>NY</u> : New York City, Ithaca
Fairfax County	Lorton VRE Station	Vamoose	New York City



Bus Stops and Providers (cont.)

County or city	Station	Providers	Select Destinations
Fairfax County	Backlick North Park and Ride	OurBus	Blacksburg
	Springfield Metro	Greyhound, Best Bus, OurBus	New York City
	Tysons Corner Metro	Go Bus	New York City
	Tysons - McLean Metro	OurBus	Harrisonburg, Roanoke, Blacksburg
	Vienna Metro	Go Bus, Best Bus, OurBus	New York City
	Woodbridge VRE	Greyhound	<u>DE</u> : Wilmington; <u>MD</u> : Baltimore; <u>NY</u> : New York City; <u>PA</u> : Philadelphia; <u>VA</u> : Richmond, Springfield
	Falls Church	West Falls Church Metro	Virginia Breeze/Megabus



Bus Stops and Providers (cont.)

County or city	Station	Providers	Destinations
Loudoun County	Washington Dulles Int'l Airport (IAD)	Virginia Breeze/ Megabus	NY: New York City; PA: Philadelphia (via D.C. on Virginia Breeze); VA: Blacksburg, Charlottesville, Danville, Gainesville, Harrisonburg
Prince William County	Gainesville (University Park & Ride)	Virginia Breeze	Washington, D.C.
	Manassas (Cushing Rd Park & Ride)	OurBus, Best Bus, Go Bus	New York City



Amtrak – Train Service

- Most trips are between Washington DC and the Northeast/New York City

Name	Typical* Trips / weekday	Terminals
Acela	11 (16 in 2019)	Washington, DC <> Boston
Northeast Regional	14 (19 in 2019)	Washington, DC <> Boston plus Roanoke, Newport News, Norfolk
Vermont	1	Washington, DC <> Vermont
Capitol Limited	1	Washington, DC <> Chicago
Cardinal	3/week	Chicago <> New York City
Carolinian	1	Charlotte <> New York City
Crescent	1	New Orleans <> New York City

* As of May 18, 2023. Schedules may vary day-to-day

Amtrak – Train Service (cont.)

Name	Typical* Trips / weekday	Terminals
Palmetto	1	Savannah <> New York City
Silver Meteor	1	Miami <> New York City
Silver Star	1	Tampa <> New York City
Auto Train	1	Lorton, VA <> Orlando (Sanford, FL)

* As of May 18, 2023. Schedules may vary day-to-day



Intercity Bus Providers

Current Providers Included in 2016 Study

Greyhound

Peter Pan

Megabus

Best Bus

Vamoose

BayRunner

Washington Deluxe

TripperBus

New Bus Lines for 2023 Review*

FlixBus

Go Bus

Virginia Breeze

The Jet

OurBus

Wanda Coach/Starline

Coach

PandaNY

Providers No Longer In Service **

BoltBus

Eastern

Omnibus LaCubana

Rapid Overland Express

Royal Traveler

Sprinter Bus

NOTES:

* Some of these may have operated in 2016, but were not included in the study

** BoltBus and Eastern are now part of FlixBus; Sprinter Bus' status is unclear



Intercity Bus Ridership – Virginia Breeze

- Virginia Breeze/DRPT publishes quarterly reports of ridership statistics
- Ridership trends are seasonally consistent, but increasing annually

Ridership by Fiscal Year

Each line represents a single fiscal year. Use the filter to explore route, stop, and month details. Note: the Virginia Breeze was inactive between April and August of 2020.



Source: Virginia Breeze/DRPT Data Dashboard



Selected References

- Baldwin, Shawn. “What’s next for Bus Operator Greyhound Post-Pandemic.”
CNBC, September 24, 2021. <https://www.cnbc.com/2021/09/24/whats-next-for-bus-operator-greyhound-post-pandemic.html>.
- Blumgart, Jake. “Intercity Bus Service Gets No Respect from Government.”
Governing, September 30, 2021. <https://www.governing.com/now/intercity-bus-service-gets-no-respect-from-government>.
- Gordon, Wyatt. “Virginia Bucks Ridership Trends with Intercity Bus Routes.”
Greater Greater Washington, August 15, 2022.
<https://ggwash.org/view/86290/virginia-defies-odds-with-new-intercity-bus-route>.
- John Dunham & Associates. “Motorcoach Census 2020.” American Bus
Association, January 7, 2022.
https://www.buses.org/assets/images/uploads/pdf/Motorcoach_Census_Survey_2020.pdf.

* As of May 18. Schedules may vary day-to-day



Selected References

Schwieterman, Joseph P, Abby Mader, and Allison Woodward. “2022 Outlook for the Intercity Bus Industry in the United States.” Chicago, IL: Chaddick Institute for Metropolitan Development at DePaul University, February 7, 2023. [https://las.depaul.edu/centers-and-institutes/chaddick-institute-for-metropolitan-development/research-and-publications/Documents/2022%20Outlook%20for%20the%20Intercity%20Bus%20Industry,%20v1.2%20\(1\).pdf](https://las.depaul.edu/centers-and-institutes/chaddick-institute-for-metropolitan-development/research-and-publications/Documents/2022%20Outlook%20for%20the%20Intercity%20Bus%20Industry,%20v1.2%20(1).pdf).

Schwieterman, Joseph P, Abby Mader, and Allison Woodward. “2023 Outlook for the Intercity Bus Industry in the United States.” Chicago, IL: Chaddick Institute for Metropolitan Development at DePaul University, February 24, 2022. [https://las.depaul.edu/centers-and-institutes/chaddick-institute-for-metropolitan-development/research-and-publications/Documents/2022%20Outlook%20for%20the%20Intercity%20Bus%20Industry,%20v1.2%20\(1\).pdf](https://las.depaul.edu/centers-and-institutes/chaddick-institute-for-metropolitan-development/research-and-publications/Documents/2022%20Outlook%20for%20the%20Intercity%20Bus%20Industry,%20v1.2%20(1).pdf).

* As of May 18. Schedules may vary day-to-day



Selected References

Schwieterman, Joseph P, Abby Mader, and Allison Woodward. “The 4th Quarter 2021 Brings Optimisim To A Struggling Sector.” Chicago, IL: Chaddick Institute for Metropolitan Development at DePaul University, January 6, 2022. <https://las.depaul.edu/centers-and-institutes/chaddick-institute-for-metropolitan-development/research-and-publications/Documents/Intercity%20Bus%20Bounceback%20The%E2%80%8B%204th%20Quarter%202021%20Brings%20Optimism%20to%20a%20Struggling%20Sector.pdf>.

Sriraj, P. S., Paul Metaxatos, Jaeyong Shin, Casey Brazeal, Nahid Parvez Farazi, Scott Grieg, Lewis Elliott, Jean Paul Manzanarez, and University of Illinois at Chicago. Urban Transportation Center. “Statewide Intercity Passenger Transportation in Illinois,” December 1, 2022. <https://rosap.ntl.bts.gov/view/dot/67276>.

* As of May 18. Schedules may vary day-to-day



Selected References

Virginia Department of Rail and Public Transportation. “VA Breeze Dashboard.” Virginia DRPT Open Data Portal. Accessed May 25, 2023.

<https://data.drpt.virginia.gov/stories/s/VA-Breeze-Dashboard/wnzx-n5jj/>.

Zukowski, Dan. “Intercity Bus Lines See Encouraging Signs as Riders Return | Smart Cities Dive.” Smart Cities Dive, August 24, 2022.

<https://www.smartcitiesdive.com/news/intercity-interstate-bus-lines-ridership-flix-chaddick/630291/>.

Zukowski, Dan. “Intercity Bus Station Closures Create Problems for Riders | Smart Cities Dive.” Smart Cities Dive, February 27, 2023.

<https://www.smartcitiesdive.com/news/Greyhound-bus-station-closures-create-problems-intercity-bus-riders/643419/>.

* As of May 18. Schedules may vary day-to-day



UPDATE ON MILITARY INSTALLATION RESILIENCE REVIEW (MIRR) PROGRAM – NVRC MIRR STUDY

Jeff King
Director, Climate, Energy, and Air Program (COG)

Transportation Planning Board
June 21, 2023



Military-Community Planning for Resilience

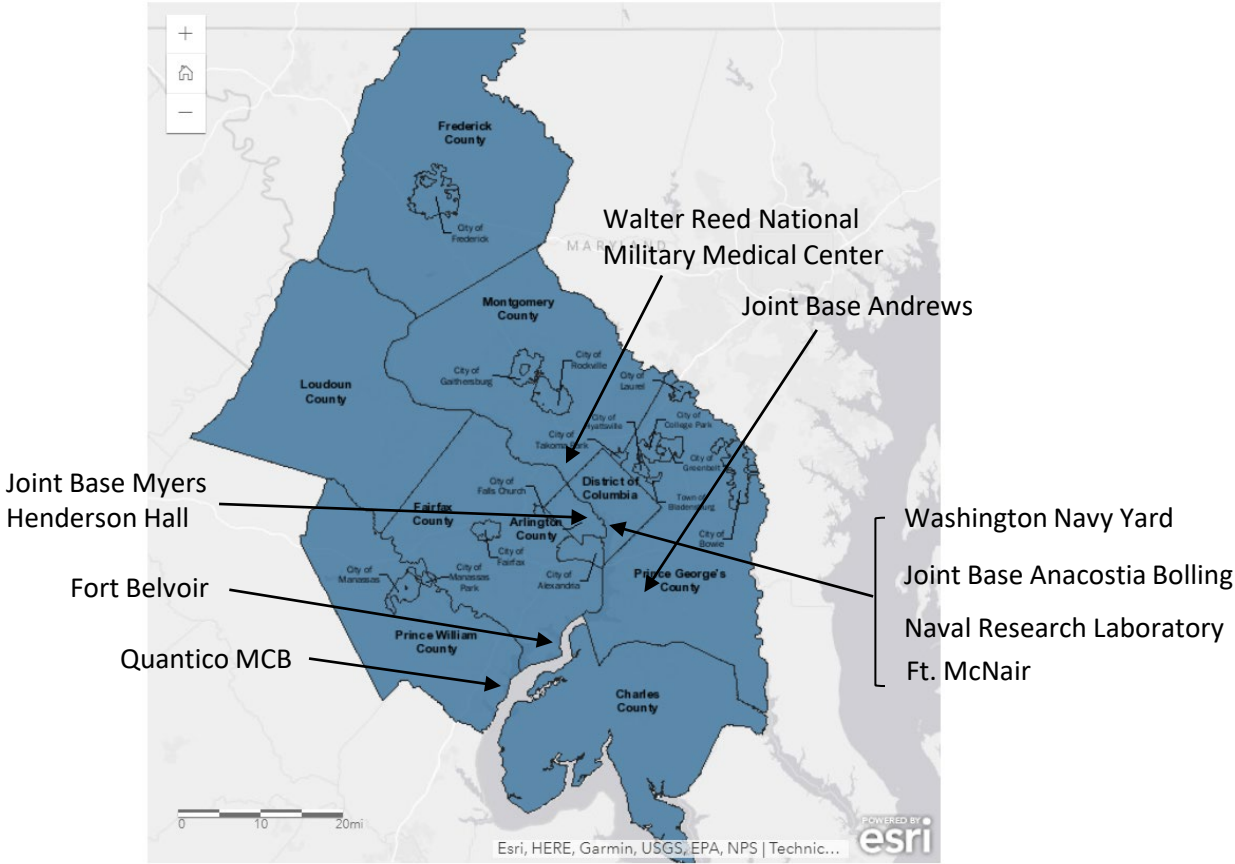
- Presented on COG's MIRR Projects in February 2023
- Refresher:
 - Department of Defense (DoD) Office of Local Defense Community Cooperation (OLDCC)
 - Planning Grants – Military Installation Resilience Review (MIRR)
 - Office historically managed the Base Realignment and Closure Program (BRAC) program
 - What investments can DoD make “Outside the Fenceline” in the Community to “Enhance Resilience of the Missions on the Base”



Military-Community Planning for Resilience

- Community-Led Planning Initiative
 - Vulnerability and Risk Assessment
 - Focus on Key Sectors and Infrastructure
 - Identify Strategies and Actions to Bolster Resilience
 - Fund Planning and Engineering Feasibility Studies
 - Not Construction

MIRR Projects in the Region



MIRR Projects in the Region

- COG – Joint Base Anacostia Bolling, Washington Navy Yard, Naval Research Laboratory, Ft. McNair
- NVRC – Fort Belvoir, Joint Base Myer Henderson Hall, Quantico
- Charles County – Indian Head
- Montgomery County – Walter Reed National Military Medical Center
- Prince George’s County – Andrews AFB

COG MIRR Report Recommendations

- Continue Engagement and Coordination
 - COG Approach TBD
 - NVRC has regular Community, Military, and Federal Facility Partnership Meetings
- Advance Identified Measures to Address Vulnerabilities and Enhance Resilience
 - 4 top measures, 14 Total, + Honorable Mention



Top Resilience Measures and Key Actors

Measure	Actor(s)
★ Retrofit stormwater pumping stations	Leaders: DC Water; Partners: Electric utility (Pepco)
★ Assess and address key risks to telecommunications systems	Leaders: HSEMA and telecommunications service providers; Partners: Local and federal government actors, electric service providers, Communications Sector Coordinating Council first responders, and other major users
★ Support Blue Plains floodwall construction	Leaders: DC Water; Partners: HSEMA, Ward 8 representatives
★ Ensure Lower Anacostia Waterfront redevelopment is resilient	Leaders: DCOP; Partners: Fort McNair, WNY, NCPC, National Park Service, DOEE, HSEMA, Anacostia Parks and Community Collaborative
Provide financial support for Blue Plains microgrid	Leaders: DC Water; Partner: Pepco
Construct community electric vehicle charging stations	Leaders: Charging station site hosts; Partners: Pepco, MWCOG, DDOT, installations, EV service providers (e.g., ChargePoint)
Advance fuel resilience opportunities identified in RRAP study to benefit installations and communities	Leaders: CISA, DC HSEMA, DC DOEE; Partners: RRAP study stakeholders, terminal operators, energy marketers, energy assurance planners, emergency management agencies, and electric power utilities
Expand connectivity to/from High-Capacity Transit Station Areas	Leaders: DDOT Vision Zero Department; DDOT Planning and Sustainability Department; WMATA; Partners: DCOP Citywide Strategy & Analysis and Community Planning & Design, Anacostia BID, Anacostia Coordinating Council, ANCs, HSEMA
Create installation viewshed security plan	Leaders: NCPC Heights and Views; Partners: HSEMA, DCOP, DHS, NRL, MWCOG, FBI Washington Field Office, Capitol Riverfront BID, Anacostia, ANCs
Implement congestion relief and traffic control measures	Leaders: DDOT and NVRC; Partners: MPD, WMATA, MWCOG
Increase shade cover and green infrastructure	Leaders: DDOT Urban Forestry, DOEE; Partners: NPS, USDA Forestry Service, MWCOG
Invest in workforce development for in-demand skills	Leaders: Department of Employment Services (DOES); Partners: DOEE Sustainable Energy Utility and Green Infrastructure, DC Water (especially Blue Plains AWTP), DDOT Public Space Management and Maintenance, DCOP Citywide Strategy & Analysis
Develop suspicious activity and trespassing prevention plan	Leaders: Installations,; Partners: MWCOG, HSEMA National Capital Region Threat Intelligence Consortium (NTIC), NPS Police, ANCs, BIDs, DCOP Development Review & Historic Preservation, NCPC Security of Federal & Public Spaces
Invest in affordable housing	Leaders: DC Department of Housing and Community Development, Development Finance Division and DC Housing Authority, DCOP Development Review, DCOP Citywide Strategy and Analysis Division; Partners: MWCOG, ANCs for Wards 6 and 8

MIRR Contact Information

Jeff King

Director, Climate, Energy, and Air Program
COG Department of Environmental Programs
(202) 962-3238
Jking@mwkog.org



Northern Virginia Regional Commission Military Installation Resilience Review (MIRR)

Chris Landgraf, NVRC
Transportation Planning Board
June 21, 2023



The NVRC MIRR Process

Who we are

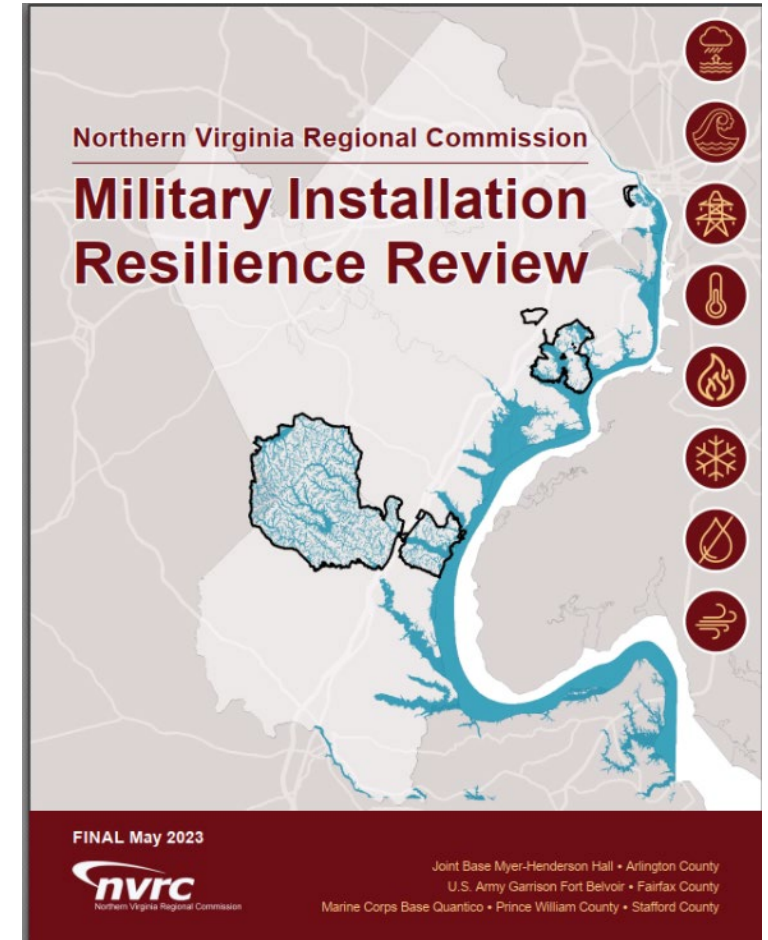
The Northern Virginia Regional Commission (NVRC) is a regional council of thirteen-member local governments in the Northern Virginia suburbs of Washington DC. NVRC is a political subdivision (a government agency) within the Commonwealth.

How we got here

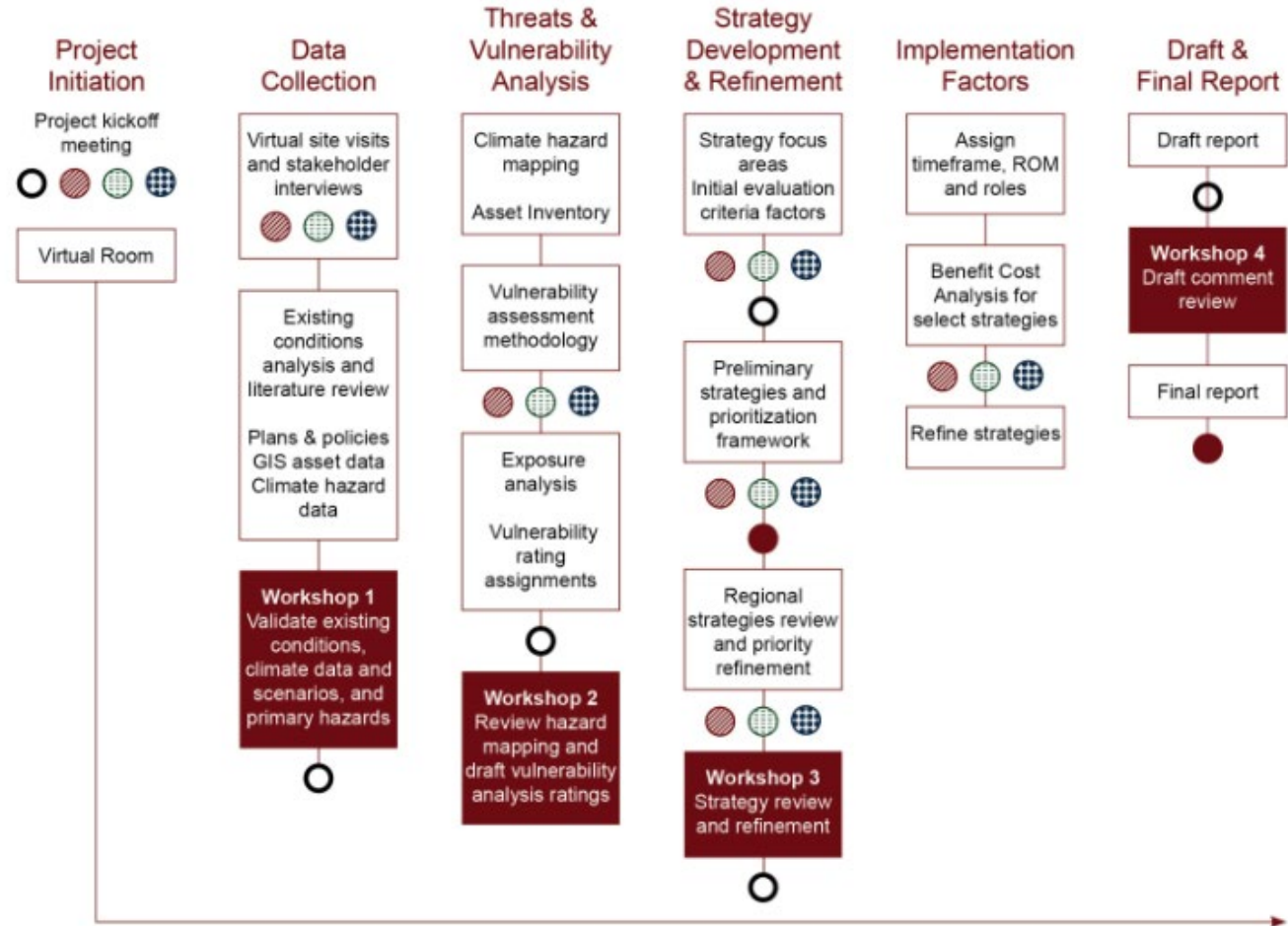
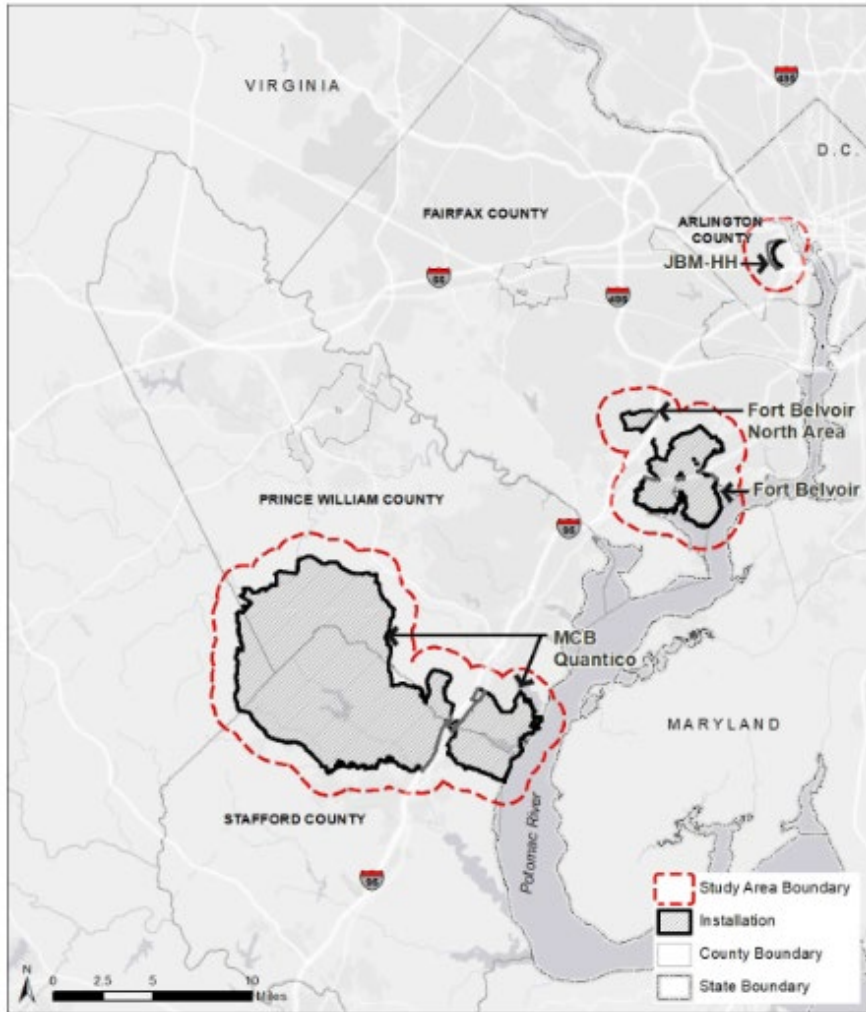
NVRC applied for and received a Military Installation Resilience Review (MIRR) grant from the **Office of Local Defense Community Cooperation (OLDCC)**. During the MIRR process projects benefitting the communities and the installations were identified. A summary of the MIRR Projects follows.

Timeline

Final MIRR report was accepted by the NVRC Commission in May 2023.





The NVRC MIRR Process



- Policy Committee Meeting
- ⊗ JBM-HH / Arlington County Technical Review Committee Meeting
- ⊗ Fort Belvoir / Fairfax County Technical Review Committee Meeting
- ⊗ MCB Quantico / Prince William County and Stafford County Technical Review Committee Meeting
- NVRC Commission Briefing

Climate Hazards

High Priority Hazards

-  High Temperatures
-  Energy Demand
-  Coastal/Tidal Flooding
-  Pluvial Flooding
Fluvial/Inland Flooding

Medium Priority Hazards

-  Wind
-  Winter Weather

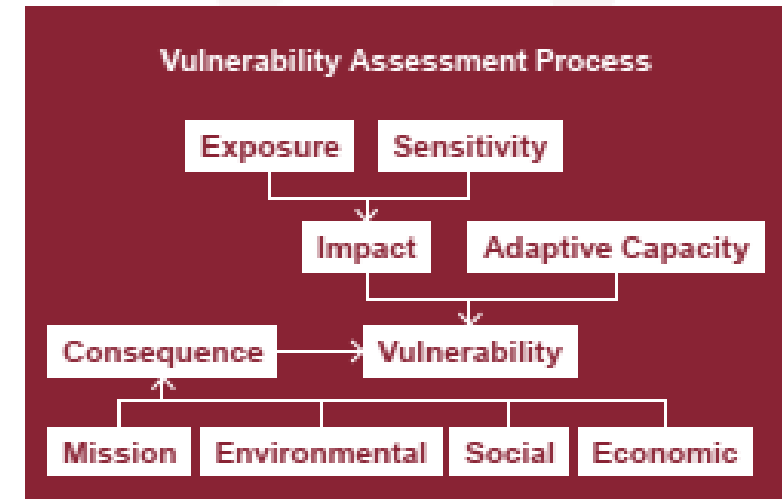
Low Priority Hazards

-  Drought
-  Wildfire

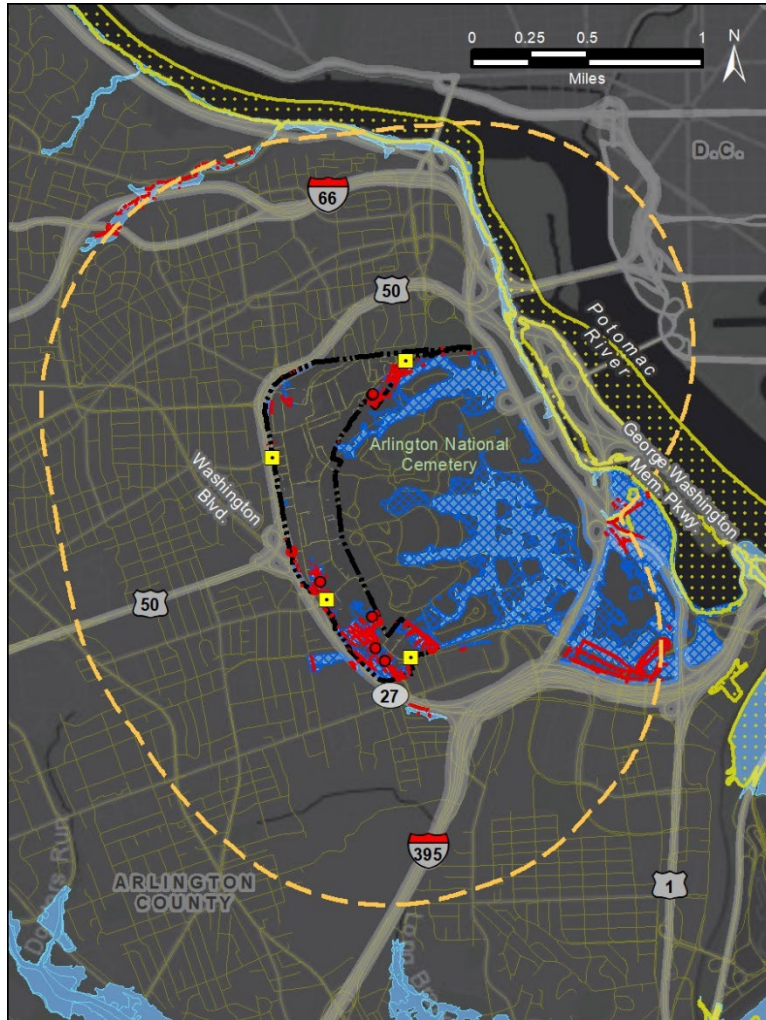
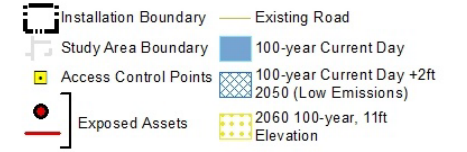
Asset Inventory and Vulnerability Analysis

100,000
assets across
11 asset
categories

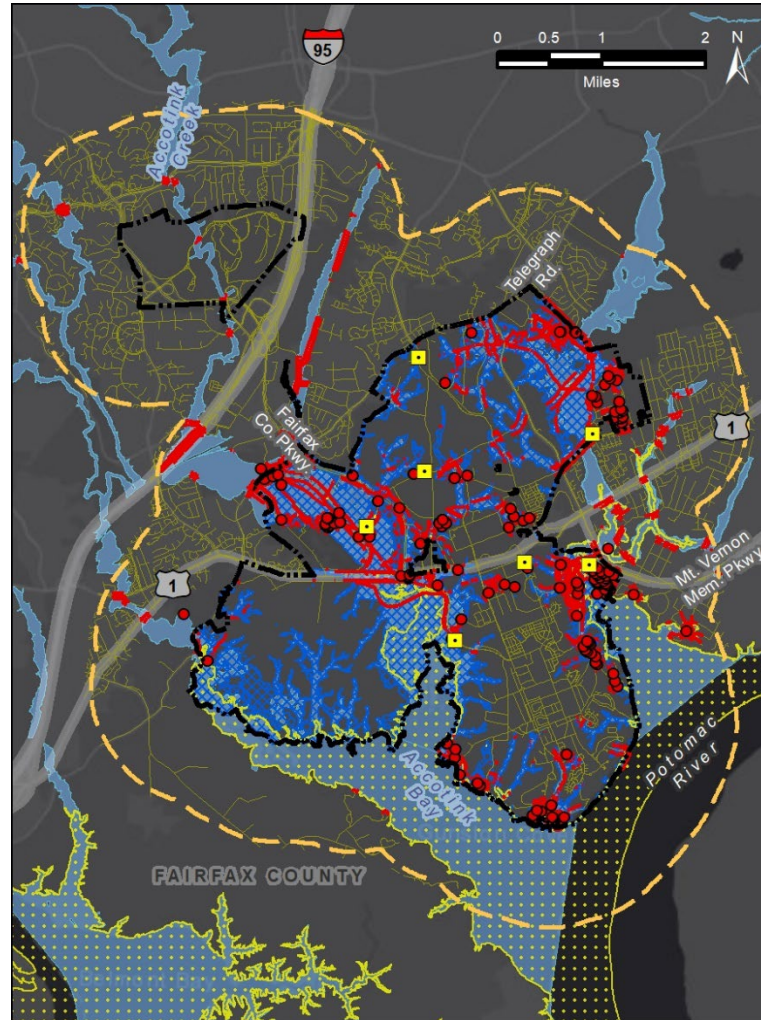
Building Assets
Stormwater Systems
Wastewater Systems
Water Supply Systems
Electrical Systems
Natural Gas Systems
Fuel Systems
Communications Systems
Transportation Systems
Natural Areas and Parks
Hazardous Materials Storage



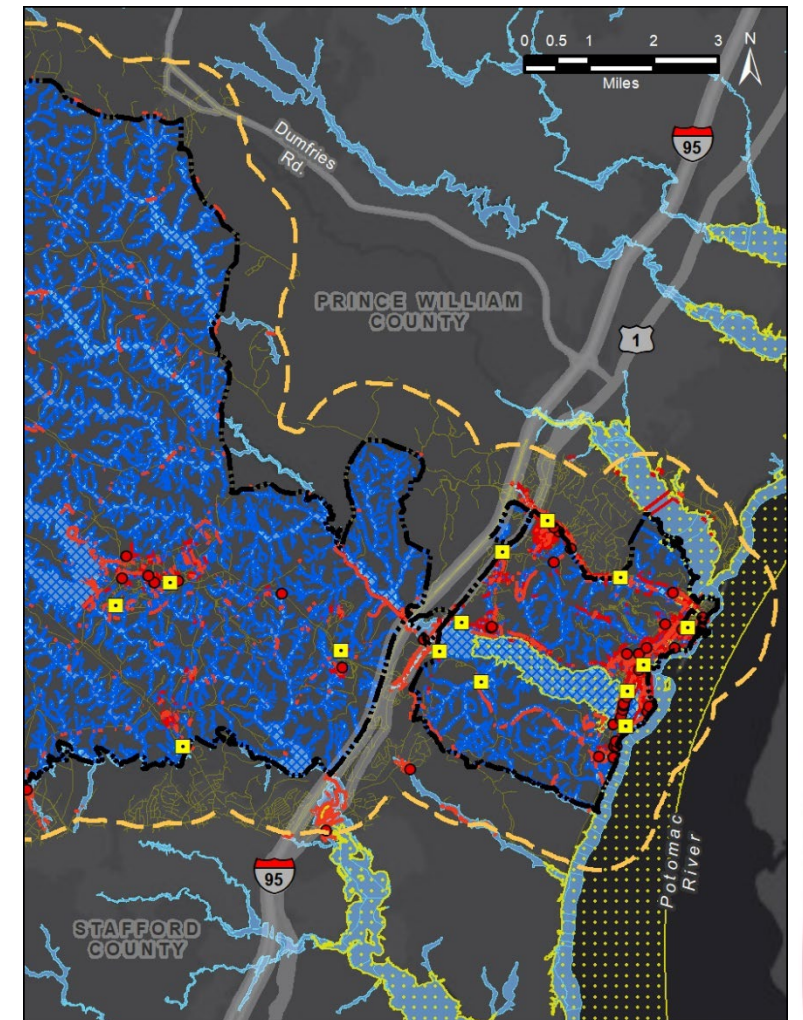
Exposed Networks



Joint Base Myer-Henderson Hall / Arlington County

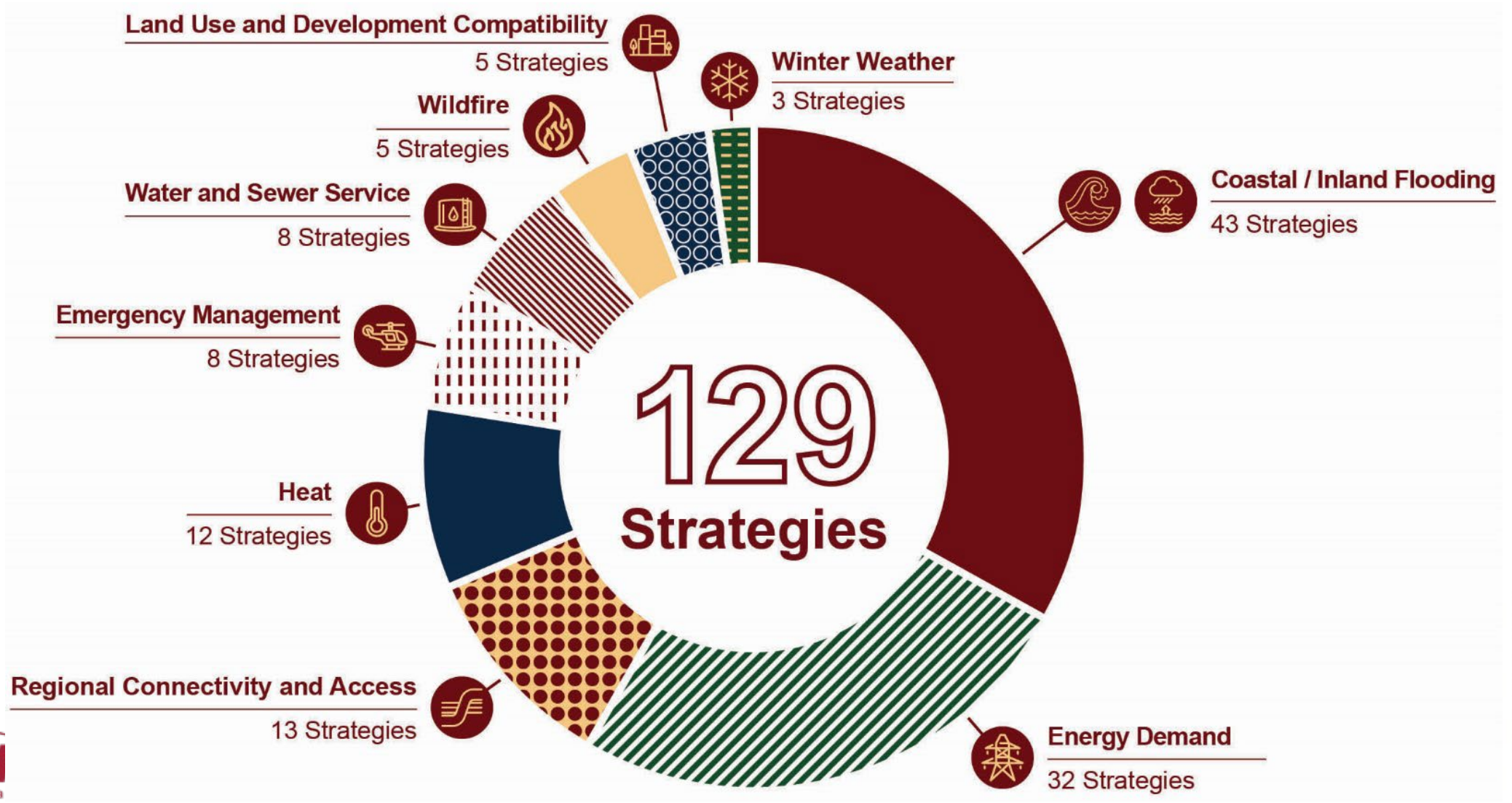


Fort Belvoir / Fairfax County



Agenda Item 9. MCR Quantico / Prince William County and Stafford County

Breakdown of Strategies by Hazard or Topic



Prioritization Criteria

15 criteria were used to qualitatively rank strategies

Most criteria are rated on a scale of negative, neutral, or positive (-1, 0, 1)

Mission criteria have higher impact on score than other categories

Project execution and funding scores were excluded from total scores in order not to penalize strategies that are difficult or complex

Category	Criteria
Mission	Installation System Redundancy and Robustness
	Alignment with Existing Policies and Priorities
	Connectivity and Access
	Regional Resilience
	Life Safety
Environmental	Environmental Goals, Standards, and Guidelines
	Habitat and Biodiversity
Social	Community Assets
	Access to Essential Services
Economic	Avoided Loss
	Infrastructure Modernization
Implementation	Hazard Reduction
	Adaptability
	Project Execution Complexity
	Funding

Tier	JBM-HH / Arlington County	Fort Belvoir / Fairfax County	MCB Quantico / Prince William County and Stafford County	Regional	Total (Regional + Installation / County)
High	8	11	12	14	45
Mid	6	13	11	21	51
Low	7	8	7	11	33
Total	21	32	30	46	129



Military Installation Resilience Review (MIRR) Overview

- Hazards Identified
 - High Priority Hazards (Extreme Heat, Energy Demand, Coastal Flooding, Inland Flooding)
 - Medium Priority Hazards (Wind, Winter Weather)
 - Low Priority Hazards (Drought, Wildfire)
- Threats and Vulnerabilities Analysis Completed
 - Hazard Exposure
 - Sensitivity
 - Adaptive Capacity
 - Consequence
- Business Case Analysis Completed
- 129 Regional and Installation/County Specific Strategies Identified and Classified
 - Low-Tier
 - Mid-Tier
 - High-Tier
- Funding Sources Identified
- Industry Days Held in Sep 2022 and Mar 2023
- Final MIRR Report Presented to the Policy Committee 18 May

Transportation Strategies

R3—Update roadway design guidelines to reflect:

1. Different emissions scenarios and temperature rise on pavement distresses
2. Up-to-date projections for future SLR, future rainfall, and storm surge

Affected design guidelines would apply not only to horizontal and vertical design elements, but also to the materials that are used in construction (i.e., materials that are more resistant to corrosion).

R4—Pursue a study to model the risks and impacts that future flood conditions could have on travel demand characteristic along major regional corridors such as, but not limited to, I-95, 395, Fairfax County Parkway, Route 1, George Washington Memorial Pkwy, South Washington Blvd and use the output to inform approaches for mitigating flood impacts from SLR and future precipitation to ensure access is maintained.

R5—Compare future flood elevations with bridge components and minimum design criteria to determine areas for action.

Transportation Strategies

R6—Update the Transportation Demand Management Plan to consider future flood impacts from coastal and inland flooding on primary corridors and overall installation access. Coordinate with VDOT and counties.

R21—Evaluate Metro railway tunnel and station to assess potential flood impacts to operations and assets.

R22—Continue to advocate for the development of expanded transit services to all installations, including long-term concepts for Metro access and commuter ferry service.

R23—Conduct a base wide transportation study of personnel commuting patterns to determine how personnel are getting to work, and what incentives they would need to reduce the number of days they drive a POV alone to work (better on-base shuttle service, ferry service, bike or scooter share on base, etc.). Share information with regional public transit providers (VDOT TDM Coordinators, MWCOG, VRE, OmniRide, WMATA, etc.).



Transportation Strategies

R24—Consider different emissions scenarios and temperature rise impacts on rail track and update railway design guidelines accordingly.

R37—Incorporate cool and/or permeable pavements (including pervious concrete, porous asphalt, and permeable interlocking concrete pavers) into roadways and parking lots to minimize urban heat island effect and to support stormwater management.

R44—Installations to work with NVRC and OLDCC to pursue a second phase AV pilot program for on-base transportation; Scope could include last mile connector options at each installation (VRE/BRT connections).



Next Steps

- Socialize the MIRR report
- Identify funding sources for project planning
 - REPI Challenge Funds
 - MIRR Implementation Funds
 - IJA Funds
 - State Programs
- Identify funding sources for project construction
 - DCIP Funds
 - DOE Funds
 - FEMA BRIC Funds
 - State Programs

MIRR POC and Questions

Chris Landgraf
NVRC Program Manager
Military Installation Resilience
(703) 642-4641



novaregion.org / @novaregion



Solar Projects

1 Megawatt (MW) Floating Solar Array for Water Treatment Plant	\$3.5M
Battery back-up for the 1 MW Floating Solar Array	\$3M
Transmission lines for the 1 MW Solar Array	\$2M
Battery back-up for the Landfill Solar Array (built by others)	\$15M
Solar Panels for Fort Belvoir Elementary School	\$2.4M
Solar Panels for Woodlawn Elementary School	\$1.8M
2 MW Floating Solar at Quantico's Lunga Reservoir	\$7M
2 MW Battery back-up for Lunga Reservoir Solar	\$6M
Transmission Lines for Lunga Reservoir Solar	\$4M
1 MW Floating Solar at Smith Reservoir	\$3.5M
1 MW Battery back-up for Smith Reservoir	\$3M
Transmission Lines for Smith Reservoir Solar	\$4M
Floating Breakwater Protection for Smith Reservoir Solar	\$3M
10 Solar EV Charging Stations at each Installation	\$9M
Total	\$67.2M



Regional Energy Grid Projects

New Substation at Fort Belvoir	\$100M
2 MW Battery back-up for the Community (at the new substation)	\$6M
Micro-grid at the New Fort Belvoir Substation	\$50M
Micro-grid at the Existing Fort Belvoir Substation	\$50M
2 MW Battery back-up for the Community (at the existing substation)	\$5M
Transmission Line Improvements for FB Switching Gear	\$5M
Switch Gear for Fairfax County Covanta Plant	\$5M
Switch Gear for Arlington/Alexandria Covanta Plant	\$5M
Transmission Lines Improvements for A/A Switch Gear	\$5M
Micro-grid at Existing JBM-HH Substation	\$10M
Total	\$241M



Flooding/Shoreline Projects

Planning Effort for Little Creek and Quantico Shoreline	\$0.9M
Natural Infrastructure Improvements for Little Creek	\$35M
Shoreline Improvements at Quantico/Prince William County	\$4M
Total	\$39.9M

Utility Projects

Gas Line Connections at JBM-HH	\$0.7M
Town of Quantico Water and Wastewater Upgrades	\$10M
Total	\$10.7M



EXTRA SLIDES FOLLOW

For Each Measure:

Implementation profile:

- Measure description
- Vulnerabilities addressed
- Benefits
- Social and equity considerations
- Costs and funding opportunities
- Key actors
- Next steps
- Additional details

Assess and Address Key Climate Risks to Telecommunications Systems

Measure Description

Government actors, nongovernmental organizations, and telecommunications providers operating in the area will work together to 1) identify key specific risks that climate hazards may pose to critical telecommunications assets and 2) ensure service providers and relevant government stakeholders have the resources needed to manage risks and build resilience to climate change.

First, HSEMA and DOE will share results from recent and ongoing asset vulnerability and climate risk studies (see Additional Details section below) with telecommunications providers in a format that telecommunications providers can use for risk management (e.g., geospatial hazard layers). Then, they may undertake additional analyses as needed, and synthesize findings to identify key risks. Roles of specific actors are described below in the Next Steps section.

If telecommunications providers are equipped with information about key climate hazards, they can make better-informed decisions about how to upgrade, design, or relocate existing facilities and where to site future infrastructure, which will ultimately result in more resilient communications systems.

Vulnerabilities Addressed

- Critical telecommunications assets (e.g., transmission towers; aboveground fiber optic and coaxial cables and associated facilities) vulnerabilities to hazards including ice storms and high winds

Other telecommunications assets may also be at future risk of flooding and/or power grid instability.

Benefits

- Installations: Installations use the civilian telecommunications system, with alternate, contingency, and emergency options to ensure service continuity. Addressing vulnerabilities to this system will increase the likelihood that installations can continue to communicate with their normal methods in emergencies.
- Community: Increased ability of support systems (e.g., first responders, service providers, community-based organizations, nonprofits) to continue communicating and coordinating to serve the community during events.
- Economy: Increased capacity of the local economy to continue operating during events.
- Environment: Potential for environmental benefits if nature-based resilience measures are applied (e.g., to manage flooding).

Social and Equity Considerations

Increasing communications resilience may particularly benefit populations that face higher risk or have less capacity to cope if communications systems go down.

Telecommunications service providers should also work with ANCs and BIDs to understand how outages and construction could impact different populations, and reflect community needs in resilience implementation plans and outage restoration plans.

Additionally, the quality of communications services and assets' resilience should be studied alongside wealth indicators to assess if the system is stronger in wealthier areas, and if it is, resilience investments should be prioritized to mitigate this inequity.

Costs and funding Opportunities

Potential costs associated with implementing this measure, and potential funding sources to support implementation, include:

Costs:

- Risk assessments to identify and inform the design or protection of critical equipment, buildings, and infrastructure may have a range of costs (\$25,000—\$250,000+) depending on the level of detail needed and the scope of the study.
- Undergrounding wires may cost ~\$25,000 to \$1,500,000 per mile, recognizing the need to ensure against flooding risks for buried lines
- Additional equipment may be used to increase reliability and capacity

Funding:

- Department of Defense Office of Local Defense Community Cooperation (LDCCC) grants to fund additional risk assessments as needed
- FEMA Building Resilient Infrastructure and Communities (BRIC) Program grants
- Homeland Security Grant Program (HSGP) grants
- National Telecommunications and Information Administration grants

Key Actors

- Leaders: HSEMA and telecommunications service providers
- Partners: Other government actors (MWCOG, National Labs, CISA, FEMA), electric service providers, Communications Sector Coordinating Council first responders, and other major users

Next Steps

Short-term (within 2 years)

- Public sector actors (e.g., governmental and NGOs) conduct R&D to develop climate risk data for telecommunications service providers
- HSEMA continues to investigate critical assets and vulnerabilities in local telecommunications system

Mid-term (2-6 years)

- Public sector actors make climate hazard data available to and easily accessible by telecommunications service providers
- Telecommunications providers integrate climate risk data into planning and decision-making processes

Long-term (7+ years)

- Telecommunications service providers coordinate as needed to build resilience and manage key climate risks
- Public sector continues to support service providers by providing updated high-quality climate data for risk management purposes
- Telecommunications service providers and public sector actors work together to target climate risks to telecommunications sector outside the scope of providers' capacity (e.g., improve flood resilience, harden the electric grid to increase its reliability)



Transportation Sector Measures

Construct community electric vehicle charging stations

Key Actors

Leaders: Charging station site hosts

Partners: Pepco, MWCOG, DDOT, installations, EV service providers (e.g., ChargePoint)

Immediate Next Steps:

- Identify and convene key stakeholders to develop plans for EV siting and construction; apply for funding to pay community stakeholders for their time
- Secure funds to build EV stations, begin construction if possible
- Keep tabs on additional funding opportunities that may support additional charging stations

Expand connectivity to/from High-Capacity Transit Station Areas

Key Actors

Leaders: DDOT Vision Zero Department; DDOT Planning and Sustainability Department; WMATA.

Partners: DCOP Citywide Strategy & Analysis and Community Planning & Design, Anacostia BID, Anacostia Coordinating Council, ANCs, HSEMA

Immediate Next Steps:

- Key actors to engage with partners about the existing transportation conditions between HCTs and the installations.
- Conduct analyses to identify gaps in infrastructure and any planned or implemented projects.

Implement congestion relief and traffic control measures

Key Actors

Leaders: DDOT and NVRC

Partners: MPD, WMATA, MWCOG

Immediate Next Steps:

- Analyze and prioritize areas of frequent congestion from their operations and workforce staff
- Engage with stakeholders to recommend the expansion of congestion mitigation measures proposed for those areas



Honorable Mention

Honorable mention physical & policy measures

- Continue to explore opportunities to add Potomac River Ferry stops near installations.
- Train workers to maintain green infrastructure and other capital projects.
- Coordinate and advocate for funding for water supply alternatives.



Next Steps

- Applying for Follow-on FY 23 Planning Grant from OLDCC
- Seeking community and base input on priorities (Feb)
- Top 3 of interest to date
 - JBAB Floodwall – Extend north to 11th St. Bridge
 - Energy Emergency Exercise – Extended Grid Outage
 - Follow up on DC HSEMA Telecommunications Resilience Project
- Other/Potential
 - Plan to connect new trail on JBAB/NRL to South Capitol St. Bike/Ped projects
 - Examine Connectivity Options to High-Capacity Transit

Priority Measures



Retrofit stormwater pump stations

Key Actors
DC Water

Partners: Electric utility (Pepco)

Immediate Next Steps:
Request additional funding
(potentially from OLDCC, FEMA
BRIC)



Assess and address key climate risks to telecommunications systems

Key Actors
HSEMA and telecommunications service providers

Partners: Local and federal government actors, electric service providers, Communications Sector Coordinating Council first responders, and other major users

Immediate Next Steps:

- Public sector actors conduct R&D to develop climate risk data for telecommunications service providers
- HSEMA continues to investigate critical assets and vulnerabilities in local telecommunications systems



Support Blue Plains floodwall construction

Key Actors
DC Water

Partners: HSEMA, Ward 8 representatives

Immediate Next Steps:

- Funding BRIC and OLDCC
- Community outreach
- Design & Engineering studies
- Consultation with agencies



Additional Priority Measures



Ensure Lower Anacostia Waterfront development is resilient

Key Actors
DCOP

Partners: Fort McNair, WNY, NCPC, National Park Service, DOEE, HSEMA, Anacostia Parks and Community Collaborative

Immediate Next Steps:

- Develop resilience action plan
- Conduct flood studies
- Community engagement
- Secure funding
- Track progress of Poplar Point EIS effort and provide input as stakeholders
- Develop resilience guidelines
- Scope resilience measures
- Begin implementation

Provide financial support for Blue Plains microgrid

Key Actors
DC Water

Partner: Pepco

Immediate Next Steps:

- Request additional funding from DoD
- DC Water completes microgrid scoping phase supported primarily by FEMA funding
- DC Water begins microgrid implementation phase, supported by additional external funding



Advance fuel resilience opportunities identified in RRAP study to benefit installations and communities

Key Actors
CISA, DC HSEMA, DC DOEE

Partners: RRAP study stakeholders, terminal operators, energy marketers, energy assurance planners, emergency management agencies, and electric power utilities

Immediate Next Steps:

- Engage installations and utilities in conducting RRAP study
- RRAP stakeholders identify opportunities to build energy resilience for installations and critical staff



Other Measures

Increase shade cover and green infrastructure

Key Actors

Leaders: DDOT Urban Forestry, DOEE

Partners: NPS, USDA Forestry Service, MWCOG

Immediate Next Steps:

- Develop an initial baseline inventory of the area's tree canopy and impervious surface cover



Invest in workforce development for in-demand skills

Key Actors

Leaders: Department of Employment Services (DOES)

Partners: DOEE Sustainable Energy Utility and Green Infrastructure, DC Water (especially Blue Plains AWTP), DDOT Public Space Management and Maintenance, DCOP Citywide Strategy & Analysis

Immediate Next Steps:

- Identify workforce development organizations and programs
- Identify and prioritize the workforce needs of each installation

Invest in affordable housing

Key Actors

Leaders: DC Department of Housing and Community Development, Development Finance Division and DC Housing Authority, DCOP Development Review, DCOP Citywide Strategy and Analysis Division

Partners: MWCOG, ANCs for Wards 6 and 8

Immediate Next Steps:

- Prepare grant applications for funding
- Conduct roundtable discussions between actors
- Identify and convene stakeholders for project engagement
- Plan community engagement efforts to publicize the project



Other Measures

Develop suspicious activity & trespassing prevention plan

Key Actors

Leaders: Installations, DCOP
Development Review & Historic
Preservation, NCPC Security of
Federal & Public Spaces

Partners: MWCOG Department
of Homeland Security and Public
Safety, HSEMA National Capital
Region Threat Intelligence
Consortium (NTIC), NPS Police,
ANCs, BIDs

Immediate Next Steps:

- Identify past or current efforts to address suspicious activity leading to trespassing.
- Organize and commence roundtable discussions.



THE FY 2024 UNIFIED PLANNING WORK PROGRAM PROJECTS

New activities and projects

Lyn Erickson
Plan Development and Coordination Program Director

Transportation Planning Board
June 21, 2023



Presentation Overview

Project/task highlights for the FY 2024 Unified Planning Work Program (UPWP)

- Approved by board in March
- Awaiting federal approval

Focus topics for FY 2024:

- Climate Change
- Equity and Access
- Data Collection and Analysis



Climate Change



Climate Change Mitigation Planning – Implementation Support

- New federal programs to support implementation
 - Carbon Reduction Program (CRP)
 - ~\$12 million funding for the region per year
 - Coordination with state DOTs
 - All projects must be identified in TIP
 - States required to develop Carbon Reduction Strategy by November 15, 2023
 - Carbon Pollution Reduction Grant (CPRG) program
 - Partnership between District of Columbia and COG
 - Priority Climate Action Plan due in March 2024
- Further study on implementation considerations for identified greenhouse gas (GHG) reduction strategies



Transportation Resilience Study – Phase II

- Building upon previous efforts in 2021 and 2022, TPB staff initiated Phase II of the Transportation Resilience Study which will include two major deliverables:
 - Transportation Resilience Improvement Plan (TRIP) to prepare TPB members for PROTECT funding
 - Regional interactive transportation resilience map
- This effort also includes the formation of a Transportation Resilience Planning Working Group, with plans for the group to evolve into a formal subcommittee
- *TPB Board was briefed on this effort on May 17, 2023*
- *TPB Technical Committee was briefed on May 5, 2023*



Regional Electric Vehicle (EV) Infrastructure Deployment

- Provide support for COG's Regional Electric Vehicle Deployment (REVD) Working Group
- Development of Regional Electric Vehicle Infrastructure Implementation Strategy
 - Funded in part through UPWP Technical Assistance Program
 - Designed to support state and local governments as they prioritize locations for EV infrastructure deployment and apply for funding
 - Develop projections for future light-duty electric vehicle registrations
 - Identify priority locations for publicly accessible EV infrastructure deployment



Bus Decarbonization (Transition to ZEVs)

- Assist efforts by the region's transit agencies to decarbonize and transition to Zero Emission Vehicles (ZEVs)
- Still evaluating how we can complement the work other agencies and jurisdictions are doing and add value
- Potential concepts include:
 - Recommend locations and inventory infrastructure needs for e-bus charging at stops and stations
 - Study of hydrogen (H₂) infrastructure for fuel-cell buses (and potentially other heavy-duty vehicles)
 - Regional efforts in support of workforce development, part inventories, maintenance vehicles, joint procurements, fire and safety training, etc.

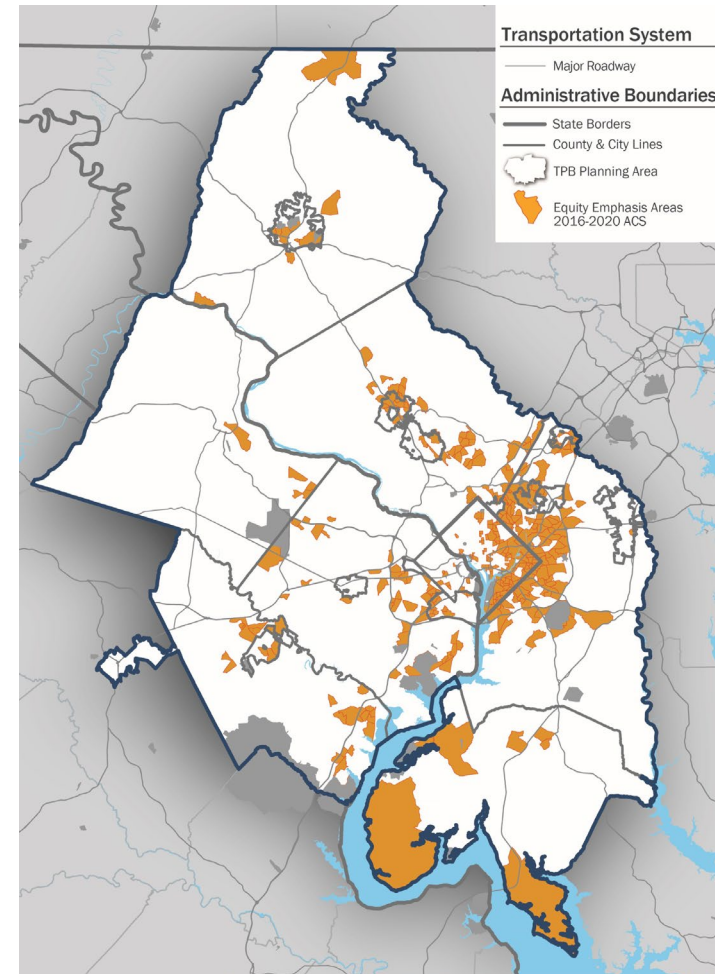


Equity and Access



Equity Emphasis Areas

- Deeper dive analysis to identify specific mobility and accessibility needs of disadvantaged populations in the region
- Examine relationship between TPB EEAs and Federal Government-identified Justice40 Disadvantaged Communities
- Results to be shared with state, local, and agency partners to consider in their planning and programming activities



Access to Bus Services

A study to analyze local bus transit services to High Capacity Transit Stations (HCTs) and related access issues

- Build on TPB's previous HCT work and COG's Region United framework (<https://www.mwcog.org/about-us/cog-board-and-priorities/2030-framework/>)
- Support regional bus planning efforts (e.g., WMATA Better Bus, Ride On Reimagined, etc.)

The analysis will look at local bus services at HCTs:

- Bus services connecting to other HCTs, to regional Activity Centers outside HCTs, and to EEAs
- Current and planned HCT accessibility to determine any potential need for improved bus or non-motorized access



Data Collection and Analysis



Intercity Bus and Rail Passenger Travel

- Effort to address federal planning requirements and refresh TPB's 2016 *Count of Intercity Bus Traffic* Study by collecting information on intercity bus and rail travel in the NCR
- Intent is to conduct a regional survey gathering ridership information on intercity buses, commuter buses, rail transit, and commuter rail, updating the survey last completed in 2016, to advise regional planning and coordination



Coordinated Transit On-board Data Collection

- Partner with WMATA and more than 20 other public transportation providers in the region to identify transit on-board data needs to support regional travel demand modeling activities
- Develop a program to coordinate collection of on-board data on a more frequent/ongoing basis
- Provide technical support such as sampling, instrument design, data processing and publishing, and coordination activities among various public transportation providers
- Maintain regional dataset on regional transit on-board trip characteristics



Enhanced Congestion Analysis

- The Congestion Management Process (CMP) within UPWP Task 3 compiles information and undertakes analysis for the development of major CMP components
- In FY 2024, we plan to expand application of “big data” sources (adding sources not previously available/used), in conjunction with other UPWP tasks’ data activities
- New data anticipated to include traveler information (e.g., origin-destination, routing, mode-specific information; previously had mostly systems/link speed information)
- Hope to improve existing CMP products (dashboard, CMP Technical Report, special studies) plus find new insights
- Vehicle Probe Data Users Group (VPDUG) continues its role to foster technical and methodological coordination



Travel Monitoring and Trends Analysis

- Enhance travel monitoring and trends analysis programs through enhanced tools
- Acquire passively-collected dataset (“big data”) containing O/D and other trip characteristics to enhance travel monitoring and travel trends analysis activities
- Enhance visualizations and data products
- Streamlined or new data collection such as more frequent Regional Travel Survey and active transportation counts



Next Steps

- Work under the FY 2024 UPWP begins July 1, 2023 (to June 30, 2024)
- Our work depends on coordination and cooperation with state DOT, jurisdictional, and other agency staff
 - Regional data and information requests
 - Committee/subcommittee review and comment on draft materials and briefings
- Our goal is to make our work products accurate, relevant, and useful



Lyn Erickson

Plan Development and Coordination Program Director

(202) 962-3319

lerickson@mwkog.org

mwkog.org/tpb

Metropolitan Washington Council of Governments

777 North Capitol Street NE, Suite 300

Washington, DC 20002



National Capital Region
Transportation Planning Board

