

Appendix H

**Information to support board action on Visualize 2045:
Regional and Federal Policy Alignment for All Projects**

Projects in Fairfax County, Virginia

MEMORANDUM

TO: Transportation Planning Board
FROM: Stacy Cook, TPB Transportation Planner/Long-Range Transportation Plan Manager
SUBJECT: Information to support board action on Visualize 2045: Regional and Federal Policy Alignment for All Projects
DATE: May 13, 2021

At its June 2021 meeting, the TPB staff will ask the board to approve the inputs to the air quality conformity analysis (conformity analysis) of the long-range transportation plan (Visualize 2045) and Transportation Improvement Program (TIP) and the scope of work for the conformity analysis. They will also be asked to accept the comments from the 2021 comment period on these inputs, in the form of the comment /response summary.

Please note, the projects proposed to be included in the air quality conformity analysis are a subset of projects in Visualize 2045 and TIP. Not all projects in the plan and TIP can, nor should be, included in the conformity analysis. Federal conformity analysis regulations inform the projects and programs to be included in the analysis and publishes a list of projects that are exempt from such analysis. Also, the inputs, assumptions, and methodology used to conduct the conformity analysis are guided by the federal requirements to ensure that estimated levels of criteria pollutants comply with the federally established emissions levels.

This memorandum and its associated [appendices](#) with the responses to policy questions (32-45 of the Technical Inputs Solicitation) for all capital projects provide information to assist board members as they continue their review and discussions, from last month, of the projects proposed to be included in the regional conformity analysis. The focus of the last month's review and discussions were the policy related information sought for the various projects.

Project Inputs for Conformity Analysis

The Technical Inputs Solicitation document was approved by the TPB on December 20, 2020. The document provides an overview of the process used by TPB to solicit technical inputs (projects, programs and policies) to be included in Visualize 2045, the TIP and the conformity analysis. The solicitation documents place a particular emphasis on projects that would have to be included in the regional air quality conformity analysis.

Regionally Significant Projects

Federal regulations (40.CFR.Part 93), based in the Clean Air Act Amendments (section 176(c); 42 U.S.C. 7506(c)), prescribes the process and method for conformity. These regulations dictate that "regionally significant projects" shall be included in the conformity analysis. While all projects across our region are important because of the local and regional benefits they provide, the term 'regional significance' has a specific meaning as used by the TPB and the federal agencies in reference to air quality conformity.

The definition from federal regulation document (40 CFR § 93.101) is:

"Regionally significant project means a transportation project (other than an exempt project) that is on a facility which serves regional transportation needs (such as access to and from the area outside of the region, major activity centers in the region, major planned developments such as new retail malls, sports complexes, etc., or transportation terminals as well as most terminals themselves) and would normally be included in the modeling of a metropolitan area's transportation network, including at a minimum all principal arterial highways and all fixed guideway transit facilities that offer an alternative to regional highway travel."

At the TPB, the staff interpret this definition for the purposes of the technical inputs solicitation as below, irrespective of the funding used for the project.

- 1) Any project on a facility that is included in the TPB model's coded regional network that adds or removes at least one continuous vehicular lane from one major road to the next, or adds a new access/egress location or capacity; or
- 2) Any transit project that adds or modifies fixed-guideway transit facilities (heavy rail, light rail, streetcar, bus rapid transit).

These technical inputs are what the TPB staff include in the air quality conformity project input tables which the TPB staff makes available for comment. After this review the TPB staff asks the TPB to approve the projects along with the scope of work to conduct the conformity analysis so that the required analysis may begin. While the TPB periodically conducts studies to explore alternative or aspirational scenarios regarding future land use, travel demand, transportation projects, programs, policies and fuel types to identify strategies for future implementation, the air quality conformity analysis must be based on official latest planning assumptions with a demonstration of the funding availability to implement all projects, programs and policies assumed in the conformity analysis.

TPB Policy Framework and Federal Planning Factors

The TPB's Visualize 2045 includes a policy element that informs its planning and programming activities. There are a set of documents that comprise this policy framework communicating the region's transportation goals, priorities, and needs that member agencies ought to consider making transportation investment and implementation decisions on projects that have to be part of the regional plan and TIP. The TPB takes strides to achieve its goals and address its priorities through the projects, programs, and policies in Visualize 2045.

Additionally, federal law identifies a list of planning factors meant to guide metropolitan planning. Collectively, the projects, programs, and policies in Visualize 2045 must address these factors. Please visit [Visualize2045.org](https://www.visualize2045.org) to learn more about these planning factors. A summary of these policy elements is included in each of the appendices.

REGIONAL AND FEDERAL POLICY QUESTIONS AND RESPONSES

The TPB's project description form has several questions needed to help staff develop the Plan, TIP and prepare for the conformity analysis. Among these, questions 32 thru 45 relate to the TPB's policy priorities and federal planning factors. When projects are submitted to the TPB through the technical inputs solicitation process, the sponsoring agency technical staff are asked to provide

responses these policy questions. The responses help the project sponsor communicate how the project supports the TPB goals, Aspirational Initiatives, and the federal planning factors. A listing of the policy questions is included in each appendix. While most questions are binary (yes/no), four questions seek narrative responses to explain if and how the project addresses issues of equity, greenhouse gas reduction, and how it supports the Aspirational Initiatives and TPB goals. Not all projects that were reviewed by the TPB members during their April work session had this information.

While agencies were asked to provide these responses, by April 1, for all new projects and existing projects for which major changes were being proposed, agencies had requested and secured additional time (end of April) to provide the information for remaining projects that were in previous editions of the plan. All of the information received for the policy questions, for existing and new projects, have now been compiled for the board's use. Given the large number of projects, the information has been arranged and included in appendices and tables. The following section is a guide on how to use the appendices and tables.

VISUALIZE 2045 UPDATE: PROJECT LEVEL POLICY QUESTIONS AND RESPONSES

For each existing or proposed project, staff from the sponsoring agencies have responded to policy questions including narrative responses. These responses are listed in tables 1-4 as described below.

The projects listed are the same in each table 1-4. These tables are mapped against the policy questions of the Technical Inputs Solicitation document, showing how projects support:

- Table 1: the goals of the TPB's Regional Transportation Priorities Plan (regional policy questions 32-42 that require a binary response)
- Table 2: Aspirational Initiatives, (regional policy question 43, binary response)
- Table 3: Federal Planning Factors (federal policy question 45, binary response).
- Table 4: narrative responses
 - If a person that reviews the binary responses in the matrices would like more information, the following questions include a narrative response:
 - equity (question 34b),
 - GHG reduction (question 40b),
 - support for the Aspirational Initiatives (44a) or
 - the regional goals (44b).

Each project has a project identification number listed, to quickly find this project across the various tables, this number is a useful reference. (*Hint: If one views the file on a computer, use of a search feature (such as pressing control+f on the keyboard) to search this project number, to expedite one finding the same project throughout the document*).

Organization of the Appendices:

Each appendix starts with this memorandum, followed by the TPB policy summary and questions, then the responses in summary tables 1-4. The sponsoring agency(ies) provided the yes/no and written responses for each project for questions 32-45 for each project. The TPB staff facilitated the administrative development of appendices A-K to present the capital projects (existing and proposed, by geographic area) in Visualize 2045 and the TIP.

The [appendices](#) are organized by state and county for projects that are within those geographies (in other words, the projects are organized by geography, not lead agency). Appendix A-K include this memorandum and the policy framework and questions. To find state-level projects that traverse more than one jurisdiction please see the MDOT and VDOT multijurisdictional appendices E and K. Not all geographies, jurisdictions or member agencies have projects that must be in the constrained element of Visualize 2045. Some agencies, such as WMATA, may not have projects listed in the constrained element but do have regular activity such as WMATA maintenance and vehicle replacement programs which are not listed here. To learn more about local or operational projects, please visit the local jurisdiction's or agency's website.

All of the appendices can be found by online by [clicking here](#) or using the following webpage: <https://www.mwcog.org/documents/2021/05/12/information-to-support-board-action-on-the-update-to-visualize-2045-regional-and-federal-policy-alignment-for-all-capital-projects-tpb-visualize-2045/>

APPENDIX	CONTENT	JURISDICTION
A	Responses to policy questions in Tables 1 thru 4	District of Columbia
B	As above	Frederick County
C	As above	Montgomery County
D	As above	Prince George's County
E	As above	Multi-jurisdictional projects in Maryland/MARC ¹
F	As above	City of Alexandria
G	As above	Arlington County
H	As above	Fairfax County
I	As above	Loudoun County
J	As above	Prince William County and the City of Manassas
K	As above	VDOT / VDRPT / VRE/ multiple jurisdiction/owner projects

HOW TO USE THE APPENDICES

Overview:

- If there is a particular area of the region you are interested in, find the appendix by state/county.
- If there is a particular type of project you are interested in, note each table lists projects in categories of roadway or transit as the primary project types, many of these projects also include bicycle and pedestrian improvements as indicated in Table 1.
- If there is a particular type of question you are interested in, see the guidance above as to what questions are addressed in Tables 1-4.

¹ Note, while the local government is advancing transportation projects in Charles County and the Maryland Department of Transportation (MDOT) has projects that traverse the county, there is not a county-specific appendix. Please see the Appendix E for the projects that traverse Charles County.



Regional and Federal Policies

Regional Policy Framework and Priorities

The TPB’s LRTP seeks to respond to both federal requirements and its own adopted set of policy goals and priorities. To a large extent, federal and regional goals intersect. The following pages summarize the federal requirements and the region’s policy goals.

The TPB has worked continually to develop and adopt a set of consensus-based policy goals and priorities to inform local decision making on the types of projects, programs and policies it seeks for its LRTP and TIP. The [Vision](#), adopted in 1998, is the overarching policy document that describes regional goals and objectives as well as strategies to achieve them. This vision informed the 2014 [Regional Transportation Priorities Plan](#). The vision and goals focus on multimodal transportation solutions that give people greater choice in finding the travel

mode that works best for them. It emphasizes the important role of land-use, especially strengthening the region’s Activity Centers by providing high-quality connections between centers and improving non-auto travel options within them. System maintenance is also paramount, recognizing that our existing roadways and transit systems must be in a state of good repair to be safe, efficient, and reliable.

Climate Resiliency

In 2010, the TPB joined MWCOC’s action to set greenhouse gas (GHG) reduction targets to mitigate the impact of climate change. Over the last decade the TPB completed two studies to evaluate strategies to address these targets, including the [What Would It Take](#) analysis and the [Multisector Working Group](#) study that identified the various types of projects, programs and policies that have the greatest potential to reduce GHG in the transportation sector.

In October 2020, the TPB endorsed new interim GHG reduction goals and new climate resiliency goals. These include a 2030 interim regional greenhouse gas reduction goal of 50% below 2005 levels by 2030; the region’s climate resilience goals of becoming a Climate Ready Region and making significant progress to be a Climate Resilient Region by 2030; and the need to incorporate equity principles and expand education on climate change into CEEPC, COG and TPB members’ actions to reach the climate mitigation and resiliency goals. This will require a reduction in vehicle miles traveled and associated emissions in Visualize 2045.

Equity

In 2020, the TPB established equity as its fundamental value and as an integral part of all its activities and decisions. TPB asks the member agencies explicitly consider the equity impacts of the projects, programs and policies that they sponsor and propose for inclusion in the TPB’s LRTP.

Strategies for our Future: Seven Aspirational Initiatives

In 2018, the TPB adopted seven transportation initiatives grounded in the TPB’s Vision to advance the Regional Transportation Priorities Plan. TPB noted that these ideas, if funded and enacted, would have the potential to significantly improve the region’s transportation system performance compared to current plans and programs. The realization of these initiatives would not only improve mobility, accessibility and air quality in the region it would also contribute to the region’s greenhouse gas reduction and climate resiliency goals.

The seven Aspirational Initiatives are:

- 1. **Bring Jobs and Housing Closer Together** by having more housing and jobs in central locations to take advantage of underused Metro stations and reducing single occupant auto commute trips.
- 2. **Expand Bus Rapid Transit and Transitways** throughout the region to provide people not only more transit options but also a reliable and fast bus service for work and non-work trips.
- 3. **Move More People on Metrorail**, having restored it to an excellent state of good repair, provide more frequent services with longer trains and expanded stations that are accessible by non-motorized modes.
- 4. **Provide More Telecommuting and Other Options for Commuting** to take advantage of the many jobs suitable to telework and provide employees with transit and non-motorized travel benefits and disincentivize commute parking.

- 5. **Expand Express Highway Network** strategically, in an environmentally sensitive manner to create a network that connects much of the region, with express bus systems operating and where carpools and vanpools are exempt from tolls.
- 6. **Improve Walk and Bike Access to Transit**, as investments that remove barriers to walking and biking to transit stations not only help to reduce auto travel but also helps to fully utilize the investments already made in high capacity transit.
- 7. **Complete the National Capital Trail Network** to create an extensive network of trails that provides walk and bicycle access to jobs and other activities by connecting communities across the region to activity centers.

The project submission form seeks detailed project information that will help staff assess how the next set of projects in the LRTP and TIP address regional priorities and federal planning requirements.

Through this project technical inputs solicitation process the TPB requires its member agencies to prioritize investments on projects, programs, and policies to reduce greenhouse gas emissions, prioritize the aspirational strategies, and achieve COG’s land use and equity goals as they submit their inputs for inclusion in the TPB’s LRTP and TIP.

Shared Regional Goals and Priorities

When agencies submit new projects, policies or programs for inclusion in the Visualize 2045 update, they will be asked to document how the initiatives support or advance regional goals, including equity and climate considerations, as shown in the table below. Agencies will also be asked how projects implement the Aspirational Initiatives.

<p>Provide a Comprehensive Range of Travel Options</p>	<ul style="list-style-type: none"> • Does this project promote non-auto travel or can it be expected to reduce VMT? Identify all travel mode options that this project provides, enhances, supports or promotes. • Is this project physically in an Equity Emphasis Area (EEA)? How does it improve equity? • Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low incomes, and/or limited English proficiency)?
<p>Promote Regional Activity Centers</p>	<ul style="list-style-type: none"> • Does this project begin or end in an Activity Center? • Does this project connect two or more Activity Centers? • Does this project promote non-auto travel within one or more Activity Centers? • Does this project connect an Equity Emphasis Area to an Activity Center?
<p>Ensure System Maintenance, Preservation, and Safety</p>	<ul style="list-style-type: none"> • Does this project contribute to enhanced system maintenance, preservation?
<p>Maximize Operational Effectiveness and Safety</p>	<ul style="list-style-type: none"> • Is this project primarily designed to reduce travel time on highways and/or transit without building new capacity (e.g., ITS, bus priority treatments, etc.)? • Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?
<p>Protect and Enhance the Natural Environment</p>	<ul style="list-style-type: none"> • Is this project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)? • Is this project expected to contribute to meeting the regional goal of reducing greenhouse gasses by 50% below 2005 levels by 2030?
<p>Support Interregional and International Travel and Commerce</p>	<ul style="list-style-type: none"> • Does this project enhance, support, or promote the following freight carrier modes: long-haul truck, local delivery, rail, or air freight carrier modes? • Does this project enhance, support, or promote the following passenger carrier modes: air, Amtrak intercity passenger rail, intercity bus?

Federal Requirements and Policy Considerations

Visualize 2045 meets all federal requirements for a Metropolitan Planning Organization's long-range plan and was approved by the Federal Highway Administration and the Federal Transit Administration in December 2018. Any updates to Visualize 2045 must continue to meet these federal requirements in order to receive federal approval and for federal funding to flow to transportation projects in our region. The two main requirements are that the plan must:

- Identify all regionally significant projects and programs for which funding is reasonably expected to be available between now and 2045. Regionally significant projects and programs are those that add or remove capacity on the existing transportation system.
- Demonstrate that these projects and programs together support regional air quality improvement goals. An official Air Quality Conformity Analysis carried out by the TPB must show that forecast vehicle-related emissions under the plan will not exceed approved regional limits.

Under federal law, the plan must also address ten federal planning factors, as identified by the U.S. Department of Transportation (USDOT). (See sidebar)

Updates to the constrained element of Visualize 2045 must meet a number of other federal requirements as well, including non-discrimination and equity, congestion management documentation, public participation, and others. For a full listing of these requirements, refer to the Resources and Maps section of this document.

FEDERAL PLANNING FACTORS

Federal law also identifies a list of planning factors meant to guide metropolitan transportation planning. Collectively, the projects, programs, and policies in Visualize 2045 must address these factors. Agencies will therefore be asked to identify which of the federal.

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
2. Increase the safety of the transportation system for all motorized and non-motorized users;
3. Increase the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non- motorized users;
4. Increase accessibility and mobility of people and freight;
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
7. Promote efficient system management and operation;
8. Emphasize the preservation of the existing transportation system;
9. Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation (New under the FAST Act); and
10. Enhance travel and tourism. (New under the FAST Act)

Regional Policy & Federal Planning Factor Support

The questions in this section address the goals identified in the Regional Transportation Priorities Plan (RTPP). Question 39 should be used to provide additional context of how this project supports the TPB Aspirational Initiatives the RTPP goals or other regional needs identified in the Technical Inputs Solicitation Project Submission Guide.

- 32. Non Auto Travel a.** ----- Does the project promote non-auto travel or can it be expected to reduce VMT?
- b. Transportation Options** ----- Identify all travel mode options that this project provides, enhances, supports, or promotes.
- Single Driver
 - Carpool/HOV
 - Metrorail
 - Commuter Rail
 - Streetcar/Light Rail
 - Walking
 - BRT
 - Express/Commuter Bus
 - Metrobus
 - Local Bus
 - Bicycling
 - Other
- 33. Accessibility Improvement** ----- Does this project improve accessibility for historically transportation-disadvantaged individuals (i.e., persons with disabilities, low-incomes, and/or limited English proficiency?)
- 34. Equity Emphasis Areas a.** ----- Is this project physically in an Equity Emphasis Area (EEA)?
- b. Additional Equity Response** ----- Please provide additional written information that describes how this project further supports or advances equity as described by the TPB July 2020 resolution.
- 35. Activity Centers** ----- Indicate if the project begins or ends within an activity center, connects two or more centers, and/or promotes non-auto travel within one or more centers
- a. Begins or Ends in** ----- Does this project begin or ends in an Activity Center?
- b. Activity Center without** ----- Does this project connect two or more Activity Centers?
- c. Non-Auto Travel within** ----- Does this project promote non-auto travel within one or more Activity Centers?
- d. EEA-Activity Center Connect** ----- Does this project connect an Equity Emphasis Area to an Activity Center?

-
36. **Maintenance** ----- Does this project contribute to enhanced system maintenance or preservation?
37. **Operations and Travel Demand** ----- Does this project reduce travel time on highways and/or transit without building new capacity, (e.g., ITS, bus priority treatments, etc.)?
38. **Safety** ----- Is this project expected to significantly reduce fatalities or injuries among motorists, transit users, pedestrians, and/or bicyclists?
39. **Reduce Emissions Pollutants** ----- Is the project expected to contribute to reductions in emissions of criteria pollutants, specifically, to attainment of ozone levels consistent with the National Ambient Air Quality Standard (NAAQS)?
40. **Reduce Greenhouse a. Gases** ----- Is this project expected to contribute to reductions in emissions of greenhouse gases by 50% below 2005 levels by 2030?
- Additional response. b ----- If the answer to question #40 regarding contributing to greenhouse gas emission reductions was yes, then how is this project anticipated to reduce emissions? If 'No', please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.
41. **Promotes Freight** ----- This project enhances, supports, or promotes the following freight carrier modes (select all that apply):
- Air
 - Local Delivery
 - Long-Haul Truck
 - Rail
42. **Passenger Carrier Modes** ----- This project enhances supports, or promotes the following passenger carrier modes (select all that apply):
- Air
 - Amtrak Intercity Passenger Rail
 - Intercity Bus
43. **Aspirational Initiatives** ----- Please check each initiative that is implemented by this project. The aspirational initiatives are: (see next page)

-
- Bring Jobs and Housing Closer Together.
 - Expand Bus Rapid Transit and Transitways Regionwide.
 - Move More People on Metrorail.
 - Provide More Telecommuting and Other Options for Commuting.
 - Expand Express Highway Network.
 - Improve Walk and Bike Access to Transit.
 - Complete the National Capital Trail Network
- 44. Additional Policy a. Framework** ----- Please provide additional written information that describes how this project further supports or advances the TPB Aspirational Initiatives.
- b.** ----- Please provide additional written information that describes how this project further supports or advances other regional goals or needs.
- 45. Federal Planning Factors** ----- This project supports the following planning factors (select all that apply):
- Emphasize the preservation of the existing transportation system.
 - Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 - Enhance travel and tourism
 - Improve resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
 - Increase accessibility and mobility of people
 - Increase accessibility and mobility of freight
 - Increases the ability of the transportation system to support homeland security and to safeguard the personal security of all motorized and non-motorized users.
 - Increases the safety of the transportation system for all motorized and non-motorized users.
 - Promote efficient system management and operation.
 - Protect and enhance the environment, promote energy conservation, improve the quality of life and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 - Support the economic vitality of the metropolitan area especially by enabling global competitiveness productivity and efficiently.

**TABLE 1
VISUALIZE 2045 UPDATE - PROJECT SUBMISSIONS AND
THE REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS**

Projects in Fairfax County, VA

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

Project	Project ID	Goal 1 SOV	HOV	Metrorail	Commuter Rail	Streetcar/Light Rail	BRT	Express/Commuter Bus	Metrobuses	Local Bus	Bicycling	Walking	Other	Disadvantaged Groups	Non-Auto Travel/Reduce VMT	Goal 2 In EEA	Begin/End in AC	Connect ACs	Non-Auto w/in AC	Connect EEA to ACs	Goal 3 Maintenance	Goal 4 Reduce Time w/o Capacity	Enhance Safety	Goal 5 Criteria Pollutants	Greenhouse Gases	Goal 6 Long-Haul Truck	Local Delivery	Freight Rail	Freight Air	Air Passenger	Amtrak	Intercity Bus	
Technical Inputs Solicitation Questions		Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	
VA 123, Widen	CE1856	x		x					x	x	x			x		x	x	x	x	x													
VA 7, Widen, Upgrade	CE2105	x	x		x			x	x	x	x			x		x	x	x	x	x						x	x						
VA 7, Widen	CE2175	x			x	x	x	x	x	x	x			x		x	x	x	x	x						x	x						
US 29, Construct, Widen	CE1933	x	x			x	x	x	x	x	x			x		x	x	x	x	x						x	x						
Shirley Gate Road Extension & Intyergeance with Fairfax County Parkway with NO connections withPopes	CE3468	x								x	x			x												x	x						
Fairfax County Parkway Improvements	CE2106	x	x	x			x		x	x	x			x			x	x	x							x	x		x	x	x		
Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road	CE3442	x								x	x			x												x							
I-66 Corridor Improvements Project	CE3448	x	x	x			x	x	x	x	x			x		x	x	x	x							x	x						
I-495 Overpass at Tysons Corner Center	CE3157		x					x	x	x	x			x		x		x														x	
Widen VA 123, Chain Bridge Road from VA 7 to I-495	CE3376	x	x			x	x	x	x	x	x			x		x	x	x								x	x						
I-495 Capital Beltway Auxiliary Lanes	CE3272	x												x		x										x	x						
VA 236, Reconstruct, Widen	CE1760	x					x	x	x	x	x			x		x	x	x	x	x						x	x						
South Lakes Drive 4-Lane Overpass	CE3451	x	x						x	x	x			x		x		x								x							
Dulles Airport Access Road	CE1965	x	x											x		x	x													x			
Lee Highway Widening	CE3474	x							x	x	x			x												x	x						
VA 636 Hooes Road	CE3478	x							x	x	x			x												x	x						
I-495 Interchange Ramp Phase II, Ramp 3 DAAH	CE3208	x														x																	
Soapstone Drive 4-Lane Overpass	CE3450	x	x						x	x	x			x		x		x								x							
I-495 GAP Study	CE3763	x	x					x	x	x				x		x										x	x						
Dulles Toll Road Ramp to Boone Blvd Extension	CE3152	x	x	x				x	x	x				x		x	x	x								x	x						
Route 7 (Leesburg Pike) Widening (I-495-I-66)	CE3161	x	x			x	x	x	x	x	x			x		x	x	x	x							x	x						
VA 602 Reston Parkway Improvements	CE1849	x	x						x	x	x			x		x		x								x							
Magarity Road Widening from Rt 7 (Leesburg Pike) to Great Falls Street	CE3158	x							x	x	x			x		x		x	x							x							
Greensboro Drive Extension (Spring Hill to Tyco)	CE3155	x							x	x	x			x		x		x								x							
Stringfellow Rd.	CE1859	x							x	x	x			x												x							
EPG Access to I-95	CE2668	x	x						x					x												x	x						

TABLE 1 (cont.)
VISUALIZE 2045 UPDATE - PROJECT SUBMISSIONS AND
THE REGIONAL TRANSPORTATION PRIORITIES PLAN GOALS

Projects in Fairfax County, VA

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

Project	Project ID	Goal 1															Goal 2					Goal 3		Goal 4		Goal 5		Goal 6								
		SOV	HOV	Metrorail	Commuter Rail	Streetcar/Light Rail	BRT	Express/Commuter Bus	Metrobus	Local Bus	Bicycling	Walking	Other	Disadvantaged Groups	Non-Auto Travel/Reduce VMT	In EEA	Begin/End in AC	Connect ACs	Non-Auto win AC	Connect EEA to ACs	Maintenance	Reduce Time w/o Capacity	Enhance Safety	Criteria Pollutants	Greenhouse Gases	Long-Haul Truck	Local Delivery	Freight Rail	Freight Air	Air Passenger	Amtrak	Intercity Bus				
Technical Inputs Solicitation Questions		Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 32 b	Question 33	Question 32 a	Question 34 a	Question 35 a	Question 35 b	Question 35 c	Question 35 d	Question 36	Question 37	Question 38	Question 39	Question 40 a	Question 41	Question 41	Question 41	Question 41	Question 42	Question 42	Question 42		
I-95 Reconstruct Interchange	CE2147	x	x																x				x													
Dulles Toll Road Westbound Collector/Distributor/Additional Lane	CE3154	x	x	x												x	x		x	x	x			x	x											
DAAH/I-495 Interchange Flyover Ramp Relocation (Phase IV DAAH)	CE3186	x	x																x					x												
Franconia-Springfield Parkway (and SOV)	CE1833	x	x																x		x				x											
Rte 638 - Widen to 4 Lanes	CE2645	x	x																x		x					x	x									
Dulles Toll Road Ramp to Greensboro Drive Extension	CE3153	x	x	x												x	x		x	x	x			x	x											
New Guinea Road, Construct	CE1748	x	x																																	
Boone Boulevard Extension (Rt 123 t Ashgrove)	CE3150	x	x																x	x	x															
I-66 Auxiliary Lanes	CE3273	x	x																x	x	x															
Dulles Toll Road Eastbound Collector/Distributor/Additional Lane	CE3151	x	x	x												x	x		x	x	x	x			x	x										
I-495 HOT/HOV Lanes	CE2069	x	x																x	x		x														
VA 608, Frying Pan Road Widening	CE3475	x		x															x																	
Jones Branch Dr. Connector	CE3060	x	x																x	x	x	x														
US 50 Improvements, Fairfax	CE2182	x																	x	x	x															
Widen Guinea Road	CE2833	x																																		
VA 611 Telegraph Road Widening	CE2186	x																	x																	
Transit																																				
Springfield Commuter Parking Garage	CE2188		X														X							X			X	X								

TABLE 2
VISUALIZE 2045 UPDATE - PROJECT SUBMISSIONS AND THE ASPIRATIONAL INITIATIVES

Projects in Fairfax County, VA

This matrix provides a summary of the responses provided by the relevant implementing agencies as to how their existing and proposed projects support the Aspirational Initiatives.

Project	Project ID	Bring Jobs and Housing Closer Together	Expand Bus Rapid Transit and Transitways Regionwide	Move More People on Metrorail	Provide More Telecommuting and Other Options for Commuting	Expand Express Highway Network	Improve Walk and Bike Access to Transit	Complete the National Capital Trail Network
Local Streets and Roadways								
VA 123, Widen	CEID1856							
VA 7, Widen, Upgrade	CEID2105	X	X					
VA 7, Widen	CEID2175		X			X		
US 29, Construct, Widen	CEID1933							
Shirley Gate Road Extension & Intyergeance with Fairfax County Parkway with NO connections withPopes	CEID3468							
Fairfax County Parkway Improvements	CEID2106							
Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road	CEID3442							
I-66 Corridor Improvements Project	CEID3448				X			
I-495 Overpass at Tysons Corner Center	CEID3157					X		
Widen VA 123, Chain Bridge Road from VA 7 to I-495	CEID3376					X		
I-495 Capital Beltway Auxiliary Lanes	CEID3272							
VA 236, Reconstruct, Widen	CEID1760					X		
South Lakes Drive 4-Lane Overpass	CEID3451					X		
Dulles Airport Access Road	CEID1965							
Lee Highway Widening	CEID3474					X		
VA 636 Hooes Road	CEID3478					X		
I-495 Interchange Ramp Phase II, Ramp 3 DAAH	CEID3208							
Soapstone Drive 4-Lane Overpass	CEID3450	X		X		X		
I-495 GAP Study	CEID3763	X			X			
Dulles Toll Road Ramp to Boone Blvd Extension	CEID3152							
Route 7 (Leesburg Pike) Widening (I-495-I-66)	CEID3161		X			X		
VA 602 Reston Parkway Improvements	CEID1849	?				X		
Magarity Road Widening from Rt 7 (Leesburg Pike) to Great Falls Street	CEID3158					X		
Greensboro Drive Extension (Spring Hill to Tyco)	CEID3155					X		
Stringfellow Rd.	CEID1859					X		
EPG Access to I-95	CEID2668				X			

TABLE 2 (cont.)
VISUALIZE 2045 UPDATE - PROJECT SUBMISSIONS AND THE ASPIRATIONAL INITIATIVES

Projects in Fairfax County, VA

This matrix provides a summary of the responses provided by the relevant implementing agencies as to how their existing and proposed projects support the Aspirational Initiatives.

Project	Project ID	Bring Jobs and Housing Closer Together	Expand Bus Rapid Transit and Transitways Regionwide	Move More People on Metrorail	Provide More Telecommuting and Other Options for Commuting	Expand Express Highway Network	Improve Walk and Bike Access to Transit	Complete the National Capital Trail Network
Local Streets and Roadways								
I-95 Reconstruct Interchange	CEID2147							
Dulles Toll Road Westbound Collector/Distributor/Additional Lane	CEID3154							
DAAH/I-495 Interchange Flyover Ramp Relocation (Phase IV DAAH)	CEID3186							
Franconia-Springfield Parkway (and SOV)	CEID1833					X		
Rte 638 - Widen to 4 Lanes	CEID2645					X		
Dulles Toll Road Ramp to Greensboro Drive Extension	CEID3153							
New Guinea Road, Construct	CEID1748							
Boone Boulevard Extension (Rt 123 t Ashgrove)	CEID3150							
I-66 Auxiliary Lanes	CEID3273							
Dulles Toll Road Eastbound Collector/Distributor/Additional Lane	CEID3151							
I-495 HOT/HOV Lanes	CEID2069				X			
VA 608, Frying Pan Road Widening	CEID3475					X		
Jones Branch Dr. Connector	CEID3060	X						
US 50 Improvements, Fairfax	CEID2182					X		
Widen Guinea Road	CEID2833							
VA 611 Telegraph Road Widening	CEID2186					X		
Transit								
Springfield Commuter Parking Garage	CEID2188	X		X		X		

TABLE 3
VISUALIZE 2045 UPDATE - PROJECT SUBMISSIONS AND THE FEDERAL PLANNING FACTORS
 Projects in Fairfax County, VA

Project	Project ID	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation	Resiliency & Stormwater Impact	Tourism
Local Streets and Roadways												
VA 123, Widen	CEID1856	X			X		X	X				
VA 7, Widen, Upgrade	CEID2105	X	X	X	X	X	X	X	X			
VA 7, Widen	CEID2175	X			X		X	X				
US 29, Construct, Widen	CEID1933	X	X	X	X		X	X	X			
Shirley Gate Road Extension & Intyexchange with Fairfax County Parkway with NO connections withPopes	CEID3468				X		X	X				
Fairfax County Parkway Improvements	CEID2106	X		X	X		X	X	X			
Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road	CEID3442				X		X	X				
I-66 Corridor Improvements Project	CEID3448	X		X		X	X	X				
I-495 Overpass at Tysons Corner Center	CEID3157	X	X		X	X	X	X				
Widen VA 123, Chain Bridge Road from VA 7 to I-495	CEID3376	X	X		X	X	X	X				
I-495 Capital Beltway Auxiliary Lanes	CEID3272	X		X		X		X				
VA 236, Reconstruct, Widen	CEID1760	X	X		X		X	X				
South Lakes Drive 4-Lane Overpass	CEID3451	X	X		X		X	X	X	X		
Dulles Airport Access Road	CEID1965	X			X		X	X				
Lee Highway Widening	CEID3474	X	X	X	X	X	X	X	X			
VA 636 Hoes Road	CEID3478	X	X		X		X	X	X			
I-495 Interchange Ramp Phase II, Ramp 3 DAAH	CEID3208	X				X		X				
Soapstone Drive 4-Lane Overpass	CEID3450	X	X		X		X	X	X			
I-495 GAP Study	CEID3763	X		X	X	X		X	X			
Dulles Toll Road Ramp to Boone Blvd Extension	CEID3152	X	X		X			X				
Route 7 (Leesburg Pike) Widening (I-495-I-66)	CEID3161	X		X	X		X	X				
VA 602 Reston Parkway Improvements	CEID1849	X	X		X		X	X	X	X		
Magarity Road Widening from Rt 7 (Leesburg Pike) to Great Falls Street	CEID3158	X	X		X		X	X				
Greensboro Drive Extension (Spring Hill to Tyco)	CEID3155	X	X		X		X	X				
Stringfellow Rd.	CEID1859		X					X				
EPG Access to I-95	CEID2668	X	X	X	X		X	X	X	X		

TABLE 3 (cont.)
VISUALIZE 2045 UPDATE - PROJECT SUBMISSIONS AND THE FEDERAL PLANNING FACTORS
 Projects in Fairfax County, VA

Project	Project ID	Economic Vitality	Safety	Homeland Security	Accessibility/Mobility People	Accessibility/Mobility Freight	Environment	Integration/Connectivity	Management & Operation	Preservation	Resiliency & Stormwater Impact	Tourism
Local Streets and Roadways												
I-95 Reconstruct Interchange	CEID2147	X	X	X				X				
Dulles Toll Road Westbound Collector/Distributor/Additional Lane	CEID3154	X	X		X	X		X				
DAAH/I-495 Interchange Flyover Ramp Relocation (Phase IV DAAH)	CEID3186	X	X		X	X	X	X				
Franconia-Springfield Parkway (and SOV)	CEID1833		X		X			X				
Rte 638 - Widen to 4 Lanes	CEID2645	X			X			X				
Dulles Toll Road Ramp to Greensboro Drive Extension	CEID3153	X	X		X			X				
New Guinea Road, Construct	CEID1748				X			X				
Boone Boulevard Extension (Rt 123 t Ashgrove)	CEID3150	X	X		X		X	X				
I-66 Auxiliary Lanes	CEID3273	X		X		X	X	X				
Dulles Toll Road Eastbound Collector/Distributor/Additional Lane	CEID3151	X	X				X	X				
I-495 HOT/HOV Lanes	CEID2069	X		X	X	X		X	X			
VA 608, Frying Pan Road Widening	CEID3475	X	X		X	X		X				
Jones Branch Dr. Connector	CEID3060	X	X		X	X		X	X			
US 50 Improvements, Fairfax	CEID2182	X	X	X	X			X				
Widen Guinea Road	CEID2833							X				
VA 611 Telegraph Road Widening	CEID2186	X			X			X				
Transit												
Springfield Commuter Parking Garage	CEID2188				X			X	X			

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
VA 123, Widen	CEID1856	This project is located near an Equity Emphasis Area and will improve connectivity and increase accessibility to transit for low income/minority populations.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Related bike and pedestrian improvements will provide an alternative to motorized travel. Corridor provides bus routes as well and provides improved access to the Burke Centre VRE Station.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety)
VA 7, Widen, Upgrade	CEID2105	This project is located near an Equity Emphasis Area and will improve connectivity and increase accessibility to transit for low income/minority populations.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Related bike and pedestrian improvements will provide an alternative to motorized travel. Corridor provides bus routes as well and provides improved access to the Spring Hill Metro Station.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 3 (Ensure Adequate Maintenance, System Preservation and Safety, and 4 (Operational Effectiveness and Safety)
VA 7, Widen	CEID2175	This project is in an Equity Emphasis Area and will improve connectivity and accessibility to several Activity Centers.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Related bike and pedestrian improvements will provide an alternative to motorized travel. Corridor provides bus routes as well and will provide improved access to the future Route 7 BRT.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 3 (Ensure Adequate Maintenance, System Preservation and Safety, and 4 (Operational Effectiveness and Safety)
US 29, Construct, Widen	CEID1933	This project is in an Equity Emphasis Area and will improve connectivity and accessibility to several Activity Centers.	The provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Related bike and pedestrian improvements will provide an alternative to motorized travel. Corridor provides bus routes as well and provides improved access to the Vienna Metrorail Station.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 3 (Ensure Adequate Maintenance, System Preservation and Safety, and 4 (Operational Effectiveness and Safety)
Shirley Gate Road Extension & Interchange with Fairfax County Parkway with NO connections with Popes	CEID3468	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel.	This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Fairfax County Parkway Improvements	CEID2106	This project is in an Equity Emphasis Area and will improve connectivity and accessibility to several Activity Centers.	The improvements will lead to reduced congestion along the corridor, reducing travel time. Related bike and pedestrian improvements will provide an alternative to motorized travel. Corridor provides bus routes as well.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 3 (Ensure Adequate Maintenance, System Preservation and Safety, and 4 (Operational Effectiveness and Safety)
Construct VA 655 Shirley Gate Road from Fairfax County Parkway to Braddock Road	CEID3442	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel.	This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety)..
I-66 Corridor Improvements Project	CEID3448	This project is in an Equity Emphasis Area and will improve connectivity and accessibility to several Activity Centers.	The project provides additional capacity with new express lanes, more than 4,000 new park and ride spaces with convenient access to the express lanes, new and improved bus service and transit routes, interchange improvements, and 11 miles of new bike and pedestrian trails.	This project supports TPB Aspirational Initiatives 5 (Expand Express Highway Network). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety)
I-495 Overpass at Tysons Corner Center	CEID3157	This project is in an Activity Center and is near an Equity Emphasis Area. The project improves connectivity and accessibility to transit for low income/minority populations.	This project increases connectivity of the bicycle-pedestrian network and creates alternatives to motorized travel, providing bicycle and pedestrian connections from residences, business, and retail to the McLean Metrorail Station. Increased bicyclist and pedestrian trips will reduce motorized trips.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
Widen VA 123, Chain Bridge Road from VA 7 to I-495	CEID3376	This project is in an Activity Center and is near an Equity Emphasis Area. The project improves connectivity and accessibility to transit for low income/minority populations.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Related bike and pedestrian improvements will provide an alternative to motorized travel. Corridor provides bus routes as well and provides improved access to the Greensboro, Tysons Corner and McLean Metrorail Stations.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
I-495 Capital Beltway Auxiliary Lanes	CEID3272	This project is in an Equity Emphasis Area and will improve connectivity and accessibility to several Activity Centers.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Corridor provides for enhanced bus routes.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
VA 236, Reconstruct, Widen	CEID1760	This project is in an Equity Emphasis Area and an Activity Center and will improve multimodal connections for low income/minority populations.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Related bike and pedestrian improvements will provide an alternative to motorized travel. Corridor provides for enhanced bus routes.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region. This project also supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit).	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
South Lakes Drive 4-Lane Overpass	CEID3451	This project is in an Activity Center and is near an Equity Emphasis Area. The project improves connectivity and accessibility to transit for low income/minority populations.	This project provides a direct connection across the Dulles Toll Road, providing more direct access to the Wiehle-Reston Ease Metrorail Station for buses, vehicles, and bicyclists and pedestrians. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel, improved access to transit and Metrorail, and improve access to the nearby W&OD Trail.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
Dulles Airport Access Road	CEID1965	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Lee Highway Widening	CEID3474	This project is located near an Equity Emphasis Area. The project improves connectivity and accessibility to transit for low income/minority populations.	The project helps connect the Centreville and Fairfax Center activity center for buses, vehicles, and bicyclists and pedestrians. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel and improved access to transit.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
VA 636 Hoes Road	CEID3478	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project increases capacity for vehicles and buses and provides pedestrian and bicycle facilities. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel. Reduction in congestion benefits bus service which also reduces SOV trips.	This project also supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). Further, this project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
I-495 Interchange Ramp Phase II, Ramp 3 DAAH	CEID3208	This project is located near an Equity Emphasis Area. The project improves connectivity and accessibility for low income/minority populations.	This project improves operations and access on I-495 SB General Purpose lanes and WB Dulles Airport Access Highway which will contribute to lower emissions, as some vehicles will be able to take a more direct route, reducing travel times and congestion on I-495 and the overall road network.	This project, near an Equity Emphasis Area, will be used by the TPB for analyzing the Constrained Long-Range Transportation Plan (CLRP) for disproportionately high and adverse impacts on low-income and minority populations as well as in other COG and TPB planning activities. This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Soapstone Drive 4-Lane Overpass	CEID3450	This project is in an Activity Center and is near an Equity Emphasis Area. The project improves connectivity and accessibility to transit for low income/minority populations.	This project provides a direct connection across the Dulles Toll Road, providing more direct access to the Wiehle-Reston Ease Metrorail Station for buses, vehicles, and bicyclists and pedestrians. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel, improved access to transit and Metrorail, and improve access to the nearby W&OD Trail.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
I-495 GAP Study	CEID3763	This project is in an Equity Emphasis Area and will improve connectivity and accessibility to several Activity Centers.	The I-495 GAP Study would evaluate the expansion of Virginia's Express Lanes network involving an HOT-3 connection from the east side of the Springfield Interchange to a point in Maryland east of the Woodrow Wilson Bridge by 2030. If constructed, the project will provide additional capacity by extending the I-495 HOT lanes and contribute to lower emissions by supporting HOV travel and reducing travel times and congestion on I-495.	This project supports TPB Aspirational Initiatives 5 (Expand Express Highway Network). Further, , will be used by the TPB for analyzing the Constrained Long-Range Transportation Plan (CLRP) for disproportionately high and adverse impacts on low-income and minority populations as well as in other COG and TPB planning activities. This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
Dulles Toll Road Ramp to Boone Blvd Extension	CEID3152	This project is in an Activity Center and near an Equity Emphasis Area. The project improves connectivity and accessibility for low income/minority populations.	This project provides an additional access point from the Dulles Toll Road directly into Tysons Grid of Streets. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion with the Tysons area. Project also provides improved access to the Spring Hill Metrorail Station.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region	Supports RTPP goal 4 (Operational Effectiveness and Safety).
Route 7 (Leesburg Pike) Widening (I-495-I-66)	CEID3161	This project is near an Equity Emphasis Area and provides additional connectivity and accessibility to transit for low income/minority populations to several Activity Centers.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Related bike and pedestrian improvements will provide an alternative to motorized travel. Corridor provides bus routes and access to the Tysons Corner and West Falls Church Metrorail Stations.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
VA 602 Reston Parkway Improvements	CEID1849	This project is in an Equity Emphasis Area and an Activity Center and will improve multimodal connections for low income/minority populations.	This project increases capacity for vehicles and buses and provides pedestrian and bicycle facilities. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel. Reduction in congestion benefits bus service which also reduces SOV trips.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
Magarity Road Widening from Rt 7 (Leesburg Pike) to Great Falls Street	CEID3158	This project is in an Activity Center and near an Equity Emphasis Area. The project improves connectivity and accessibility to transit for low income/minority populations.	This project increases capacity for vehicles and buses and provides pedestrian and bicycle facilities. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel. Reduction in congestion benefits bus service which also reduces SOV trips.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region	Supports RTPP goal 4 (Operational Effectiveness and Safety).
Greensboro Drive Extension (Spring Hill to Tyco)	CEID3155	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project will enhance continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct, and shorter, route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel. The project improves transit circulation and operations function at and around the Tysons Activity Center and provides improved access to the Spring Hill Metrorail Station.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). Further, this project is in an Activity Center and will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Stringfellow Rd.	CEID1859	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project increases capacity for vehicles and buses and provides pedestrian and bicycle facilities. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route. Related bicycle and pedestrian facility improvements will provide an alternative to motorized travel. Reduction in congestion benefits bus service which also reduces SOV trips.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
EPG Access to I-95	CEID2668	This project is in an Activity Center and near an Equity Emphasis Area. The project improves connectivity for low income/minority populations.	This project allows for additional access point from I-95 Express Lanes directly into Fort Belvoir Proving Ground. The project enhances access from the I-95 Express Lanes, which will contribute to lower emissions, as some vehicles will be able to take direct access and shorter route, reducing travel times and congestion on I-95, Fairfax County Parkway, and the overall road network.	This project supports TPB Aspirational Initiatives 5 (Expand Express Highway Network). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
I-95 Reconstruct Interchange	CEID2147	This project is located near an Equity Emphasis Area and will improve connectivity for low income/minority populations.	The project enhances continuity and connectivity of the transportation network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion in the area.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
Dulles Toll Road Westbound Collector/Distributor/Additional Lane	CEID3154	This project is located near an Equity Emphasis Area and will provide additional access to several Activity Centers. The project improves connectivity and accessibility to transit for low income/minority populations.	This project allows for additional access points from the Dulles Toll Road directly into Tysons Grid of Streets. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion with the Tysons area. Project also provides improved access to the Spring Hill Metrorail Station.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
DAAH/I-495 Interchange Flyover Ramp Relocation (Phase IV DAAH)	CEID3186	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	The project enhances continuity and connectivity of the transportation network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion in the area.	This project is located near an Activity Center and will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
Franconia-Springfield Parkway (and SOV)	CEID1833	This project is in an Activity Center and may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project helps to alleviate traffic congestion on Franconia-Springfield Parkway and allows for a more efficient transportation network. The project enhances continuity and lowers emissions from automobiles.	This project supports TPB Aspirational Initiatives 3 (Move More People on Metrorail) by improving a heavily utilized route to the Franconia-Springfield Transit Center that is used by both buses and personal vehicles. This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
Rte 638 - Widen to 4 Lanes	CEID2645	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project helps to alleviate traffic congestion on Route 638 and allows for a more efficient transportation network. The project enhances continuity and lowers emissions from automobiles. Project helps to improve capacity along Route 638 from Braddock Road to Fairfax County Parkway.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project is located near an Activity Center and will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Dulles Toll Road Ramp to Greensboro Drive Extension	CEID3153	This project is located near an Equity Emphasis Area and in an Activity Center. The project improves connectivity and accessibility to transit for low income/minority populations.	This project provides an additional access point from the Dulles Toll Road directly into Tysons Grid of Streets. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion with the Tysons area. Project also provides improved access to the Spring Hill Metrorail Station.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
New Guinea Road, Construct	CEID1748	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	The project allows for additional access points to Route 123 and helps to alleviate traffic congestion on the transportation network. The project helps to enhance continuity and connectivity of New Guinea Road and reduces travel times.	This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
Boone Boulevard Extension (Rt 123 to Ashgrove)	CEID3150	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project helps to alleviate traffic congestion on Route 7 and allows for a more efficient transportation network. The project enhances continuity of Boone Boulevard and lowers emissions from automobiles idling on Route 7. The extension will also help to improve local bus access to areas within Tysons.	This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
I-66 Auxiliary Lanes	CEID3273	This project is located near an Equity Emphasis Area and in an Activity Center. The project improves connectivity and accessibility for low income/minority populations.	The project provides additional capacity, which will lead to reduced congestion along the corridor, reducing travel time. Corridor provides for enhanced bus routes.	This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
Dulles Toll Road Eastbound Collector/Distributor/Additional Lane	CEID3151	This project is located near an Equity Emphasis Area and improves connectivity and accessibility to transit for low income/minority populations to several Activity Centers.	This project allows for additional access points from the Dulles Toll Road directly into Tysons Grid of Streets. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion with the Tysons area. Project also provides improved access to the Spring Hill Metrorail Station.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
I-495 HOT/HOV Lanes	CEID2069	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	The project provides additional capacity by extending the I-495 HOT lanes in each direction from George Washington Parkway to the American Legion Bridge. This project will contribute to lower emissions by reducing travel times and congestion on I-495. The project includes improving the capacity of the American Legion Bridge, which will connect to an equivalent managed lane system at the Virginia state line.	This project supports TPB Aspirational Initiatives 5 (Expand Express Highway Network). Further, this project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
VA 608, Frying Pan Road Widening	CEID3475	This project is in an Activity Center and near an Equity Emphasis Area. The project improves connectivity and accessibility for low income/minority populations.	This project allows for additional Route 28 to Centerville Road. The project enhances continuity and connectivity of the street network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion. Project also provides improved access to the Dulles International Airport.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options), 4 (Operational Effectiveness and Safety).
Jones Branch Dr. Connector	CEID3060	This project is located near an Equity Emphasis Area and improves connectivity and accessibility for low income/minority populations to several Activity Centers.	The project enhances continuity and connectivity of the transportation network, which will contribute to lower emissions, as some vehicles will be able to take a more direct and shorter route, reducing travel times and congestion in the area. The project also provides an access point to the Express Lanes network, providing a connection to Tysons for those utilizing the system as HOV users.	This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).

Local Streets and Roadways	Project ID	Question 34b How this project further supports or advances equity as described by the TPB July 2020 resolution	Question 40b If the answer to question 40a regarding contributing to greenhouse gas emission reduction was yes, then how is this project anticipated to reduce emissions? If No, please describe how the project will mitigate increased greenhouse gas emissions or vehicle miles traveled.	Question 44a How this project further supports or advances the TPB Aspirational Initiatives, other regional goals, or needs.	Question 44b How this project further supports or advances other regional goals or needs.
US 50 Improvements, Fairfax	CEID2182	This project is in an Equity Emphasis Area and will improve connectivity and accessibility to several Activity Centers.	This project allows for a more efficient transportation network and helps to alleviate traffic congestion. The project also improves access to local bus service.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
Widen Guinea Road	CEID2833	This project may benefit low income/minority populations, but it's not in or near an Equity Emphasis Area. Fairfax County's One Fairfax Policy embraces its growing diverse population and recognizes it as a tremendous asset but also knows that racial and social inequities still exist. This project will further develop the County's multi-modal transportation system that supports the economic growth, health, congestion mitigation, and prosperity goals of Fairfax County and provides accessible mobility solutions that are based on the principles associated with equity, sustainability, diversity, and community health.	This project allows for more capacity to the corridor, reducing congestion and allowing for a more efficient transportation network and local bus connectivity.	This project will contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
VA 611 Telegraph Road Widening	CEID2186	This project is located near an Equity Emphasis Area and an Activity Center. The project improves connectivity and accessibility to transit for low income/minority populations.	This project allows for more capacity to the corridor, reducing congestion and allowing for a more efficient transportation network and local bus connectivity.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goal 4 (Operational Effectiveness and Safety).
Transit					
Springfield Commuter Parking Garage	CEID2188	This project is in an Equity Emphasis Area and an Activity Center and will improve multimodal connections for low income/minority populations.	The project is an intermodal transit hub linking a network of Fairfax Connector bus routes serving employment centers in Springfield, Lorton, Arlington, and Washington D.C. The facility will contribute to a decrease in greenhouse gas emissions by shifting single occupant vehicle trips to transit through linking local and express bus service in the I-95/I-395 corridor.	This project supports TPB Aspirational Initiatives 6 (Improve Walk/Bike Access to Transit). This project will also contribute to the development of an interconnected transportation system that enhances quality of life and promotes a strong and growing economy in Fairfax County and throughout the entire region.	Supports RTPP goals 1 (Comprehensive Range of Transportation Options) and 4 (Operational Effectiveness and Safety)