

# Technical Inputs to the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045

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Regional Public Transportation  
Subcommittee

April 27, 2021 Item #8

**visualize**  
**2045** A long-range  
transportation plan  
for the National  
Capital Region



# Comment Period Materials

- **Visualize 2045 Update – Comment Period Materials – Packet includes:**
  - Memorandum with overview
    - Background
    - Summary of existing highway, transit and HOV major projects
    - Maps
  - Federal and Regional Goals/Initiatives Matrices
  - Major Project Profiles (for new Major Projects and ones already in the plan with significant changes)
  - Project Description Sheets – new/changed projects
  - Air Quality Conformity Table and Scope of Work

<https://www.mwcog.org/TPBcomment/>

# Air Quality Conformity Schedule

## Plan and TIP Update Schedule



2020	12/16/20	The TPB will be asked to approve the Technical Input Solicitation document to initiate the Call for Projects.
	2/12/21	Project inputs for the LRTP and Air Quality Conformity (AQC) analysis due to TPB staff.
	3/5/21, 4/2/21	The TPB Technical Committee will review the conformity project inputs table in March and the draft inputs to the Plan and the draft AQC scope of work in April.
2021	4/2/21-5/3/21	Public comment period on inputs to the Plan/AQC analysis, and AQC scope of work. MWAQC TAC will review this information during the April meeting.
	4/21/2021	TPB will receive a briefing on the draft inputs to the Plan/AQC analysis and the draft AQC scope of work.
	5/19/21	The TPB will receive a summary of the public comments on the draft inputs to the Plan and AQC analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses.
	6/16/21	The TPB will review responses to comments and updates to inputs to the Plan and scope of work for the AQC analysis. The TPB will be asked to approve the inputs and scope, authorizing staff to begin analysis.
	3/11/22	Transportation Improvement Program (TIP) inputs due for the FY 2023-2026 TIP
	4/1/22	The TPB Technical Committee will review the draft results of AQC analysis for the updated Plan and FY 2023-2026 TIP.
2022	4/1/22 - 5/1/22	Public comment period on the results of AQC analysis Determination for the updated Plan and FY 2023-2026 TIP.
	4/2022	MWAQC and MWAQC TAC will review the draft results of the AQC analysis during their meetings.
	4/20/22	The TPB will review the draft Plan, draft TIP, and AQC analysis and Determination.
	5/18/22	The TPB will review the draft results of the AQC analysis for the Plan and FY 2023-2026 TIP. The TPB will also receive a summary of the comments received on the analysis. The TPB and the agencies sponsoring the projects will have the opportunity to discuss and advise staff on responses to comments.
	6/15/22	The TPB will review the responses to the comments and the results of the AQC analysis. The TPB will be asked to approve the results of the AQC analysis and adopt the updated Plan and the FY 2023-2026 TIP.



# Air Quality Conformity Scope of Work

Pollutants	Ozone Season VOC and NOx
Emissions Model	MOVES2014b
Conformity Test	<u>Budget Test</u> : Using mobile emissions budgets most recently approved by EPA: 2008 Ozone NAAQS Maintenance Plan mobile budgets found adequate by EPA in August 2018.
Vehicle Fleet Data	July 2020 (DC) <sup>2</sup> and December 2020 (MD & VA) vehicle registration data
Geography	8-hour ozone non-attainment area
Network Inputs	Regionally significant projects
Land Activity	Cooperative Forecasts Round 9.2
HOV/HOT	<u>VA</u> : I-95, I-395, and I-495 are all HOT3+; I-66 inside the Beltway will convert from HOT2+ to HOT3+ when I-66 outside the Beltway opens as HOT3+; the Dulles Toll Road will convert from HOV2+ to HOV3+ in 2023; all other HOV facilities will be HOV2+ through 2045 <u>MD</u> : HOV facility on US 50 will remain HOV2+ through 2045; HOV facility on I-270 will convert from HOV2+ to HOT3+ when an additional HOT lane is added; planned additional Capital Beltway express toll lanes will be HOT3+ when added
Roadway Restrictions	Roadway restrictions, such as truck prohibitions, are reflected in the travel model network using information supplied by the Departments of Transportation
Transit Constraint	NO Metrorail "capacity constraint" (removed with March 2018 passage of annual funding for WMATA agreement)
Analysis Years	2021 or 2024 <sup>3</sup> , 2025, 2030, 2040, and 2045
Modeled Area	6,800 square mile area with 3,722 Transportation Analysis Zones (TAZs)
Travel Demand Model	Gen2/Version 2.4 or latest

Footnotes:


<sup>2</sup> Due to the backlogs in processing new District of Columbia vehicle registrations resulting from COVID-related restrictions, the District of Columbia Department of Energy and Environment (DOEE) staff estimate that the July 2020 dataset is more representative of the number of registered vehicles in December 2020 than the December 2020 dataset.

<sup>3</sup> Staff will analyze the region's attainment date for the 2015 Ozone Standard. It is currently 2021 but may be changed to 2024 if the region's non-attainment designation is changed from "marginal" to "moderate".

# DDOT: New Major Project

In the District of Columbia DDOT is proposing to:

- Implement bus-only lanes on H and I Street, NW



## H AND I STREET NW BUS PRIORITY

Proposed Change

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**Project Information**

Project Length	0.88 mi
Anticipated Completion	2021
Estimated Cost of Construction	\$1.1 Million
Submitting Agency	DDOT
TIP ID	3212
Anticipated Funding Sources	Federal

**Project Description**

H/I Street NW Bus Priority. Upgrade to existing bus lanes. Includes double bus lane adjacent to Franklin Park and Lafayette Sq and offset bus lane. Bicycles allowed in the bus lanes per DC regulations.

**Existing Support for This Project**

This project has been reviewed at the local, state, and/or subregional levels and is included in the following approved plans: To help improve bus travel speeds and reliability for the routes that use H and I Streets (which represent up to 20% of Metro-bus riders in the District), the District Department of Transportation (DDOT) implemented a bus lane pilot on both streets, roughly between Pennsylvania Avenue and 13th Street NW. The pilot operated from June 3, 2019, to September 27, 2019. DDOT revised designs based on this pilot and solicited feedback on the draft concepts from the community and stakeholders in late 2020 and early 2021, in preparation for construction in 2021.

**Federal Planning Factors**

- Support Economic Vitality
- Increase Safety for All Users
- Increase Accessibility and Mobility of People
- Protect and Enhance the Environment

**Consideration of Alternatives to Adding SOV Capacity**

- Not Applicable

**Comment Periods (Visit [nccog.org/tbcomment](https://nccog.org/tbcomment))**

April 2- May 3, 2021 - Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

2022 - Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB

**How this project supports or advances RTPP goals**

The TPB's Regional Transportation Priorities Plan (RTPP) and Aspirational Initiatives called upon the region to implement transitways to improve the performance of bus transportation in the region. This project will expand transportation choices (Goal 1) by providing more reliable travel on local bus in dedicated lanes that allow people on bicycles. This project will also connect activity centers (Goal 2) and has the potential to reduce VMT and greenhouse gasses by reducing dwell time and offering an fast and reliable option instead of travel by SOV (Goal 5, 6).

**Goal 1: Provide a Range of Transportation Options**

- Bicycling
- Local Bus
- Metrobus

**Goal 2: Promote Dynamic Activity**

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

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

- Not Applicable

**Goal 4: Maximize Operational Effectiveness and Safety**

- Not Applicable

**Goal 5: Protect and Enhance the Natural Environment**

Expected to contribute to reductions in emissions of:

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

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

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

- Intercity Bus

**National Capital Region Transportation Planning Board**

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

The information on this form was last updated on April 1, 2021.

# VDOT: New Major Project

In Loudoun County, Virginia, the County and VDOT are proposing to:

- Construct a new 4-lane road for completion in 2029, the US-50 North Collector Road

The screenshot displays the project details for the Route 50/North Collector Road New Construction project. It includes a navigation bar with icons for Roadway, Transit, and Ped/Bike. The main content is organized into several sections: Project Information (Project Length: 3 mi, Anticipated Completion: 2029, Estimated Cost: \$1.10 Million, Submitting Agency: VDOT, CED: 3739, Anticipated Funding Sources: Local), Project Description (a four-lane median divided roadway), Existing Support (Loudoun County 2018 Countywide Transportation Plan, Capital Improvement Program), Federal Planning Factors (Support Economic Viability, Increase Accessibility, Enhance Integration, Enhance Travel), Consideration of Alternatives to Adding SOV Capacity, and Comment Periods (April 2 - May 3, 2021). On the right, a 'visualize 2045' logo and a list of six regional goals are shown, with icons indicating which goals the project supports. The bottom of the page features the National Capital Region Transportation Planning Board logo and a date stamp of April 1, 2021.

# MDOT: Significant Change to Major Project already in Visualize 2045

The Traffic Relief Plan (TRP) includes the following changes from the project as reflected in the 2018 plan:

- The entire Maryland Beltway has been changed from two Express Toll Lanes (ETLs) in each direction to two High Occupancy Toll (HOT) 3+ lanes in each direction, which means that carpools/vanpools of three or more occupants will ride free.
- The segment from Virginia (near the American Legion Bridge) to MD 355 has a completion date of 2025, which is the same as in the past.
- Completion date for the Capital Beltway segment from MD 355 to the Wilson Bridge was changed from 2025 to 2030.
- I-270 assumptions were changed from adding two ETLs in each direction and keeping the existing High Occupancy Vehicle (HOV) lanes to adding two HOT lanes in each direction, one of which will take away the existing HOV lane in each direction.
- The I-270 segment from the Beltway to I-370 maintains its completion date of 2025. Completion date for the I-270 segment from I-370 to I-70 was changed from 2025 to 2030.



# MDOT: Significant Change to Major Project already in Visualize 2045



ROADWAY TRANSIT PED/BIKE

## I-270 TOLL LANES Proposed Change

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### Project Information

Project Length.....	34 mi
Anticipated Completion.....	2025
Estimated Cost of Construction.....	3.4 Billion
Submitting Agency.....	MDOT SHA
TIP ID.....	6432
Anticipated Funding Sources.....	State/Private

### Project Description

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

### Existing Support for This Project

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

- MDOT/SHA Traffic Relief Plan
- Montgomery County 2017 Transportation Priority Letter

### Federal Planning Factors

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

### Consideration of Alternatives to Adding SOV Capacity

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

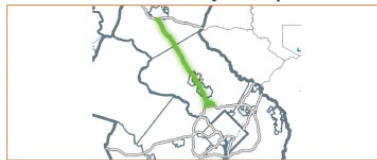
- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements • Public transportation improvements
- Intelligent Transportation Systems (ITS) technologies • Other congestion management strategies

### Comment Periods (Visit [mwcog.org/tpbcomment](http://mwcog.org/tpbcomment))

**April 2- May 3, 2021** - Comment on the projects before they are included in the federally required Air Quality Conformity Analysis

**2022** - Comment on projects and any other aspect of the draft Visualize 2045 plan before final TPB adoption.

### Interactive Project Map



### How this project supports or advances RTPP goals

The TPB's Regional Transportation Priorities Plan (RTPP) and Aspirational Initiatives called upon the region to use tolling and pricing mechanisms to manage road congestion and raise revenue. New toll lanes on the 34-mile length of I-270 will dramatically expand transportation choices (Goal 1) in the region by adding dynamic pricing on managed lanes to ensure free-flowing travel for drivers and for express bus services. Carpool/vanpools of three or more occupants will ride free. Along with the I-495 Toll Lanes, this project significantly expands the region's network of priced managed lanes. The project will connect numerous Activity Centers (Goal 2), the region's focal points for economic growth and, improve interstate commerce (Goal 6).



#### Goal 1: Provide a Range of Transportation Options

- Single Driver (SOV) • Carpool/HOV • Local Bus
- Express/Commuter Bus • Metrobus
- Improves accessibility for historically transportation-disadvantaged individuals



#### Goal 2: Promote Dynamic Activity

- Begins or ends in an Activity Center
- Connects two or more Activity Centers



#### Goal 3: Ensure System Maintenance, Preservation, and Safety Centers

- Contributes to enhanced system maintenance, preservation, or safety



#### Goal 4: Maximize Operational Effectiveness and Safety

- Enhances safety for motorists, transit users, pedestrians, and/or bicyclists



#### Goal 5: Protect and Enhance the Natural Environment

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



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

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

- Long-haul Truck • Local Delivery

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

- Intercity Bus



National Capital Region  
Transportation Planning Board

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The information on this form was last updated on April 1, 2021.



# MDOT: Significant Change to Major Project already in Visualize 2045



ROADWAY TRANSIT PED/BIKE

## 1-95/I-495 TOLL LANES Proposed Change

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### Project Information

Project Length.....	48 mi
Anticipated Completion.....	2030
Estimated Cost of Construction.....	4.2 Billion
Submitting Agency.....	MDOT SHA
TIP ID.....	6432
Anticipated Funding Sources.....	State/Private

### Project Description

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

### Existing Support for This Project

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

- MDOT/SHA Traffic Relief Plan
- Montgomery County 2017 Transportation Priority Letter
- 2009 Prince George's County Master Plan of Transportation (MPO)

### Federal Planning Factors

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

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

- Transportation demand management measures (including growth management and congestion pricing)
- Traffic operational improvements Public transportation improvements
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### Interactive Project Map



### How this project supports or advances RTPP goals

The TPB's Regional Transportation Priorities Plan (RTPP) and Aspirational Initiatives called upon the region to use tolling and pricing mechanisms to manage road congestion and raise revenue. New toll lanes on the 48-mile length of Maryland's Capital Beltway will dramatically expand transportation choices (Goal 1) in the region by adding dynamic pricing on managed lanes to ensure free-flowing travel for drivers and for express bus services. Carpool/vanpools of three or more occupants will ride free. Along with the I-270 Toll Lanes, this project significantly expands the region's network of priced managed lanes. The project will connect numerous Activity Centers (Goal 2), the region's focal points for economic growth, and improve interstate commerce (Goal 6).



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



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- Enhances, supports, or promotes the following freight carrier modes:
- Long-haul Truck • Local Delivery
- Enhances, supports, or promotes the following passenger carrier modes:
- Intercity Bus



National Capital Region  
Transportation Planning Board

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# Conformity Project Input Table

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

DRAFT 4/01/2021

ConID	Scenario	Improvement	Facility	From	To	Projected Complete
<b>DDOT</b>						
613	DCSTHST2	Construct	Benning Road Streetcar Extension	Oklahoma Avenue NE	45th Street/Benning Road Metro	<del>2023</del> 2026
793	WATEREXT	Implement	DC Circulator Expansion	Navy Yard Route Realignment	36th St.	2018 Complete
794	UHOWEXT	Implement	DC Circulator Expansion	Rosslyn to Dupont Circle Route	Extension to U St./Howard University	<del>2018</del> 2026
		Implement	DC Circulator Realignment	Potomac Ave.	Skyland	2018 Complete
822	HIBUS	Implement	H St. NW Peak Period Bus-Only Lanes Pilot Project	19th St NW	14th St NW	2019 Complete
823	HIBUS	Implement	I St. NW Peak Period Bus Only Lanes Pilot Project	13th St. NW	Pennsylvania Ave. NW	2019 Complete
		Construct	K St. NW Transitway	9th St. NW	21st St. NW	2024 2025
610	DCSTGTWN	<del>Construct</del> Implement	Union Station/Georgetown Streetcar	K Street/34th Street NW	3rd Street/H Street NE	<del>2030</del> 2040
989		Implement	16th St. Bus Priority Improvements	H St. NW	Arkansas Ave NW	2020 2022
		Implement	H St. and I St Bus lanes Phase 2	13th St. NW	Pennsylvania Ave NW	2021
7823		Study	7th St. NW Bus Improvements	Massachusetts Avenue	Pennsylvania Ave.	Not Coded
7835		Study	H St. NW Bus Improvements	14th St. NW	North Capitol St.	Not Coded
7834		Study	Minnesota Avenue SE Bus Improvements	Pennsylvania Avenue SE	East Capitol Street	Not Coded
10614		Study	MLK Ave SE Bus Improvements	Good Hope Road	Redwood Street	Not Coded
<b>MDOT/MTA</b>						
617	MARCFRQ	Implement	Brunswick Line Service Improvements			2029

NOTE: Shaded areas represent changes from the 2020 Amendment to Visualize 2045

# Detailed Transit Assumptions

- In October TPB staff asked\* for updates to the detailed transit coding assumptions for projects in the Long-Range Transportation Plan. These will be used in networks for the air quality conformity analysis.
- Staff received updates for Metrorail service, DASH bus, and I-66 Corridor Buses.
- Forecast year transit service will be built upon a December 2019 base.

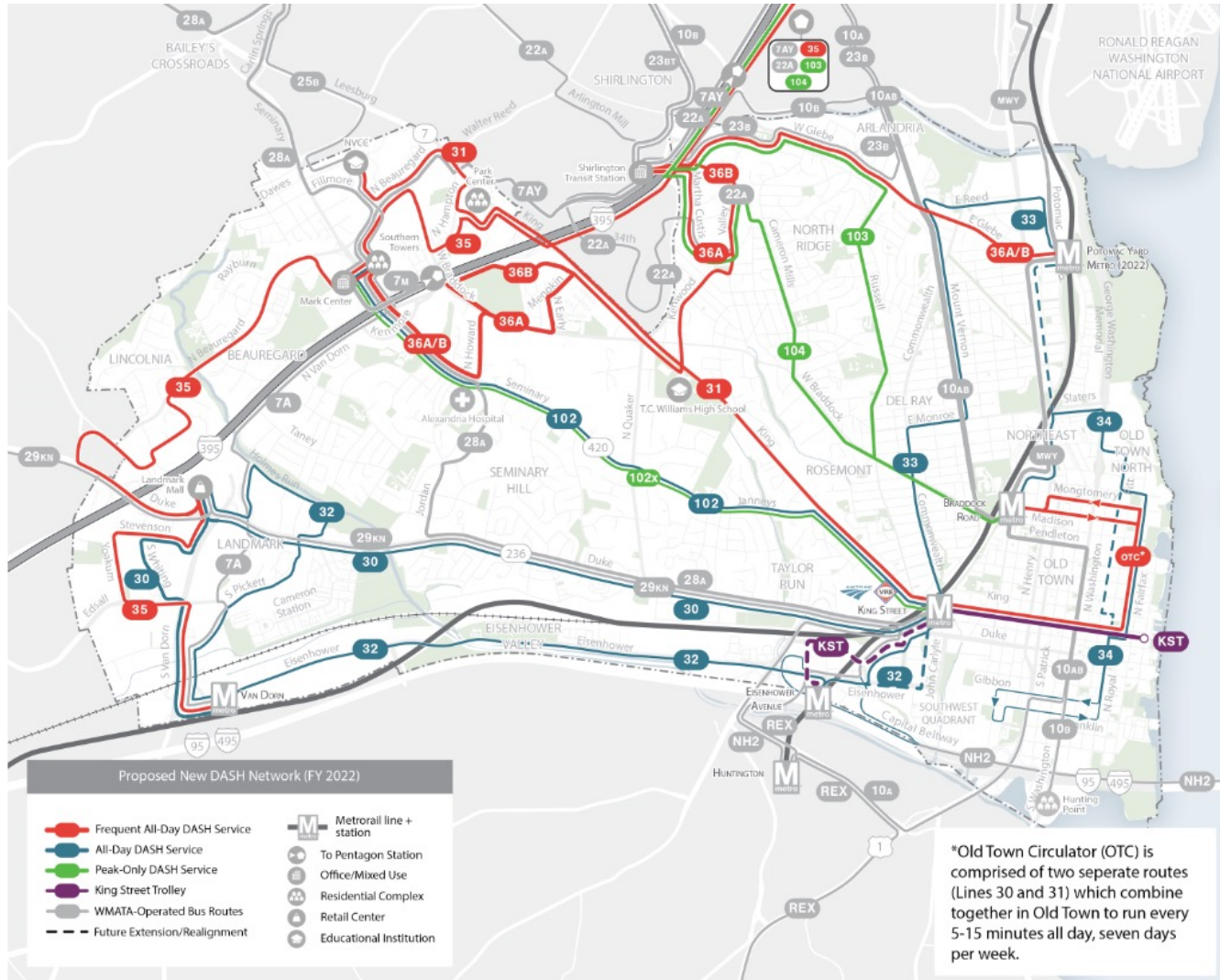
\* [“Detailed Transit Assumptions in the 2020 Amendment to Visualize 2045”](#), Technical Memorandum from Jane Posey to the TPB Technical Committee, September 25, 2020. Presented at the October 5 Technical Committee meeting.

# Detailed Transit Assumptions: Metrorail

1. Metrorail Service Plans															
FROM	TO	2016 (RushPlus, Silver Phase 1)		2017 (8-Min Peak)		2019 (8-Min Peaks, Turnback Elimination)		2022 (COVID-19)		2023 (Post-Pandemic, Silver Phase II, Potomac Yard)		2025 (7-min)		2040 (6-min)	
		PEAK	OFFPEAK	PEAK	OFFPEAK	PEAK	OFFPEAK	PEAK	OFFPEAK	PEAK	OFFPEAK	PEAK	OFFPEAK	PEAK	OFF-PEAK
Shady Grove	Glenmont	6	12	8	12	4	6	6	6	4	6	3.5	6	3	6
Grosvenor	Silver Spring	6	12	8	12	--	--	--	--	--	--	--	--	--	--
Greenbelt	Branch	6	12	8	12	8	12	12	12	8	12	7	12	6	12
Mt. Vernon Square	Huntington	6	--	8	--	--	--	--	--	--	--	--	--	6	--
Fort Totten	Huntington	--	12	--	12	--	--	--	--	--	--	--	--	--	--
Greenbelt	Huntington	--	--	--	--	8	12	12	12	8	12	7	12	--	12
Franconia-Springfield	Largo	12	12	8	12	8	12	12	12	8	12	7	12	12	12
Franconia-Springfield	Greenbelt	12	--	--	--	--	--	--	--	--	--	--	--	12	--
Vienna	New Carrollton	6	12	8	12	8	12	12	12	8	12	7	12	6	12
Wiehle	Largo	6	12	8	12	8	12	12	12	--	--	--	--	--	--
Ashburn	Largo	--	--	--	--	--	--	--	--	8	12	7	12	6	12



# Detailed Transit Assumptions: Alexandria DASH



# Detailed Transit Assumptions: I-66 Corridor Buses

DRPT | I-66 Corridor Transit & TDM Plan Update

**Table 6.3:** Bus Recommendations Details and Phasing

Assumed Operator	Route (Origin/Destination)	New Route? (Y/N)	Commuter Choice Funding? (Year)	2022 Recommendations					2030 Recommendations					2045 Recommendations				
				Average Headway	Peak Trips	Peak Hours (# of hours)	Vehicles Needed (Total)	Annual Ridership	Headway	Peak Trips	Peak Hours (# of hours)	Vehicles Needed (Total)	Annual Ridership	Headway	Peak Trips	Peak Hours (# of hours)	Vehicles Needed (Total)	Annual Ridership
OmniRide	Haymarket-Balston/Fosslyn	No (H-100)	FY2020	40	8	4.0	4	<b>60,900</b>	40	8	4.0	4	<b>75,000</b>	40	10	5.3	4	<b>99,000</b>
OmniRide	Gainesville-Pentagon	No (G-200)	FY2017 FY2020	30	12	5.0	4	<b>90,000</b>	15	16	3.5	8	<b>141,000</b>	15	16	3.5	8	<b>171,000</b>
OmniRide	Gainesville-L'Enfant Plaza (Haymarket-Downtown DC in 2030)	No (Gainesville Express)	FY2020	35	14	8.4	4	<b>104,600</b>	15	38	8.7	11	<b>330,000</b>	20	26	8.0	8	<b>259,000</b>
OmniRide	Gainesville-Tysons (Haymarket in 2045)	No (LH-61)	FY2018	40	8	4.0	2	<b>51,200</b>	20	18	5.3	4	<b>163,000</b>	20	24	7.3	6	<b>237,000</b>
OmniRide	Manassas-L'Enfant Plaza (Downtown DC in 2030)	No (Manassas Express)		30	17	8.7	4	<b>125,900</b>	15	42	10.0	8	<b>373,000</b>	15	34	8.0	8	<b>350,000</b>
OmniRide	Manassas-Tysons	No (MT-60)		20	16	4.7	4	<b>112,400</b>	13	46	9.2	8	<b>394,000</b>	13	36	7.1	8	<b>367,000</b>
OmniRide	Manassas-Reston	Yes		20	20	6.0	8	<b>142,300</b>	16	34	8.5	10	<b>290,000</b>	16	30	7.5	10	<b>304,000</b>
Fairfax Connector	Stringfellow-Tysons	Yes		10	48	7.7	6	<b>242,600</b>	6	88	8.6	10	<b>530,000</b>	5	106	8.7	12	<b>741,000</b>
Fairfax Connector	Stringfellow-Pentagon	No (FC 698)	FY2018	10	54	9.0	12	<b>268,500</b>	5	106	8.7	24	<b>632,000</b>	5	116	9.5	24	<b>810,000</b>
Fairfax Connector	Stringfellow-L'Enfant Plaza	Yes	FY2020	16	34	9.1	5	<b>169,000</b>	8	60	7.7	10	<b>353,000</b>	10	52	8.3	8	<b>364,000</b>
Fairfax Connector	Fairfax Center-Downtown DC	No (FC 699)	FY2017 FY2020	20	25	8.2	4	<b>122,500</b>	8	62	8.0	10	<b>372,000</b>	10	56	9.0	8	<b>383,000</b>
Fairfax Connector	Fairfax Center-East Falls Church	Yes		20	16	4.7	4	<b>78,200</b>	16	18	4.3	5	<b>113,000</b>	20	16	4.7	4	<b>109,000</b>
Fairfax Connector	Stringfellow-Navy Yard	Yes												20	26	8.0	4	<b>181,000</b>

UPDATED TRANSIT/TDM PLAN RECOMMENDATIONS

6-8



April 27, 2021



## Jane Posey

Transportation Engineer

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

Metropolitan Washington  
Council of Governments

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