

ITEM 9A – Action

July 21, 2021

Amending the Conformity Projects Approved on June 16, 2021
(Resolution R19-2021) to Re-Establish the Fiscal Constraint for
Maryland Department of Transportation Projects

Action: Adopt TPB Resolution R2-2022 to add the Maryland I-270/I-495 HOT Lanes construction project to the conformity inputs for the Visualize 2045 Update and the FY 2023-2026 TIP.

Supporting documents for **Part A** – Resolution R2-2022

1. Staff Overview memo
2. Member Letters received
3. Resolution R2-2022
4. Conformity project table – with Maryland I-270/I-495 HOT Lanes construction project addition shown in highlighted rows



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Agenda Item 9A: Amending Project Inputs to Air Quality Conformity Analysis for the proposed Visualize 2045 Update and FY 2023-2026 TIP
DATE: July 15, 2021

This memorandum provides the background to the subject matter along with an overview of the proposed actions during the TPB's July 21, 2021 meeting. Nine letters received from members mentioned here and associated with this topic are attached.

BACKGROUND

On June 16, 2021, the TPB adopted Resolution R19-2021 to approve the Air Quality Conformity Analysis Scope of Work, the project submissions of the TPB member agencies for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023 2026 TIP and update to the Visualize 2045 Plan, and the draft Round 9.2 Cooperative Forecasts of employment, population and households developed by COG's Planning Director's Technical Advisory Committee for use in the Air Quality Conformity Analysis. The project submissions approved by TPB as part of resolution R19-2021 excluded the Maryland I-270/I-495 HOT Lanes project while approving the remaining Maryland projects.

Maryland Department of Transportation (MDOT) notified the TPB, on June 21, 2021, that the exclusion of the I-270/I-495 HOT Lanes project from the conformity inputs had also removed the private revenues that supported that project and had thus disrupted the fiscal constraint for all the projects MDOT had submitted. As such, MDOT would need to remove additional projects (transit and/or highway) to reestablish the fiscal constraint for its project submission. MDOT has also requested, in a July 7, 2021 letter, as an alternate to removing other projects, the TPB amend the Maryland projects previously approved as air quality conformity inputs by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with that project.

The above information, particularly the unintended consequences on other priority projects in Maryland jurisdictions that MDOT was funding, was not known during the June 16, 2021 discussions and actions. Many TPB member jurisdictions from Maryland have requested the TPB to amend the Maryland projects previously approved to be included in the air quality conformity analysis by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project to avoid the removal of projects that local jurisdictions' prioritize (see attached letters).

Similarly, a number of TPB member jurisdictions from Virginia have articulated the significant adverse impact TPB's exclusion of the I-270/I-495 HOT Lanes project that had been in Visualize 2045 will have on the performance outcomes from Virginia projects and the mobility/accessibility improvements it anticipated from the I-270/I-495 HOT lanes project. These TPB members have

requested the TPB to amend projects previously approved to be included in the air quality conformity analysis by restoring the I-270/I-495 HOT Lanes project in its entirety or a large portion of it.

ACTION OVERVIEW

The TPB's agenda for the July 21, 2021 meeting accommodates a consideration of both alternatives – (A) amending the June 16, 2021 approved list of projects for conformity analysis, or (B) removing additional Maryland projects from conformity inputs at a special meeting on August 18, 2021.

EXPLANATION

Federal requirements state that the projects included in the regional air quality conformity analysis must be fiscally constrained. This means that the funding needed to build, operate, and maintain all projects/services reflected in the air quality conformity analysis should be reasonably expected to be available. With MDOT's notification that the list of MDOT funded projects that the TPB approved on June 16, 2021 no longer complies with this fiscal constraint requirement (due to the exclusion of the I-270/I-495 HOT lanes project), the TPB needs to amend the MDOT projects it approved on June 16, 2021 to reestablish the fiscal constraint.

Under Part A of this item, as requested by MDOT and several other TPB member jurisdictions from Maryland and Virginia, the TPB will first entertain a motion to reestablish the fiscal constraint of MDOT projects by adding the Maryland's construction of the American Legion Bridge 1-270 to 1-70 Relief Plan - Phase 1 of the Traffic Relief Plan:

- a. Phase 1 South, starting with the from the Virginia side of the American Legion Bridge, constructs two HOT lanes in each direction on; I-495 to I-270 and then on I-270 from I-495 to I-370, with an anticipated completion by 2025;
- b. Phase 1 North, a related part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030.

This first part of the item relates to the proposed resolution R2-2022. MDOT's notification to introduce a motion to adopt the resolution is summarized in their July 13, 2021 letter to the TPB (attached).

Should the motion to amend the MDOT projects and add the I-270/I-495 HOT lanes project to the conformity analysis not prevail, it would mean that the TPB would not have reestablished the fiscal constraint for MDOT projects to be included in the conformity analysis.

Then under Part B of agenda Item 9, as notified by MDOT, the TPB will accept MDOT's proposal to reestablish fiscal constraint for its projects by removing some MDOT funded projects approved by the TPB on June 16, 2021. The list of projects to be removed from conformity analysis, as proposed by MDOT is as listed in MDOT July 13, 2021 letter.

Following its standard process, the TPB will issue notice of a special meeting to be convened on August 18, 2021 for the limited purpose of taking action, adopting Resolution R3-2022, on the proposed changes to MDOT projects, and to adopt the modified schedule for its update of Visualize 2045 and the FY 2023-2026 TIP, amending the schedule it first adopted in December of 2020.

Attachments:

- June 21, 2021 Letter from MDOT
- June 24, 2021 Letter from Prince George's County
- July 1, 2021 Letter from VDOT
- July 7, 2021 Letter from MDOT
- July 7, 2021 Letter from the City of Gaithersburg
- July 12, 2021 Letter from the City of Manassas Park
- July 12, 2021 Letter from the City of Frederick
- July 13, 2021 Letter from MDOT
- July 13, 2021 Letter from Prince William County

June 21, 2021

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

Dear Chairman Allen and Deputy Director Srikanth:

I am writing to inform the Board that based on the action taken at the June 16, 2021 meeting of the National Capital Region Transportation Planning Board (TPB), which included approving resolution TPB R19-2021, to remove the revised Traffic Relief Plan (I 495/270 HOT Lanes project) from the Air Quality Conformity Analysis inputs, work on that analysis cannot move forward until two key issues are resolved and the TPB once again approves a revised set of conformity inputs.

The Maryland Department of Transportation (MDOT) submitted a package of projects and studies for analysis in the 2022 Update of Visualize 2045, the region's Long Range Transportation Plan (LRTP), supported by a financial plan for the projects and studies. This financial plan included \$6 billion of private funding that was reasonably expected to be available from a private concessionaire. Federal conformity analysis regulations require the TPB to demonstrate that projects included in the plan's air quality conformity analysis will have adequate funds to build, operate and maintain the projects.

TPB's action to exclude the I 495/270 HOT Lanes projects from the LRTP essentially removes the assumed \$6 billion in private sector revenues, which were slated to fund the replacement of the American Legion Memorial Bridge – an aging structure that is one of the nation's most congested chokepoints – and other smaller structures along the interstate included in the Phase 1 south section of the recommended preferred alternative. This infusion of private sector capital enabled the State to leverage the Transportation Trust Fund (TTF) balance to support other critical transit and highway projects. Since the TPB acted to remove the Traffic Relief Plan (I-495/270 HOT Lanes project) and eliminate the associated private sector capital, MDOT can no longer reasonably expect this private funding to be available to replace or maintain the American Legion Memorial Bridge or fund the related transportation projects. As a part of the National Highway System, MDOT is federally required to maintain the bridge and its Interstates in a state of good repair and will now have to use State funding from the TTF for those system preservation needs.

The Honorable Charles Allen and Kanathur Srikanth
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MDOT will now begin the process of assessing project inputs for air quality and costs for financial constraint. **Projects currently modeled for construction in the National Capital Region will almost certainly need to be downgraded to studies or removed entirely to offset the loss of revenue for system preservation costs of the American Legion Memorial Bridge and interstates.** MDOT will submit a revised package of inputs and financial information for TPB's consideration at its July 21, 2021 Board meeting. The TPB will have to review and take action to approve the revised set of conformity inputs to be used in the regional air quality conformity analysis for the plan update. We anticipate this action on a revised set of conformity inputs will require a new 30-day public comment period.

We appreciate your cooperation in this matter. If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy will be happy to assist you.

Sincerely,



R. Earl Lewis, Jr.
Deputy Secretary

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



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Terry L. Bellamy
Director

June 24, 2021

The Honorable Charles Allen
Mr. Kanti Srikanth
Deputy Executive Director, Metropolitan Planning
National Capital Regional Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

Dear Chairman Allen and Deputy Executive Director Srikanth:

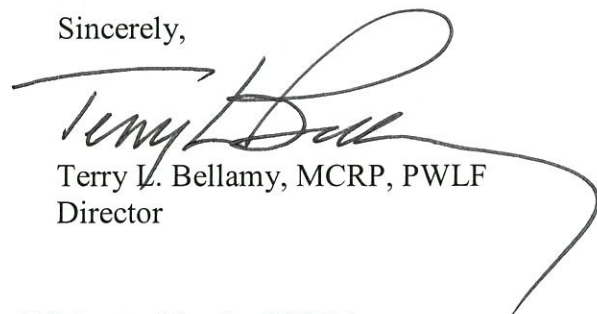
I am writing to ask the Transportation Planning Board (TPB) for reconsideration of the vote taken on June 16, 2021. Specifically, passage of TPB R19-2021 to remove the I-495/I-270 Managed Toll Lanes project from the Visualize 2045 Long-Range Plan for Air Quality Conformity Analysis Testing (AQC).

This request is based on receipt of a letter from Maryland Department of Transportation (MDOT) Deputy Secretary, R. Earl Lewis, Jr. dated June 21, 2021. In the correspondence, Mr. Lewis shared new information that had not been made available until now. We would have appreciated the full picture presented at or leading up to the June 16 TPB meeting. Mr. Lewis noted that the \$6 Billion in private funding associated with the Managed Toll Lanes project was necessary for supporting a suite of other projects in the submission by MDOT to the AQC.

The County continues to stress our concerns as outlined in the Prince George's County comments regarding the Managed Lanes Draft Environmental Impact Statement (DEIS) and in subsequent meetings and conversations. Primarily, the need for Regional equity, multi-modalism, and comprehensive transportation solutions to remain at the forefront.

I would like to thank both of you in advance for consideration of this request. Please let myself, Deputy Director, Martin L. Harris, or my Alternate Representative on the TPB, Victor Weissberg, know if you have any questions or concerns.

Sincerely,



Terry L. Bellamy, MCRP, PWLF
Director

Chairman Allen and Deputy Executive Director Srikanth
June 24, 2021
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cc R. Earl Lewis, Jr., Deputy Secretary, Maryland Department of Transportation (MDOT)
Heather Murphy, Director, Office of Capital Programming and Planning, MDOT
Tara H. Jackson, Chief Administrative Officer, Office of the County Executive
Joy A. Russell, Chief of Staff, Office of the County Executive
John Erzen, II, Deputy Chief of Staff, Office of the County Executive
Floyd E. Holt, Deputy Chief Administrative Officer, Office of the County Executive
Martin L. Harris, Deputy Director, DPW&T
Victor Weissberg, Major Projects Manager, DPW&T



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION
1401 EAST BROAD STREET
RICHMOND, VIRGINIA 23219-2000

Stephen C. Brich, P.E.
COMMISSIONER

July 1, 2021

The Honorable Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington D.C. 20002

Dear Chairman Allen:

I am writing to you concerning the actions taken at the June 16, 2021 meeting of the National Capital Region Transportation Planning Board related to Visualize 2045. The actions taken create a situation that will prevent the successful completion of a fiscally constrained long-range plan. The Maryland Department of Transportation's (MDOT) letter to you dated June 21st explains that, in order to maintain compliance with the federally mandated fiscal constraint requirements for Visualize 2045, the National Capital Region Transportation Planning Board (TPB) will need to revisit the conformity project inputs at its July 21st meeting.

To address the needed amendments, we concur with MDOT that an action item should be added to the July 21 TPB meeting agenda. The Commonwealth requests the inclusion of an additional item titled, "Addition of the Maryland I-495/I-270 Traffic Relief Plan (TRP) to the Visualize 2045 2022 Update Air Quality Conformity Analysis Scope of Work" to the July 21 TPB meeting agenda. After conferring with the Maryland Department of Transportation (MDOT) we strongly support the following actions:

- Amend the proposed Visualize 2045 2022 Update Air Quality Conformity Analysis to include the Maryland I-495/I-270 Traffic Relief Plan (TRP), which extends from the Virginia side of the American Legion Bridge to I-70 in Frederick County.
- Alternatively, in the event that the entire TRP project is not added to the Air Quality Conformity Analysis, we support the following:
 - Add to the Air Quality Analysis, as a construction project, Maryland's I-495/I-270 Traffic Relief Plan (TRP) - Phase 1 South, which extends from the Virginia side of the American Legion Bridge to I-370, and,

The Honorable Charles Allen

July 1, 2021

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- Include as a study to Visualize 2045, Maryland's I-495/I-270 Traffic Relief Plan (TRP) - Phase 1 North, from I-370 to I-70 in Frederick County. Maryland's I-495/I-270 Traffic Relief Plan (TRP) - Phase 1 North could then be considered for submission as a construction project in a later plan amendment in approximately two years.
- VDOT understands that MDOT will continue efforts to work with localities between the time of the July 21st TPB meeting and May, 2022 to address local planning and infrastructure issues associated with the Maryland I-495/I-270 Traffic Relief Plan (TRP).

This project and the validity of the constrained long-range plan are very important to this region and should be given due consideration. At the June 16 TPB, the Commonwealth's representative, Maria Sinner, offered for consideration a project with a reduced scope and different termini for the initial construction phase as described above. This reduced scope project was different from the more extensive proposal that was earlier voted down by the Board. After reviewing the meeting audio, the Commonwealth believes that, given the magnitude of the project under consideration, not enough time or discussion was provided to consider the Commonwealth's motion. We believe further consideration of this alternate proposal is in the best interests of the National Capital region and strongly believe additional discussion and consideration is warranted.

The Traffic Relief Plan implements one of the seven Aspirational Initiatives of Visualize 2045 (*Expand the Express Highway Network*) adopted by the TPB on October 17, 2018. As you know, VDOT is developing the I-495 NEXT Express Lanes project from Tysons to the vicinity of the American Legion Bridge, which is being designed to connect the Virginia and Maryland multi-modal express lanes, creating a truly regional multi-modal network and the foundational infrastructure for regional transit services in this corridor. This regional transit service is needed to meet today's unmet demand in the corridor and to support future regional growth. The significant benefits that will be provided by Virginia's I-495 Northern Extension project would be significantly amplified by its connection to the Maryland's ongoing I-495 & I-270 P3 project.

MDOT and VDOT have collaborated on a transit study to best leverage this Express Lanes network's potential to implement a bus service similar to a bus rapid transit system on I-495. Today, there is not a single bus line that runs across the American Legion Bridge. Together 495 NEXT and the Maryland TRP will transform how people travel in this corridor.

In Virginia's Express Lanes corridors on I-95 and I-495, we have seen a 20% reduction in congestion on the general-purpose lanes, providing a tremendous benefit to all travelers, not just toll payers. We have also seen substantial growth in bus service and HOV travel thanks to the Express Lanes, moving more people in fewer vehicles. In fact, during the morning rush-hour on I-95, the Express Lanes move more than twice as many people per lane than the general-purpose lanes. This is good for the transportation network, our economy, and especially the environment.

The Commonwealth and Maryland have made substantial financial expenditures in reliance upon TPB's prior formal approval of these projects as part of the federally mandated regional long-range transportation plan. With the region expected to grow by more than 1 million people over the next 20 years, we believe that this project is vital to the region's mobility, economy, and quality of life. We believe that further consideration of this proposal is in the best interests of the National Capital region.

The Honorable Charles Allen

July 1, 2021

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We respectfully request inclusion of this item ("Addition of the Maryland I-495/I-270 Traffic Relief Plan (TRP) to the Visualize 2045 2022 Update Air Quality Conformity Analysis Scope of Work") and the item requested by MDOT on the July 21 TPB meeting agenda. I would be happy to discuss this matter with you should you believe that would be helpful.

Sincerely,



Robert H. Cary, PE, LS
Chief Deputy Commissioner

- C: Kanti Srikanth, Deputy Executive Director, MWCOG
Gregory I. Slater, Secretary of Transportation, Maryland
Earl Lewis, Deputy Secretary of Transportation, Maryland
Shannon Valentine, Secretary of Transportation
Nick Donohue, Deputy Secretary of Transportation, Virginia
John Lawson, Deputy Secretary of Transportation, Virginia
Stephen C. Brich, PE, Commissioner of Highways, VDOT
John D. Lynch, PE, District Administrator, VDOT NoVA
Maria Sinner, PE, Assistant District administrator, VDOT, NoVA



Larry Hogan
Governor
Boyd K. Rutherford
Lt. Governor
Gregory Slater
Secretary

Office of the Secretary

July 7, 2021

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

Dear Chairman Allen and Deputy Director Srikanth:

I am writing to request that the National Capital Region Transportation Planning Board (TPB) revisit the vote taken at its June 16, 2021, meeting and propose that a new motion be added to the TPB's meeting agenda on July 21, 2021, to include Phase 1 of the Traffic Relief Plan I-495/270 High Occupancy Toll (HOT) Lanes project in the conformity analysis the TPB has begun.

There is a strong rationale for revoting on this issue as it was not properly presented and the removal of this project was rushed without a full understanding of the impacts, which has been attested to by multiple TPB voting members in recent communications. Those impacts include the new requirement for Visualize 2045 updates to be financially constrained, which means Maryland must reevaluate and reduce its local enhancement projects to pay for the system preservation work that private funding would have completed as part of this project.

Since it was first included in Visualize 2045, the initial scope of this project has been modified multiple times to address feedback we have received from agency partners, local leaders, and the public to focus on the American Legion Bridge and I-270 corridor. Other key enhancements to the project include free, reliable trips for transit buses and carpools with three or more people, an essential bicycle and pedestrian connection across the Potomac River to help address another Visualize 2045 aspirational goal, and a transit subsidy from the toll revenue to impacted jurisdictions. This modified project represents a good-faith compromise between all parties to address a long-identified need in our region.

The hasty actions of the TPB to remove Phase 1 of the Traffic Relief Plan I-495/270 HOT Lanes project eliminated the associated private sector capital; therefore, MDOT can no longer reasonably expect this private funding to be available to replace or maintain the American Legion Bridge or fund the related transportation projects. After this information in MDOT's June 21, 2021 letter to the TPB was made public to its members, we believe that the TPB should add the following motion to the July 21, 2021 agenda:

- Amend the proposed 2022 Update to Visualize 2045 and its Air Quality Conformity Analysis and scope of work to include Maryland's construction of the American Legion Bridge I-270 To I-70 Relief Plan – Phase 1 of the Traffic Relief Plan from the Virginia side of the American Legion Bridge to I-70.
- The project's immediate focus is on delivering Phase 1 South starting with the American Legion Bridge. Phase 1 South is I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025.
- Phase 1 North (I-270 from I-370 to I-70) is a related part of the project that is in Pre-NEPA, with an anticipated completion by 2030.

This project addresses the need for new multi-modal travel options on the most congested and unreliable freeways in Maryland. Simply widening the bridge alone does not relieve congestion, does not provide reliable options for carpools and regional transit service, and does not provide a bicycle and pedestrian connection across the Potomac River. Without the totality of these multi-modal investments generated from leveraged private capital, the National Capital Region will continue to be one of most congested in the country which will severely limit its economic opportunity.

As alluded in our June 21, 2021 letter, MDOT is preparing an alternative motion for the TPB's consideration if the motion to add Phase 1 of the I-495/I-270 HOT Lanes project back into the Air Quality Conformity Analysis is unsuccessful. That motion will propose a list of reductions to MDOT project conformity inputs for air quality and costs for financial constraint. MDOT will submit a revised package of inputs and financial information that will be included in the mailout materials for the July 21, 2021 TPB meeting. The TPB will have to review and take action to approve a revised set of conformity inputs for the regional air quality conformity analysis in the 2022 plan update of Visualize 2045. **Based on an analysis since the June 16, 2021 TPB action, the list of projects under consideration for either downgrade to study or removal is attached.** Since the American Legion Bridge rehabilitation or replacement as well as the associated system preservation benefits are expected to be needed before 2035, these projects for consideration are all scheduled to be built by 2035 or earlier. While the total project cost estimate for the I-495/270 HOT Lanes is \$6 billion for Phase 1 South and North, the American Legion Bridge and system preservation cost is in the range of \$1.5 billion, which will equal the value of the projects being removed or downgraded. The final list will be forwarded to the TPB by July 13, 2021.

Chairman Allen and Deputy Director Srikanth
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We appreciate your consideration of this request and look forward to your response. If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy will be happy to assist you.

Sincerely,

A handwritten signature in blue ink, appearing to read "R. Earl Lewis, Jr.", written in a cursive style.

R. Earl Lewis, Jr.
Deputy Secretary

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

County	L RTP ID	TITLE	PROJECT DESCRIPTION/LIMITS	YEAR OF EXPENDITURE	TOTAL COST (in millions)
Frederick	CE3566	US 15/US 40 Corridor (Frederick City)	US 15/US 40 upgrades through the City of Frederick to include widening to three lanes in each direction from I-70 to MD 26	2030	\$191.0
Frederick	CE1210	MD 85 Corridor	Widen MD 85 to a 4 to 6 lane divided highway from south of English Muffin Way to south of Crestwood Boulevard/Shockley Drive.	2035	\$126.0
Frederick	CE2261	MD 180/Ballenger Creek Pike Corridor	Study to upgrade existing capacity and traffic operations along MD 180 and Ballenger Creek Pike (formerly MD 351) from Greenfield Drive to Corporate Drive, while supporting existing and planned development.	2035	\$136.0
Montgomery	CE2618	MD 97 Corridor	The MD 97 Montgomery Hills project will evaluate safety and accessibility issues on MD 97.	2030	\$39.0
Montgomery	CE1203	MD 117 Corridor	Upgrades from I-270 to West of Game Preserve Road.	2030	\$90.0
Montgomery	CE1206	MD 124 Corridor	Reconstruct MD 124 (Woodfield Road), from Mildcounty Highway to Warfield Road.	2035	\$162.0
Montgomery	CE1211	MD 97 at MD 28 Interchange	Construct interchange improvements along MD 97 at MD 28.	2035	\$161.0
Montgomery	CE1649	Corridor Cities Transitway (CCT)	This Bus Rapid Transit project will extend from the Shady Grove Metro station to the COMSAT facility (1.5 miles.) However, this CLRP project only includes Phase 1 of the project (9 miles) extending from Shady Grove to Metropolitan Grove.	2035	\$272.5
Prince George's	CE1479	I-95/I-495 at Greenbelt Metro Station Interchange	Construction of a full interchange along I-95/I-495 at the Greenbelt Metro station.	2030	\$134.0
Prince George's	CE2253	MD 197 Corridor	Reconstruct the roadway to upgrade and widen existing MD 197 to a multi-lane divided highway from Kenhill Drive to MD 450 Relocated.	2030	\$76.0
Prince George's	CE1207	MD 450 Corridor	Upgrade and widen existing MD 450 to a multi-lane divided highway from Stonybrook Drive to west of MD 3.	2030	\$44.0
Prince George's	CE1202	US 1 Corridor	Reconstruct US 1 from MD 193 to I-95/I-495.	2030	\$81.0
Prince George's	CE1196	MD 5 Corridor	Upgrade existing MD 5 to a multi-lane freeway from I-95/I-495 (Capital Beltway) to US 301.	2035	\$769.0
Prince George's	CE3425	US 50 Corridor	Study examining US 50 capacity and operational improvements between the Maryland/District of Columbia line and I-95/I-495.	2035	\$30.0
Prince George's	CE1619	US 301 Corridor (Bowie)	Upgrade and widen US 301 from north of Mount Oak Road to I-595 (US 50). Construct an interchange with a service road at MD 197.	2035	\$527.0

Note: There were no major projects in Charles County scheduled to be built before 2040, therefore none are listed here.



July 7, 2021

The Honorable Charles Allen, Chairman
Kanathur Srikanth, Deputy Executive Director, Metropolitan Planning
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300
Washington, D.C. 20002

Dear Chairman Allen and Deputy Director Srikanth:

I am writing to request that the National Capital Region Transportation Planning Board (TPB) revisit the action taken at the June 16, 2021, board meeting – Resolution TPB R19-2021 – which removed the I 495/270 HOT Lanes project from consideration in the air quality conformity analysis.

This unprecedented and last-minute project removal did not receive proper time and discussion at the June TPB meeting, and since then, new information has become available on the lack of financial constraint in the Maryland portion of Visualize 2045. In order to receive federal approval of our long-range transportation plan and maintain the region's ability to receive and use federal transportation dollars, this issue needs to be addressed at the upcoming July 21, 2021, TPB meeting.

Aside from the critical funding issue, it is a vital role of the TPB to perform this analysis in order to determine the actual impact of this and other projects, and removing a project from the analysis is a clear abrogation of TPB's duties. As a region we must work together to improve air quality and we need to understand whether projects contribute to improvements.

On behalf of the City of Gaithersburg, I am requesting that the TPB add an action agenda item to reinstate the I-495/I-270 HOT Lanes project in the air quality conformity analysis and inputs, which includes Phase 1 South for construction in 2025 and Phase 1 North for construction in 2030.

Thank you for your help in the matter. If you have any questions or need additional information, please reach out to Deputy City Manager Dennis Enslinger at dennis.enslinger@gaithersburgmd.gov.

Sincerely,

Jud Ashman
Mayor, City of Gaithersburg

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Jud Ashman

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Tanisha R. Briley



CITY OF MANASSAS PARK

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Jeanette Rishell

Vice Mayor:
Preston Banks

City Manager:
Laszlo A. Palko

City Clerk:
Lana A. Conner

City Attorney:
Dean Crowhurst

July 12, 2021

Council Members:
Alanna Mensing
Haseeb Javed
Laura Hampton
Yesy Amaya
Darryl Moore

July 12, 2021

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

Dear Chairman Allen:

I am writing to you concerning the removal of Maryland's (MD), Traffic Relief Plan, I-495/I-270 Express Lane Project, (from the American Legion Bridge to Frederick) from the Air Quality Conformity Analysis at the June 16th meeting of the TPB.

Among the consequences of this action is the loss of \$6 Billion in private investment funds. As contained in a letter from MD to the TPB, MD indicated the state is responsible for the State of Good Repair of critical infrastructure such as the American Legion Bridge and the Interstate system. This infrastructure serves not only residents of MD but also is of regional importance. So, MD will now need to revise their financial plan by removing projects, or downgrading projects to studies, in order to meet the financial needs of this critical infrastructure.

Manassas Park supports the MD Traffic Relief Plan because it brings in a large infusion of private investment to the region and increases transit opportunities in the corridor. Virginia's I-495 NEXT Express Lanes project from Tysons Corner to the American Legion Bridge is being designed to connect the Virginia and Maryland multimodal express lanes, resulting in a truly regional multi-modal network.

Removing regionally significant projects at the planning level, when not fully developed or vetted sets a bad precedent. Therefore, Manassas Park supports and recommends that the TPB:

- Amend the proposed Visualize 2045 2022 Update Air Quality Conformity Analysis to include the Maryland I-495/I-270 Traffic Relief Plan, which extends from the Virginia side of the American Legion Bridge to I-70 in Frederick County.

In the event that the entire TRP project is not added to the Air Quality Conformity Analysis, Manassas Park supports the following:

- Add Phase 1 South, which extends from the Virginia side of the American Legion Bridge to I-370, to the Air Quality Analysis as a construction project, and,
- Include Phase 1 North, from I-370 to I-70 in Frederick County, to Visualize 2045 as a study. Phase 1 North could be submitted as a construction project in a later plan amendment in approximately two years.

With the region expected to grow by more than 1 million people over the next 20 years, this project is important to both VA and MD regarding regional mobility, the economy, and quality of life.

Therefore, we respectfully request the inclusion of the Traffic Relief Plan I-495/I-270 Express Lane project in the Air Quality Conformity Analysis.

Sincerely,



Jeanette Rishell
Mayor
City of Manassas Park

CC:

Kanti Srikanth, Deputy Executive Director, MWCOG
John D. Lynch, PE, District Administrator, VDOT, NoVA
Maria Sinner, PE, Assistant District Administrator, VDOT, NoVA

Michael C. O'Connor
Mayor



Marc DeOcampo
Chief Administrative Officer

Gayon Sampson
Executive Assistant to the Mayor

FREDERICK

OFFICE OF THE MAYOR

July 12, 2021

The Honorable Charles Allen, Chairman
Kanathur Srikanth, Deputy Executive Director, Metropolitan Planning
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E., Suite 300 Washington, D.C. 20002

Dear Chairman Allen and Deputy Director Srikanth:

I am writing to urge the National Capital Region Transportation Planning Board (TPB) to support the reinstatement of the I495/I-270 Traffic Relief Plan (TRP) to the proposed 2022 Update to Visualize 2045 and its Air Quality Conformity Analysis (AQC). The scope of work extends from the Virginia side of the American Legion Bridge to I-70 in Frederick County.

Removal of the project at the TPB's Board meeting last month with the approval of Resolution TPB R-19-2021 by a weighted vote has compromised the fiscal constraint of Maryland's projects, a federally required mandate, putting federal dollars at risk across the region.

As a result, Maryland has now proposed the removal of several critically important projects for Frederick, a jurisdiction that is expected to grow significantly in the planning period. The City of Frederick and Frederick County are attracting large employers that expect to draw workforce from the region and we anticipate traffic to increase bi-directionally, magnifying our need for improvements not only to our city's edge at Route 70, but through Frederick on Route 15, which is now at risk. Without any true opportunity for better rail connections, we strongly support enhanced and expanded commuter bus service which would be achieved through buses traveling free on the toll lanes. I urge the TPB to support all its member jurisdictions, understanding that our needs and access to multi-modal options vary greatly.

The City of Frederick supports action to re-establish the fiscal constraint for Maryland projects by restoring the TRP to the 2022 AQC Analysis in the Visualize 2045 plan update. Thank you for your consideration.

Sincerely,

Michael O'Connor, Mayor

Cc: Board of Aldermen
Frederick County Executive Jan Gardner
Frederick County Council

July 13, 2021

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

Dear Chairman Allen and Deputy Director Srikanth:

I am writing to follow up on my July 7, 2021 letter regarding two motions that the Maryland Department of Transportation (MDOT) will be introducing for the National Capital Region Transportation Planning Board's (TPB) consideration at its upcoming July 21, 2021 meeting.

MDOT's first motion and priority is to return Phase 1 of the I-495/I-270 HOT Lanes project back into the air quality conformity analysis. The need for new multi-modal travel options on the most congested and unreliable two freeway segments in Maryland must be addressed. To further the multi-modal needs on the system, the MDOT team worked to include significant transit components as part of the Phase 1 of the I-495/I-270 HOT Lanes project. MDOT convened a transit working group that identified potential improvements, along with an investment in transit from the toll revenue. We remain committed to a continued partnership through the region to further identify tangible transit solutions that further advance the land use goals within the capital region. The multi-state and cross-jurisdictional congestion problem impacts the entire region, and TPB members from both Maryland and Virginia have sent similar requests to add the project back into conformity.

TPB Resolution R2-2022 proposes adding the construction of the American Legion Bridge 1-270 To 1-70 Relief Plan - Phase 1 of the Traffic Relief Plan back into the air quality conformity analysis and scope of work:

- Phase 1 South, starting with the American Legion Bridge, constructs two HOT lanes in each direction from I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025; and
- Phase 1 North, a part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030.

If TPB resolution R2-2022 is unsuccessful, MDOT will still need to reestablish and meet the federal requirements for financial constraint by revising its package of projects, previously approved by TPB last month, in order for the 2022 update to Visualize 2045 to be able to be approved. Because of this, MDOT will propose a second motion for notice at the July 21, 2021

Chairman Allen and Deputy Director Srikanth

Page Two

TPB meeting reducing projects in the long range plan to match the available funding as private funding is no longer available to maintain a state of good repair of the American Legion Bridge and other aging bridge and highway infrastructure along the I-495 and I-270 corridors.

Based on an analysis since the June 16, 2021 TPB action, a list of reductions to MDOT project conformity inputs for air quality and costs for financial constraint has been developed. Since the American Legion Bridge replacement as well as the associated system preservation benefits are expected to be needed before 2035, these projects for consideration are all scheduled to be built by 2035 or earlier. While the total project cost estimate for the I-495/270 HOT Lanes is \$6 billion for Phase 1 South and North, the American Legion Bridge and associated system preservation cost is approximately \$1.233 billion.

The preliminary projects listed below will be downgraded to studies in the 2022 update to Visualize 2045. All construction funding will be removed, and they will not be modeled in the air quality conformity analysis.

1. MD 180/Ballenger Creek Pike Corridor
2. MD 97 at MD 28 Interchange
3. Corridor Cities Transitway (CCT)
4. I-95/I-495 at Greenbelt Metro Station Interchange
5. US 301 Corridor (Bowie)

I understand that this draft motion will be included in the mailout materials for the July 21, 2021 TPB meeting and will be sent out for public comment before action is taken at a special August TPB meeting to approve the final list of project reductions. As we receive feedback from the public, I am available for discussions with my fellow TPB members on the list of downgraded projects.

If you need further assistance, please contact Ms. Heather Murphy, MDOT Planning and Capital Programming Director, at 410-865-1275 or via email at hmurphy@mdot.maryland.gov. Ms. Murphy will be happy to assist you.

Sincerely,



R. Earl Lewis, Jr.
Deputy Secretary

Chairman Allen and Deputy Director Srikanth
Page Three

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



July 13, 2021

The Honorable Charles Allen, Chair
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300
Washington D.C. 20002

RE: National Capital Region Transportation Planning Board Visualize 2045 Project Inputs

Dear Chairman Allen,

I am writing to you regarding actions taken at the June 16, 2021, Transportation Planning Board meeting specific to Visualize 2045. The Transportation Planning Board has taken positive steps towards updating Visualize 2045 and I commend you on your leadership during this challenging process. While the approval of the inputs to Visualize 2045 is a significant milestone in the plan update process, the removal of the I-495/I-270 Traffic Relief Plan in Maryland from the air quality analysis will have an impact to the greater Metropolitan Washington Region, to include the Northern Virginia localities. In particular, the portion of Maryland's I-495/I-270 Traffic Relief Plan focusing on improvements from the Virginia side of the American Legion Bridge to I-370 has significant mobility benefits to Northern Virginia. These improvements are also key in supporting Virginia's I-495 NEXT Express Lanes Project from Tysons Corner to the American Legion Bridge.

The Maryland Department of Transportation's letter to you dated June 21, 2021, indicated the need to revisit the conformity projects input in order to maintain compliance with the federally mandated fiscal constraint requirements for Visualize 2045. Prince William County has collaborated with other localities in Northern Virginia to include the Virginia Department of Transportation on the importance of revisiting the 2022 Updated Air Quality Conformity Analysis. We support any amendments to include adding the I-495/I-270 Traffic Relief Plan as part of the analysis. Alternatively, we would support adding any phase of the Traffic Relief Plan that would include the Virginia side of the American Legion Bridge to I-370. Overall, the I-495/I-270 Traffic Relief Plan supports the adopted Visualize 2045 Aspirational Initiative to Expand the Express Highway Network.

Virginia's multi-modal Express Lane Corridors on I-95, I-495, and I-66 play a vital role in supporting transit and allowing people to get to regional destinations in the Commonwealth and the Northern Virginia region to the benefit of Prince William County residents. Prince William County's Strategic Plan supports decreasing congestion and travel time on major roadways/interstates while also supporting the increase use of transit, telecommuting and other alternatives to get to regional destinations. The I-495/I-270 Traffic Relief Plan supports the region's major corridors and furthers these goals, and consideration to include the project back in the current plan is in the best interest of both Northern Virginia and the Metropolitan Washington Region.

Sincerely,

A handwritten signature in black ink that reads "Ann B. Wheeler".

Ann B. Wheeler
Chair At-Large
Prince William Board of County Supervisors



CITY OF COLLEGE PARK

OFFICE OF THE MAYOR & CITY COUNCIL

8400 BALTIMORE AVENUE SUITE 375 COLLEGE PARK MD 20740 | COLLEGEPAKMD.GOV

MAYOR

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DISTRICT 4

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Denise Mitchell

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July 19, 2021

The Honorable Larry J. Hogan Jr.
Governor of Maryland
100 State Circle
Annapolis, Maryland 21401
Via online portal

Dear Governor Hogan:

The Mayor and Council of the City of College Park wish to take this opportunity to restate our strong opposition to the proposed widening and addition of toll lanes for I-495 and I-270. We are concerned that the project will not protect the best interests of Maryland's taxpayers and will negatively impact the environment and our residents. We remain concerned about the project's negative environmental impacts and damage to the quality of life in neighborhoods adjacent to the roads.

While road widening may provide short-term congestion relief, studies have shown that in the long-term similar projects lead to more driving, more trips, and more sprawl. The City of College Park supports smart-growth development and transit alternatives instead of roadway expansion.

The City Council supports The Purple Line and dedicated funding for our region's transit system. A regional approach to smart growth is necessary, along with enhanced transit beyond the Purple Line (such as a regional Bus Rapid Transit strategy) and improved, connected ways for people to walk and bike to transit or to their jobs.

We respectfully request that you reject the I-495 and I-270 widening project and pursue long-term solutions that create sustainable, healthy, and vibrant communities and economies.

Sincerely,

A handwritten signature in blue ink, appearing to read "Pat. Wojahn".

Patrick L. Wojahn
Mayor

Cc: The Honorable Angela Alsobrooks, County Executive
Prince George's County Council
MWCOC Transportation Planning Board

Congress of the United States
Washington, DC 20515

July 20, 2021

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

Dear Chair Allen and Members of the Transportation Planning Board,


On behalf of our constituents, we write to urge the National Capital Region Transportation Planning Board (TPB) to stand by its June 16th vote removing the controversial I-495/I-270 Public Private Partnership (P3) project from the region's long-range transportation plan. A reversal of the TPB's June 16th decision would demonstrate a complete disregard for the views of the localities and the people this project will affect most, and ignores the very serious environmental and economic concerns that have been repeatedly raised by our constituents, experts, and other stakeholders.

Our constituents who stand to be the most affected by the widening of I-495/I-270 have continuously raised concerns about the project's health and financial consequences. They rightly note that the expansion project will add more cars to the highway, inflicting increased air-pollution on the surrounding communities at a time when we need to decrease emissions and bring down pollution levels. We understand that the Maryland-National Capital Park and Planning Commission (M-NCPPC) reiterated many of the concerns shared by our constituents less than one month ago. The M-NCPPC stated that it could not concur with the updated proposal for I-495/I-275 toll lanes because several questions about the environmental consequences of the project remained unanswered. To make matters worse, our constituents face the very likely prospect of increased costs as a result of the expansion. A study by the Metropolitan Washington Council of Governments (COG) concluded that our constituents could end up paying up to \$2.26 per mile to use the added toll lanes – meaning only the financially advantaged will benefit from the project. The project also lacks meaningful investment in transit alternatives and could exacerbate existing inequalities in our region.

As you have heard from government officials in Maryland, our constituents, and dozens of environmental, transportation and civic groups, this project lacks regional consensus and could, in fact, harm our people and our region. We urge you to uphold your June 16th vote excluding the I-495/I-270 from the region's long-range transportation plan. Thank you for your consideration of this important matter.

Very truly yours,


Jamie Raskin
Member of Congress


Anthony G. Brown
Member of Congress



THE MARYLAND GENERAL ASSEMBLY
ANNAPOLIS, MARYLAND 21401

July 20, 2021

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

Dear Chair Allen and Members of the Transportation Planning Board:

We write to urge the Transportation Planning Board (TPB) to stand by its vote to remove the I-495/I-270 P3 project from the region's long-range transportation plan. This specific project does not enjoy a regional consensus, is strongly opposed by the local governments that the project would most impact, and fails to move the region forward on environmental justice.

Since the proposal to add private toll lanes was announced, affected local jurisdictions have sought alternative measures to address congestion. But their recommendations have been dismissed, and the Maryland Department of Transportation (MDOT) failed to study more sustainable and less destructive alternatives in its Draft Environmental Impact Statement. In a June 25 [letter](#) to MDOT and the Federal Highway Administration, the Maryland-National Capital Park and Planning Commission (M-NCPPC) reiterated its concerns, including the absence of a meaningful transit component and inadequate consideration of environmental justice concerns. Additionally, M-NCPPC has been critical of the design as it would increase traffic on local roads.

The vote to remove the project from the transportation plan is also consistent with the Biden administration's emphasis on addressing climate change and environmental justice. Transit is a necessary component of climate-friendly congestion relief. But, investment in transit also ensures that our transportation system serves a broader range of needs in a more equitable way. According to the Pew Charitable Trust, lower-income, Black, and Hispanic communities are more likely to use public transportation regularly. A significant investment in transportation along the I-495/I-270 corridor must serve the needs of these communities as well.

Finally, the pandemic has changed attitudes towards telework. The federal government is poised to expand telework opportunities for its workforce, and the Maryland General Assembly recently passed legislation to encourage telework by the private sector and State and local governments.

The project should not proceed until we understand the impact of telework on future travel patterns.

Through its vote to remove this project, the TPB took an important step to reduce greenhouse gas emissions and achieve climate change goals in the region's transportation sector. We urge the members of the TPB to stand by these commitments and to vote to confirm the decision to remove the I-495/I-270 project from the long-range transportation plan.

Sincerely,

Senator	Pamela	Beidle
Senator	Jill P.	Carter
Senator	Sarah	Elfreth
Senator	Shelly	Hettleman
Senator	Michael	Jackson
Senator	Cheryl	Kagan
Senator	Delores	Kelley
Senator	Ben	Kramer
Senator	Susan	Lee
Senator	Paul	Pinsky
Senator	Jim	Rosapepe
Senator	Will	Smith
Senator	Charles	Sydnor
Senator	Jeff	Waldstreicher
Senator	Mary	Washington
Senator	Ron	Young

Delegate	Gabriel	Acevero
Delegate	Vanessa	Atterbearny
Delegate	Heather	Bagnall
Delegate	Daryl	Barnes
Delegate	Ben	Barnes
Delegate	Sandy	Bartlett
Delegate	Kumar	Barve
Delegate	Lisa	Belcastro
Delegate	Regina T.	Boyce
Delegate	Tony	Bridges
Delegate	Benjamin	Brooks
Delegate	Jon	Cardin
Delegate	Al	Carr
Delegate	Mark	Chang
Delegate	Lorig	Charkoudian
Delegate	Nick	Charles
Delegate	Charlotte	Crutchfield
Delegate	Bonnie	Cullison
Delegate	Debra	Davis

Delegate	Eric	Ebersole
Delegate	Jessica	Feldmark
Delegate	Diana	Fennell
Delegate	Wanika	Fisher
Delegate	Cathi	Forbes
Delegate	Anne	Healey
Delegate	Shaneka	Henson
Delegate	Julian	Ivey
Delegate	Steve	Johnson
Delegate	Rachel	Jones
Delegate	Ariana	Kelly
Delegate	Kenneth	Kerr
Delegate	Mary	Lehman
Delegate	Jazz	Lewis
Delegate	Robbyn	Lewis
Delegate	Karen	Lewis Young
Delegate	Brooke	Lierman
Delegate	Sara	Love
Delegate	Eric	Luedtke
Delegate	Maggie	McIntosh
Delegate	David	Moon
Delegate	Julie	Palakovich Carr
Delegate	Joseline	Peña-Melnyk
Delegate	Shane	Pendergrass
Delegate	Susie	Proctor
Delegate	Kirill	Reznik
Delegate	Mike	Rogers
Delegate	Sheila	Ruth
Delegate	Emily	Shetty
Delegate	Stephanie	Smith
Delegate	Jared	Solomon
Delegate	Dana	Stein
Delegate	Vaughn	Stewart
Delegate	Jen	Terrasa
Delegate	Veronica	Turner
Delegate	Geraldine	Valentino-Smith
Delegate	Alonzo	Washington
Delegate	Courtney	Watson
Delegate	Ron	Watson
Delegate	Jheanelle	Wilkins
Delegate	Nicole	Williams
Delegate	Pat	Young

TPB R2-2022
July 21, 2021

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

**RESOLUTION ON INCLUSION OF PROJECT SUBMISSIONS IN THE
AIR QUALITY CONFORMITY ANALYSIS FOR THE
CONSTRAINED ELEMENT FOR THE MARYLAND PORTION OF THE UPDATE TO VISUALIZE
2045 AND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**

WHEREAS, the National Capital Region Transportation Planning Board (TPB), as the federally designated metropolitan planning organization (MPO) for the Washington metropolitan area, has the responsibility under the provisions of Fixing America's Surface Transportation (FAST) Act for developing and carrying out a continuing, cooperative and comprehensive transportation planning process for the metropolitan area; and

WHEREAS, the federal metropolitan planning regulations (23 CFR.450) assign TPB the responsibility to cooperatively develop the long-range metropolitan transportation plan (LRTP) and transportation improvement program (TIP) specified in Sections 450.324 and 450.326; and

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

WHEREAS, the Statewide and Metropolitan Transportation Planning rule as published in the May 27, 2016 Federal Register by the FTA and FHWA requires that the LRTP and the TIP be reviewed and updated at least every four years; and

WHEREAS, federal conformity regulations, originally published by the Environmental Protection Agency in the November 24, 1993 Federal Register and with latest amendments published in April 2012, based on the federal Clean Air Act (CAA Section 176(c)), require that the metropolitan transportation plan, program and projects in metropolitan areas not in attainment of national ambient air quality standards, demonstrate conformity to the area's state implementation plan; and

WHEREAS, federal conformity regulations require that the conformity analysis of the plan, program and projects be reviewed and updated at least every four years; and

WHEREAS, on October 17, 2018, the TPB adopted resolution R4-2019 determining that the Visualize 2045 Plan and FY 2019-2024 TIP conform with the requirements of the Clean Air Act Amendments of 1990, resolution R5-2019 approving the Visualize 2045 Plan, and resolution R6-2019 approving the FY 2019-2024 TIP, and the Visualize 2045 Plan and FY 2019-2024 TIP were approved by the FTA and FHWA on December 13, 2018; and

WHEREAS, on March 18, 2020, the TPB adopted Resolution R14-2020 determining that the FY 2021-2024 TIP and the 2020 Amendment to the Visualize 2045 Plan conform with the requirements of the Clean Air Act Amendments of 1990, resolution R15-2020 approving the Visualize 2045 Plan, the FY 2019-2024 TIP; and

WHEREAS, the TPB has to complete its four year review and update of the plan, program, and projects along with the conformity analysis and receive federal approval by December 2022, therefore the TPB issued the Technical Inputs Solicitation Submission Guide, approved an update schedule with final plan approval anticipated in June 2022, and asked for inputs and updates to develop the FY 2023-2026 TIP and the updated Visualize 2045 Plan on December 16, 2020; and

WHEREAS, on April 2, 2021, the inputs to the Air Quality Conformity Analysis for the update to Visualize 2045 and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work were released for a 30-day public comment period and inter-agency review; and

WHEREAS, the submitted inputs for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP and the Air Quality Conformity Analysis Scope of Work have been reviewed by the Technical Committee at its meetings on March 5, 2021; April 2, 2021; and June 4, 2021; and

WHEREAS, the TPB was briefed on the submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP at its April and May 2021 meetings and two board work sessions were conducted to provide a facilitated review of those inputs; and

WHEREAS, the project submissions for the update to the Visualize 2045 Plan and the FY 2023-2026 TIP have been developed to meet the financial constraint requirements in the Metropolitan Planning Rules and show the consistency of the proposed projects with already available and projected sources of transportation revenues; and

WHEREAS, the TPB and its member jurisdictions are committed to mitigating climate change through actions to achieve climate goals established by COG and the local government plans; and

WHEREAS, the TPB is undertaking a Climate Change Mitigation Study which is expected to identify actions that can be taken to reduce the transportation sector's greenhouse gas emissions and to be complete by the end of 2021; and

WHEREAS, on June 16, 2021, the TPB approved (R19-2021) the Air Quality Conformity Analysis Scope of Work, the project submissions of the TPB member agencies for inclusion in the Air Quality Conformity Analysis for the proposed FY 2023-2026 TIP and update to the Visualize 2045 Plan, and the draft Round 9.2 Cooperative Forecasts of employment, population and households developed by COG's Planning Director's Technical Advisory Committee for use in the Air Quality Conformity Analysis; and

WHEREAS, the TPB, upon completion of its 2022 update of Visualize 2045, will initiate an interim update to the Long-Range Transportation Plan with a target completion date of 2024, and the interim update will include the consideration of multiple build scenarios and an analysis of each scenario's impact on the region's adopted goals and targets, including

reduction of greenhouse gas emissions, and will be based on the concept of ‘zero-based budgeting’ where all projects, including those currently included in the Plan, must be resubmitted for consideration in such Plan, provided that projects currently under construction or currently funded with federal, state, regional, local or private funds shall be exempt from such requirement; and

WHEREAS, the project submissions approved on June 16, 2021 by the TPB excluded the Maryland I-270/I-495 HOT Lanes project while approving the remaining Maryland transit and highway projects listed in Attachment A; and

WHEREAS, on June 21, 2021, the Maryland Department of Transportation (MDOT) notified the TPB that the package of projects submitted was supported by a financial plan, and the TPB’s June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project removed the private revenues that supported that project, thus disrupting the fiscal constraint for the projects MDOT has submitted and as a result, MDOT would need to remove additional projects (transit and/or highway) projects to reestablish the fiscal constraint for its project submission; and

WHEREAS, since the June 21, 2021 MDOT notification of the unintended consequences of the June 16, 2021 action to exclude the I-270/I-495 HOT Lanes project from conformity inputs, which also affected other projects that MDOT was funding on account of the receipt of private funding, many TPB member jurisdictions from Maryland have expressed an interest to amend the Maryland project input list by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project; and

WHEREAS, since the June 16, 2021 TPB action to exclude the I-270/I-495 HOT Lanes project from the conformity inputs, a number TPB member jurisdictions from Virginia have articulated the significant adverse impact this action will have on the performance outcomes from Virginia projects and the mobility/accessibility improvements is anticipated from the I-270/I-495 HOT lanes project, and have expressed an interest to amend the Maryland project input list by restoring the I-270/I-495 HOT Lanes project and the private sector revenues associated with the project; and

WHEREAS, MDOT notes that it substantially changed the scope of the I-270/I-495 HOT Lanes project as part of this round of conformity analysis by downgrading the proposed construction of HOT lanes on I-495 from the I-270 Spur to Woodrow Wilson Bridge so as to better coordinate this proposal with the local jurisdictions and notes that MDOT remains committed to work with all TPB member jurisdictions to better understand and address any outstanding concerns they may have with the current recommended preferred alternative (Phase 1 North and South); and

NOW, THEREFORE, BE IT RESOLVED THAT: the National Capital Region Transportation Planning Board amends the projects to be included in the air quality conformity analysis for the proposed 2022 Update to Visualize 2045 by adding Maryland's construction of the American Legion Bridge 1-270 To 1-70 Relief Plan - Phase 1 of the Traffic Relief Plan (Attachment A):

- Phase 1 South, starting with the American Legion Bridge, constructs two HOT lanes in each direction from I-495 from George Washington Parkway to I-270 and then I-270 from I-495 to I-370, with an anticipated completion by 2025;
- Phase 1 North, a related part of the project that is in Pre-NEPA, constructs two HOT Lanes in each direction on I-270 from I-370 to I-70, with an anticipated completion by 2030; and

NOW, THEREFORE, BE IT FURTHER RESOLVED THAT:

1. MDOT, in accordance with commitments made at the Maryland Board of Public Works (BPW), will identify additional transit investments that will be fully developed through ongoing coordination with the affected counties; and
2. MDOT will work with the local implementing agencies to brief the TPB on these transit investments and propose including these services in the TPB's long range transportation plan and its air quality conformity analysis as appropriate; and
3. Only after this collaboration and completion of a Final Environmental Impact Statement and Record of Decision for a build alternative, would MDOT seek BPW approval of the Section Agreement for final design, construction, financing, operations, and maintenance of the American Legion Bridge I-270 to I-70 Relief Plan starting with the American Legion Bridge.

ATTACHMENT A (R2-2022)

**2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(Maryland transit)**

	ConID	Scenario	Improvement	Facility	From	To	Projected Complete	PIT Project ID
MDOT/MTA								
15	617	MARCFRQ	Implement	Brunswick Line Service Improvements			2029	CE3427
16	618	MARCFRQ	Implement	Camden Line Service Improvements			2029	CE3427
17	481	CCTBRT	Construct	Corridor Cities BRT	Shady Grove	Comsat	2035	CE1649
18	619	MARCFRQ	Implement	Penn Line Service Improvements			2029	CE3427
19	479	PURPLE	Construct	Purple Line Transitway	Bethesda	New Carrollton	2023	2795
20	480	SSTCTR	Construct	Silver Spring Transit Center	Phase II		2017 complete	
Montgomery County								
21	669		Study	Countywide BRT	various corridors		Not Coded	
22		RANDBRT	Implement	Randolph Road BRT	US 29	MD 355	2040	CE3662
23	5062	NBETHBRT	Implement	North Bethesda Transitway BRT	Montgomery Mall Transit Center	White Flint	2030	CE3663
24		MD355BRT	Implement	MD 355 BRT	MD 410 East-West Highway	Clarksburg Rd.	2030	CE3424
25		VEIRSBRT	Implement	Veirs Mill Road BRT	MD 355 Rockville Pike	MD 97 Georgia Ave.	2025	CE3103
26	982	NHBRT	Implement	New Hampshire Ave. BRT	Colesville Park and Ride	Takoma Metro Station	2045	CE3672
27		29BRT	Implement	US 29 BRT	Burtonsville	Silver Spring Transit Center	2020 Complete	CE3423
28	483	MCT7	Construct	Olney Transit Center	adjacent to or north of MD 108		2045	CE1249
29	487	TIGERVEIR	Construct	Veirs Mill Road Bus Enhancement	Rockville	Wheaton	2021	CE1253

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
MDOT												
Interstate												
144		126	MI2Q	Construct	I 270 Interchange	at Watkins Mill Road		1	1	8	8	2020
145	6432 CE1186 Phase 1 South	125	MI2U1	Construct/ Widen	I 270 Toll Lanes	I 495	I 270Y on the entire western spur, and on the eastern spur from MD187 north to the main I-270	1	1	4 + 2 HOV	4 + 4 HOT	2025
146	6432 CE1186 Phase 1 South	892	MI2U2	Construct/ Widen	I 270 Toll Lanes	I 270Y	I 370	1	1	10 + 2 HOV	10 + 4 HOT	2025
147	6432 CE1186 Phase 1 North	893	MI2U3	Construct/ Widen	I 270 Northbound Toll Lanes	I 370	Middlebrook Road	1	1	3 + 1 HOV NB	3 + 2 HOT NB	2030
148	6432 CE1186 Phase 1 North	893	MI2U4	Construct/ Widen	I 270 Southbound Toll Lanes	Middlebrook Road	I-370	1	1	4 SB	4 + 2 HOT SB	2030
149	6432 CE1186 Phase 1 North	894	MI2U5	Construct/ Widen	I 270 Northbound Toll Lanes	Middlebrook Road	MD 121	1	1	2 + 1 HOV NB	2 + 2 HOT NB	2030
150	6432 CE1186 Phase 1 North	894	MI2U6	Construct/ Widen	I 270 Southbound Toll Lanes	MD 121	Middlebrook Road	1	1	3 SB	3 + 2 HOT SB	2030
151	6432 CE1186 Phase 1 North	895	MI2U7	Construct/ Widen	I 270 Toll Lanes	MD 121	I 70 / US 40	1	1	4	4 + 4 HOT	2030
152	6444	952	MI2TSB6	Construct	I270 southbound auxiliary lane (innovative congestion management)	South of Shady Grove Rd local slip ramp	South of Shady Grove Rd express lanes slip ramp	1	1			2019 complete

NOTE: Orange shading shows TRP projects that may be added back (rows 145-151 and 167-168).

ATTACHMENT A (R2-2022)

2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
153	6444	953	MI2TSB7	Construct	I270 southbound auxiliary lane (innovative congestion management)	Md 28 on-ramp	MD 189 off-ramp	1	1			2021
154	6444	954	MI2TSB8	Construct	I270 southbound (innovative congestion management)	MD 189 on-ramp	Montrose Road off-ramp	1	1			2019 complete
155	6444	955	MI2TSB12	Construct	I270 southbound (innovative congestion management)	North of Montrose Road	Democracy Boulevard	1	1			2019 complete
156	6444	956	MI2TNB1	Construct	I270 northbound (innovative congestion management)	Democracy Boulevard on-ramp	North of Montrose Road slip ramp to local lanes	1	1			2019 complete
157	6444	957	MI2TNB2	Construct	I270 northbound auxiliary lane (innovative congestion management)	MD 189 on-ramp	MD 28 off-ramp	1	1			2021
158	6444	958	MI2TNB2	Construct	I270 northbound auxiliary lane (innovative congestion management)	South of MD 28 slip ramp to express lanes	North of MD 28 slip ramp to local lanes	1	1			2021
159			MI2TNB3	Construct	I270 northbound (innovative congestion management)	Shady Grove Road	I-370 off-ramp	1	1			2019
160			MI2TNB4	Construct	I270 northbound (innovative congestion management)	MD 124 on-ramp	Watkins Mill Road off-ramp	1	1			2019
161			MI2TNB4	Construct	I270 northbound auxiliary lane (innovative congestion management)	Watkins Mill Road on-ramp	Middlebrook Road westbound off-ramp	1	1			2019
162	6444	962	MI2TNB5	Construct	I270 northbound (innovative congestion management)	MD 121	Comus Road Bridge	1	1			2021 complete
163		210	MI4	Widen	I 70	Mt. Phillip Road	West of I 270	1	1	4	6	2035
164	CE2250	151	MI4a	Reconstruct	I 70	at MD 144FA, Meadow Road, and Old National Pike		1	1	6	6	2022
165				Study	I-295 Toll Lanes- planning study	US 50	I-95 (in Baltimore)					Not Coded
166	CE1479	108	MI1P MI1PR	Construct	I-95/I-495	at Greenbelt Metro Station		1	1	8	8	2030
167	6432 CE3281 Phase 1 South	696	MI1Q	Construct/ Widen	I 495 Toll Lanes	Virginia State line/Potomac River (including American Legion Bridge)	I 270Y - western spur	1	1	8/10	8/10 + 4 HOT	2025
168	6432 CE3281 Phase 1 South	856	MI1R	Construct/ Widen	I 495 Toll Lanes		I 270Y - western spur	1	1	6	6 + 4 HOT	2025
169	6432 CE3281	905	MI1S	Study	I 495 Toll Lanes	MD 355	I 95	1	1	8	8 + 4 HOT	not coded

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	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
170	6432 CE3281	906	MI1T	Study	I 95 / I 495 Toll Lanes	I 95	Baltimore Washington Parkway	1	1	8	8 + 4 HOT	not coded
171	CE1182	907	MI1U	Study	I 95 / I 495 Toll Lanes	Baltimore Washington Parkway	Glenarden Parkway	1	1	8	8 + 4 HOT	not coded
172	CE1182	908	MI1V	Study	I 95 / I 495 Toll Lanes	Glenarden Parkway	MD 202F	1	1	10	10 + 4 HOT	not coded
173	CE1182	909	MI1W	Study	I 95 / I 495 Toll Lanes	MD 202F	Potomac River (not including Wilson Bridge)	1	1	8	8 + 4 HOT	not coded
Primary												
174	3108	139	MP10A	Reconstruct	US 1	College Avenue	MD 193	2	2	4	4	2023
175	CE1202	935 936	NRS	Reconstruct	US 1	MD 193	I 95 / I 495	2	2	4	4	2035
176	CE1200	370	MP9	Widen	MD 2/4 Solomons Island Road	North of Stoakley Road/Hospital Drive	South of MD 765A (south junction) just south of Parkers Creek	2	2	4	6	2045
177	CE1200	913	NRS	Construct	MD 2 / MD 4 Interchange	at Stoakley Road/Hospital Drive and at MD 765A (south junction)		2	5	4	6	2045
178	CE2246	645	NRS	Reconstruct	MD 4 Interchange	at MD 235		2	2	2	4	2031
179		127	MP2C	Widen	MD 3 Robert Crain Highway	I595/US 50/US 301	Anne Arundel County Line	2	2	4	6	2035
180	CE1194	355	NRS	Construct	MD 4	at Westphalia Road		2	5	4	6	2040
181	3547	393	NRS	Construct	MD 4 Pennsylvania Avenue	at Suitland Parkway		5	5	4	4	2020
182	CE1194	933	NRS	Construct	MD 4 Interchange	at Dower House Road		5	5	4	6	2040
183	CE1194	212	MP3A	Widen	MD 4 Pennsylvania Avenue	I-95/I-495	MD 223	5	5	4	6	2040
184	CE1196 3469	440	NRS	Construct	MD 5	at Earnshaw/Burch Hill Roads		2	5	4	6	2035
185	3469 CE1196	205	MP4F	Widen/Upgrade	MD 5 Branch Avenue	US 301 at T.B.	North of I95 /I 495	2	5	4	6	2035
186		354	NRS	Construct	MD 5	at MD 373 and Brandywine Road		2	5	4	6	2019

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2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS (Maryland highway)

	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
187	3469 CE1196	441	NRS	Construct	MD 5 Branch Avenue	at Surratts Road		2	5	4	6	2035
188	CE3567	914	MP15B	Construct/Widen	US 15	MD 26	North of Biggs Ford Road	5	5	4	6	2040
189	CE3566	915	MP15A	Construct/Widen	US 15	US 340 / South Jefferson Street	MD 26	5	5	4	6	2030
190	CE913	358	MP15	Construct	US 15 Interchange	at Monocacy Blvd./Christophers Crossing		3	3	4	4	2018 complete
191	3641 CE1197	211	NRS	Construct	US 29 Columbia Pike	at Musgrove/Fairland Road				6	6	2035
192	CE1197	551		Construct	US 29 Columbia Pike	at Tech Road / Industrial Road		5	5	6	6	2030
193	CE1197	552, 919, 918	MP19A MP19B MP19C	Construct	US 29 Columbia Pike Interchange	at Stewart Lane, Greencastle Road, & Blackburn Road		5	5	6	6	2045
194		647	NRS	Study	US 29 Columbia Pike	North of MD 650 New Hampshire Avenue	Howard County Line	5	5	6	6	2045
195	CE3425	941	NRS	Reconstruct	US 50	District of Columbia line	I 95 / I 495	2	2	4	4	2035
196	CE1210	858	FP2B	Widen	MD 85	South of English Muffin Way	Crestwood Drive/Shockley Drive	2	2	2/4	4	2035
197	6483	391	FP2A	Construct/Widen	MD 85 Buckeystown Pike	Crestwood Drive/Shockley Drive	Spectrum Drive	2	2	4	6	2022
198	CE1210	859	FP2C	Construct/Widen	MD 85 Buckeystown Pike	Spectrum Drive	North of Grove Road	2	2	4	6	2035
199	CE1190	387	MP14	Reconstruct	MD 202	at Brightseat Road		2	2	6	6	2045
200	4879	353	NRS	Upgrade	MD 210	at Kerby Hill Road/Livingston Road		5	5	6	6	2021
201	4879	124	MP6D	Upgrade	MD 210 Indian Head Highway	I-95/495	MD 228	2	5	6	6	2040
202	5527	384	MP18	Construct	US 301 Gov. Nice Bridge	Charles County, MD	King George County, VA	2	2	2	4	2023
203	CE1004	940	MP8E	Widen	US 301	Harry Nice Bridge	I-595 / US 50	2/5	5	4/6	6	2045
204	CE2239	939	NRS	Reconstruct	US 301 Interchange	at MD 5 Business/MD 228		2	5	6	6	2040
205	CF2239	938	NRS	Reconstruct	US 301	at MD 5 (south junction)		2	5	6	6	2035
206	CE1619	937	NRS	Construct	US 301 Interchange	at MD 197		5	5	6	6	2035
206	CE1619	937		Construct	US 301	North of Mt. Oak Road	I-595/ US 50	2	5	4/6	6	2035
Secondary												

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2022 Update to VISUALIZE 2045 AIR QUALITY CONFORMITY NETWORK INPUTS
(Maryland highway)

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								Fr	To	Fr	To	
207	3476 CE1462	206	MS2F	Widen	MD 28 Norbeck Road	MD 97	MD 182	2	2	2	2-4	2045
208	3476 CE1462	925	NRS	Reconstruct	MD 28 Norbeck Road	MD 182	Norwood Road	2	2	4	4	2045
209	3476 CE1462	926	NRS	Reconstruct	MD 198	Norwood Road	MD 650	2	2	2	2	2045
210	3476 CE1462	927	NRS	Reconstruct	MD 198	MD 650	Old Columbia Pike	2	2	2	2	2045
211	3476 CE1462	928	NRS	Reconstruct	MD 198	Old Columbia Pike	US 29A	2	2	4	4	2045
212	3476 CE1462	929	NRS	Reconstruct	MD 198	US 29A	I 95	2	2	4	4	2045
213	3106	137	MP12C	Construct	MD 97 Brookeville Bypass	Gold Mine Road	North of Brookville	0	2	0	2	2021
214	CE2618	931	NRS	Reconstruct	MD 97	MD 390	MD 192 / Forest Glen Road	2	2	6/7	6/7	2030
215	CE1211	392	NRS	Upgrade	MD 97 Georgia Avenue Interchange	at MD 28 Norbeck Road		2	2	6	6	2035
216		135	NRS	Upgrade	MD 97 Georgia Avenue Interchange	at Randolph Road		2	2	6	6	2018
217	CE1203	115	MS32	Reconstruct	MD 117 Clopper Road	I270	Metropolitan Grove Road	3	3	4	4	2030
218	CE1203	921	NRS	Reconstruct	MD 117 Clopper Road	Metropolitan Grove Road	West of Game Preserve Road	3	3	2	3	2035
219	3057 CE1206	118	MS6B	Widen	MD 124 Woodfield Road	Midcounty Highway	South of Airpark Drive	3	3	2	6	2035
220	3057 CE1206	1	MS6D	Widen	MD 124 Woodfield Road	North of Fieldcrest Road	Warfield Road	3	3	2	6	2035
221	CE2253	356	MS35	Widen	MD 197 Collington Road	MD 450	Kenhill Drive	2	2	2	4	2030

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	PIT Project ID	Con ID	Project ID	Improvement	Facility	From	To	Facility		Lanes		Completion Date
								Fr	To	Fr	To	
222	CE2261	924	MS36A	Construct/ Widen	MD 180	Greenfield Drive	I 70 (west junction)	4	4	2	4	2035
224	CE1204	359	MS10B	Widen	MD 201 Edmonston Rd. / Old Baltimore Pike	Cherrywood Lane	Ammendale Way	3	3	2/3	4	2045
225	CE1204	965	MS10E	Construct/Widen	MD 201 Extended (Cedarhurst Dr.)	Muirkirk Road	US 1	3	3	2	4	2045
226	CE2248	942	NRS	Reconstruct	MD 223	MD 4	Steed Road	3	3	2	2	2045
227	CE1207	175	MS18D	Widen	MD 450 Annapolis Road	Stonybrook Drive	west of MD 3	2	2	2	4	2030
228		516	same as MC15B	Construct	Montrose Parkway	Randolph Road	East of Parklawn Drive	0	2	0	4	2020
229	6384	152	BRAC nrs	Reconstruct	BRAC Intersection Improvements near the National Naval Medical Center, Bethesda			2	2			2020 complete
Frederick County												
Secondary												
230		648	MS36C	Widen/ Upgrade	MD 180 Ballenger Creek Pike	Ballenger Center Drive	Corporate Drive	3	2	2	4	2020
231		993	in FS3	Widen/Upgrade	Christopher's Crossing	Whittier Drive	Poole Jones Road	3	3	2	4	2024
232		880	FS3	Expansion	Christopher's Crossing	Walter Martz Road	Thomas Johnson Drive	3	3	0 to 2	4	2020
233		879	NRS	Construct	Christopher's Crossing	Shookstown Road	Rocky Springs Road	3	3	0	4	2026
234		651	FS2a	Widen	Monocacy Boulevard	Schifferstadt Boulevard	Gas House Pike	3	3	2	4	2019
235		691	NRS	Construct	Spectrum Drive	Technology Way	MD 85 Buckeystown Pike	0	4	0	2	2030
Montgomery County												
Secondary												
236	3498	208	NRS	Construct	Burtonsville Access Road	MD 198 Spencerville Road	School Access Road in Burtonsville	0	4	0	2	2025
237	5944	597	NRS	Construct	Century Boulevard	Current terminus south of Oxbridge Tract	Intersection with future Dorsey Mill Road	0	3	0	4	2013 Completed
238	CE1577	199	MC43	Construct	Dorsey Mill Road Bridge over I-270	Century Blvd.	Milestone Center Dr.	0	3	0	4	2030
239	3049	112	MC7A	Widen	Goshen Road South	South of Girard Street	1000 feet north of Warfield Road	3	3	2	4	2030
240				Widen	Little Seneca Parkway	MD355	Observation Drive	3	3	2	4	2035
243		113	MC12F	Widen	MD 118 Germantown Road Extended	MD 355	M 83 at Watkins Mill Road	2	2	3	4	2020

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								Fr	To	Fr	To	
244	CE1229	161	MC14G	Widen	Middlebrook Road Ext.	MD 355	M 83	2	2	3	4	2045
245	3703	214	MC15B	Construct	Montrose Parkway East	Eastern Limit of MD 355/Montrose Interchange	Veirs Mill Road/Parkland Road Intersection	0	2	0	4	2045
246	7503			Construct	Extend Observation Drive	Waters Discovery Lane	West Old Baltimore Road	0	3	0	4	2035
247	7503			Construct	Extend Observation Drive	Little Seneca Parkway	Existing Observation Drive near Stringtown Road	0	3	0	2	2045
248	CE2912 5948	428	NRS	Construct	Platt Ridge Drive Extended	Jones Bridge Road	Montrose Driveway			0	2	2018 Completed
249	CE1236	119	MC34	Widen	Snouffer School Road	MD 124 Woodfield Road	Centerway Road	3	3	2	4	2021
Urban												
250	5985	421		Construct	Executive Blvd Extended East	MD 355 Rockville Pike	New Nebel Street Extended			0	4	2026
251	5985	422		Construct	Executive Blvd Extended West	MD 187 Old Georgetown Road	Marinelli Road			0	4	2026
252	5986	424		Construct	Hoya Street	Executive Blvd	Montrose Parkway			0	4	2030
253	5986	425		Construct	Main Street / Market Street	MD 187 Old Georgetown Road	MD 355 Rockville Pike			0	2	2030
254	5986	423		Construct	MD 187 Old Georgetown Road	MD 187 Old Georgetown Road	Nicholson Lane/Tilden Lane			0	6	2030
Prince George's County												
Secondary												
255	6367	361	PGS3a	Widen	Addison Road	Walker Mill Road	MD 214 Central Avenue	3	3	2	4	2026
256	6367	362	NRS	Reconstruct	Addison Road	Sherieff Road	MD 704	4	4	2	2	2028
257	CE1270	386	PGS5	Construct	Allentown Road Relocated	MD 210 Indian Head Highway	Brinkley Road		3		4	2028
258	CE1320	365	PGS73	Widen	Ardwick-Ardmore Road	MD 704	91st Ave.	4	4	2	4	2030
259	CE1272	388	PGS9a	Widen	Bowie Race Track Road	MD 450 Annapolis Road	Clearfield Road	4	4	2	4	2024
264	CE1277	140	PGS16a	Construct	Campus Way North	Lake Arbor Way	south of Lottsford Road	0	4	0	4	2023
265	CE1277	138	PGS16b	Construct	Campus Way North Extended	south of Lottsford Road	Evarts Drive	0	4	0	4	2020
266	CE1278	141	PGS17	Widen	Cherry Hill Road	Powder Mill Road	Selman Road	3	3	2	4	2019 Complete

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								Fr	To	Fr	To	
267	CE1279	142	PGS18	Widen	Church Road	Woodmore Road	Central Ave. (MD 214)	4	4	2	4	2028
268	CE1280	144	PGS20b	Widen	Columbia Park Road	US 50	Cabin Branch Road	4	4	2	4	2014 Complete
269	CE1280	143	PGS20a	Widen	Columbia Park Road	Cabin Branch Road	Columbia Terrace	4	4	2	4	2020
270	CE1281	145	PGS21a	Widen	Contee Road	US 1	MD 201 Virginia Manor Road	4	4	2	4	2018 Complete
278	CE1288	162	PGS30a	Widen	Good Luck Road	MD 201 Kenliworth Avenue (east of)	Cipriano Road	4	4	2	4	2025
279	3132	164	PGS34a	Widen	Hill Road	Consideration Lane	MD 704 ML King Jr Highway	4	4	2	4	2018 complete
280	3132	163	PGS34B	Widen	Hill Road	Consideration Lane	MD 214 Central Avenue	4	4	2	4	2028
283	5806	165	PGS38b	Widen	Livingston Road	Piscataway Creek	Farmington Road	4	4	2	4	2025
284	CE1291	417	PGS38a	Widen	Livingston Road	MD 210 Indian Head Highway at Eastover	Kerby Hill Rd.	4	3	2	4	2028
285		213	PGS40a	Widen	Lottsford Road	Archer Lane	MD 193 Enterprise Road	3	3	2	4	2021
286			PGS40b	Reduce Capacity - bike lanes	Lottsford Road	MD 202 (Landover Rd.)	Largo Dr. West	3	3	6	4	2020
288	CE1295	360	PGP4a	Construct	MD 193 Greenbelt Road	Baltimore-Washington Parkway (ramp to)		0	5	0	4	2025
289	CE1294	167	PGS42	Widen	MD 223 Woodyard Road	Rosaryville Road	Dower House Road	2	2	2	4	2017 Complete
290	CE1294	2	PGS42C	Widen	MD 223 Woodyard Road Relocated	Piscataway Creek/Floral Park Road	MD 4 /Livingston Road	3	3	2	4	2017
291	CE1295	169	PGS44b	Widen	Metzerott Road	Adelphi Road	MD 193 University Boulevard	4	4	2	4	2020
294	CE1297	173	PGS47	Widen	Oak Grove and Leeland Roads	MD 193 Watkins Park Road	US 301 Robert Crain Highway	4	4	2	4	2028
296	CE1299	649	PGS50	Widen	Old Branch Avenue	MD 223 Piscataway Road (north of)	MD 337 Allentown Road	4	4	2	4	2028

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								Fr	To	Fr	To	
298		369	PGS51a	Widen	Old Gunpowder Road	Powder Mill Road	Greencastle Road	3	3	2	4	2018
299	CE1324	193	PGS81	Construct	Presidential Parkway	Suitland Parkway	Melwood Road	0	3	0	6	2020 Complete
302	CE2623	153	PGS55b	Widen	Ritchie-Marlboro Road	White House Road	Old Marlboro Pike	2	2	2	4	2028
304	CE1304	178	PGS58	Widen	Rosaryville Road	US 301	MD 223 Woodyard Road	3	3	2	4	2020
305	CE1305	179	PGS60B	Widen	Spine Road	MD 5 Branch Avenue / US 301	MD 381 Brandywine Road	3	3	2	4	2020 Complete
307	CE1307	122	PGP2	Construct	Suitland Parkway Interchange at	Rena/Forestville Roads		5	5			2021 Complete
308	CE1309	181	PGPS63	Widen	Sunnyside Avenue	US 1	MD 201 Kenilworth Avenue	4	4	2	4	2022
309	CE1313	185	PGP5a	Construct	US 50 Columbia Park Road Ramp	wb ramp to Columbia Park Rd						2014 Complete
310	CE1314	187	PGS67a	Widen	Van Dusen Road	Contee Road	MD 198 Sandy Springs Road	3	3	2	4	2020
312		188	PGS68	Widen	Virginia Manor Road	Muirkirk Road	Old Gunpowder Road	4	4	2	4	2014
313	CE1316	429	PGS69a	Widen	Walker Mill Road	Silver Hill Road	I 95	3	3	2	4	2028
314	CE2624	154	PGS91	Widen	Westphalia Road	MD 4 Pennsylvania Avenue	Ritchie-Marlboro Road	2	2	2	4	2028
315	3166	189	PGS70	Widen	Wheeler Road	DC Limits	St. Barnabas Road	3	3	2	4	2018 complete
318		436	PGS40b	Construct	Woodmore Road	MD 193 Enterprise Road	Church Road	3	3	2	4	2025

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