



National Capital Region
Transportation Planning Board



Dusk at the Lincoln Memorial (John Brighenti/[Flickr](#))

TRANSPORTATION PLANNING BOARD MEETING PACKET

July 19, 2023

12:00 P.M. – 2:00 P.M.

In-person Meeting



TRANSPORTATION PLANNING BOARD

Wednesday, July 19, 2023
12:00 P.M. - 2:00 P.M.
Walter A. Scheiber Board Room

In person - Hybrid Meeting

AGENDA

- 12:00 P.M. 1. PARTICIPATION PROCEDURES, MEMBER ROLL CALL, AND PUBLIC COMMENT OPPORTUNITY**
Reuben Collins, TPB Chair
- Interested members of the public will be given the opportunity to make brief comments on transportation issues under consideration by the TPB. For any member of the public who wishes to address the board on the day of the meeting, they may do so by registering to attend and speak in person, by emailing comments to TPBcomment@mwkog.org with the subject line "Item 1 Virtual Comment Opportunity", or by calling and leaving a phone message at (202) 962-3315. Comments will be summarized and shared with TPB members as part of their published meeting materials. These statements and registration must be received by staff no later than 12:00 P.M. (Noon) on Tuesday, July 18, 2023, to be relayed to the board at the meeting.
- 12:15 P.M. 2. APPROVAL OF THE JUNE 21, 2023 MEETING MINUTES**
Reuben Collins, TPB Chair
- 12:20 P.M. 3. TECHNICAL COMMITTEE REPORT**
Lyn Erickson, Plan Development and Coordination Program Director
- 12:25 P.M. 4. COMMUNITY ADVISORY COMMITTEE REPORT AND ACCESS FOR ALL ADVISORY COMMITTEE REPORT**
Richard Wallace, CAC Chair
Christina Henderson, AFA Chair
- 12:35 P.M. 5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR**
Kanti Srikanth, TPB Staff Director
- This agenda item includes Steering Committee actions, letters sent/received, and announcements and updates.
- 12:45 P.M. 6. CHAIRMAN'S REMARKS**
Reuben Collins, TPB Chair

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

ACTION ITEMS

- 12:50 P.M.** **7. CAR FREE DAY PROCLAMATION**
Nicholas Ramfos, Transportation Operations Programs Director
- In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.
- Action: Approve the Car Free Day 2023 Proclamation**
- 12:55 P.M.** **8. FY 2024 MARYLAND TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM PROJECT APPROVALS**
John Swanson, TPB Transportation Planner
- A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in suburban Maryland. The board will be briefed on recommended projects and asked to approve them for funding.
- Action: Adopt Resolution R1-2024 to approve a project for funding under the Federal Transportation Alternatives Set Aside Program for Suburban Maryland for FY 2024.**
- 1:05 P.M.** **9. VIRGINIA DEPARTMENT OF TRANSPORTATION (VDOT) REQUEST TO AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)**
John Lynch, VDOT
- VDOT is requesting an amendment to update project and funding information in its portion of the FY 2023-2026 TIP to align funding with its Draft FY 2024-2027 Statewide Transportation Improvement Program (STIP). Notice of this request was provided at the June 21 TPB meeting and the Board will be asked to approve the amendment on July 19.
- Action: Adopt Resolution R2-2024 to amend the Northern Virginia section of the FY 2023-2026 TIP to update project and funding information to align with VDOT's Draft STIP.**

INFORMATIONAL ITEMS

- 1:10 P.M.** **10. DRAFT NATIONAL CAPITAL REGION FREIGHT PLAN**
Andrew Meese, TPB Program Director, Systems Performance Planning
- The draft 2023 National Capital Region Freight Plan will be presented for board review, in preparation for approval at the September 20 meeting. The new plan will succeed the regional Freight Plan approved by the TPB in 2016.
- 1:30 P.M.** **11. ENHANCED MOBILITY GRANT SOLICITATION**
Mohammad Khan, Enhanced Mobility Program Manager
- The board will be provided with an overview of the federal Section 5310 Enhanced Mobility grants solicitation process, which begins with pre-application conferences in August and the solicitation period in September.

1:45 P.M. 12. 2023 TRANSPORTATION PLANNING CERTIFICATION REVIEW FOR THE WASHINGTON REGION

Laura Keeley, Federal Transit Administration

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a federally required certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA) in March 2023. The board will be briefed on the major findings in the summary report.

2:00 P.M. 13. ADJOURN

The next meeting is scheduled for September 20, 2023.

MEETING VIDEO

Watch and listen to live video of TPB meetings and listen to the recorded video from past meetings at:

www.mwcog.org/TPBmtg



MEMORANDUM

TO: Transportation Planning Board
FROM: Lyn Erickson, Plan Development and Coordination Program Director
SUBJECT: Public Comment for the July 2023 TPB Meeting
DATE: July 19, 2023

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

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

Between noon at Tuesday, June 20 at noon on Tuesday, July 18, 2023 at noon, the TPB received 389 individual project comments from the Visualize 2050 Initial Project List Feedback Form, six comments submitted via email, and one request for the live comment period.

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

PUBLIC COMMENT FROM VISUALIZE 2050 FEEDBACK FORM

Comments on District of Columbia Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly Disagree	Total
Benning Rd Bridges and Transportation Improvements	2					2
District-wide Bicycle and Pedestrian Management Program	8	1				9
Florida Ave NE Streetscape	1					1
Pennsylvania Avenue NW Protected Bicycle Lanes	4	1				5
Pennsylvania Avenue SE	1					1
South Capitol Street Trail	1					1
Union Station to Georgetown Streetcar Line	5					5
Total Comments						24

There are three project suggestions for the District of Columbia.

Comments on Maryland Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Addison Road I				1	1	2
Brunswick Line	5	1				6
Bus Rapid Transit: US 29 - Phase 2	3				1	4
Camden Line	1					1
Corridor Cities Transitway (CCT)	4					4
Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project	1					1
I-270 Innovative Congestion Management	2	1			13	16
I-270"					16	16
I-95/I-495 at Greenbelt Metro Station Interchange Construction	1				1	2
MARC Improvements	14	1				15
MARC Run-through service to L'Enfant Plaza	3					3
MARC Run-through service to Virginia	2					2
MD 28/MD 198 Corridor Study					2	2
MD 355 Bus Rapid Transit	7		1			8
MD 650 New Hampshire Avenue BRT	2					2
Middlebrook Road Extended Widening					4	4
Montrose Parkway					7	7
North Bethesda Transitway Bus Rapid Transit (BRT) Project	2		1			3
Op Lanes Maryland Phase 1		1	1	4	148	154
Presidential Parkway					1	1
Randolph Road Corridor Bus Rapid Transit (BRT) Project	5					5
US 15 Corridor					1	1
US 29 Corridor				1	3	4
Veirs Mill Bus Rapid Transit	5					5
Total Comments						268

There are 22 project suggestions for Maryland.

Comments on Virginia Projects

Project	Strongly agree	Agree	Neutral	Disagree	Strongly disagree	Total
Alexandria 4th Track	5					5
Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	2					2
Battlefield Parkway/Route 15 Bypass Interchange					1	1
Catharpin Road, Widening					1	1
Dale Blvd HOV Lanes					1	1
DASH Service Expansion	5					5
Duke Street BRT Design & Construction	5					5
Dulles Airport Access Road Project					5	5
Dulles Toll Road Expansion					4	4
Eisenhower Valley Access and Circulation Improvements					1	1
Fairfax County Parkway Improvements					1	1
Farmwell Road Intersection Improvements					1	1
Farrington Connector					1	1
Franconia to Occoquan 3rd Track Project	1	1				2
Grant Avenue Road Diet	1					1
Herndon Metrorail Intermodal Access Improvements	2					2
Herndon Metrorail Intermodal Access Improvements - Phase II	1					1
I-495 Improvements					2	2
I-66 Improvements					1	1
I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.					1	1
I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158					2	2
King and Beauregard Intersection Improvements, Phases 1 and 2	1	1				2
Landmark Transit Center	1					1
Lee Highway Widening					1	1
Liberia Avenue widening					1	1
Long Bridge VA - DC	22					22
Loudoun County Parkway					1	1
Loudoun County Parkway Interchange at US 50					2	2

McGraws Corner Drive					1	1
Multimodal Bridge to Van Dorn Metro Station	1					1
Rolling Road					1	1
Rolling Road widening project					1	1
Route 1 Improvements					1	1
Route 1 Metroway Extension (Alexandria)	1	1				2
Rte. 28 Bypass					1	1
Stringfellow Roadway Improvements					1	1
Telegraph Road widening					1	1
Union Station to Georgetown Streetcar Line	1					1
US 1 Bus Rapid Transit	2					2
US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)					1	1
US 50 Improvements	1					1
VA 7 (The planned Route 7 Bus Rapid Transit project.)	1					1
VA 7, Widen					3	3
VRE Service Improvements (Reduce Headways)	2					2
Wellington Road Improvements					1	1
Total Comments						97

There are four project suggestions for Virginia.

Multi-Jurisdictional Project Suggestions

There are 14 multi-jurisdictional project suggestions.

PUBLIC COMMENT

Arlene Montemarano – Article via Email – June 27, 2023

Montemarano shared an article from the State Smart Transportation Initiative titled “[Adding road capacity is fruitless, another study finds](#)” with negative feedback about the I-270 Beltway expansion project.

Stewart Schwartz – Article via Email – June 29, 2023

Schwartz shared a blog post from Transportation for America titled “[New survey: 82 percent of voters don’t believe highway expansions are the best solutions for reducing congestion](#)” and an associated publication via Streetsblog titled “[Study: Two-Thirds of Americans Know Highway Expansions Don’t Cure Traffic](#)”

Stewart Schwartz – Article via Email – June 29, 2023

Schwartz shared a joint press release from Transportation for America, America Walks, and the Natural Resource Defense Council titled “82 percent of voters don’t believe highway expansions are the best solution for reducing congestion”.

George Aburn – Comment and Letters via E-mail – July 11, 2023

Aburn followed up on his previous comments related to environmental justice, climate change, and transparency in the transportation planning process. He requests that the TPB addresses two questions related to regional transportation planning and air pollution, and climate change strategies. He submitted additional documents, including a letter addressed to the TPB Community Advisory Committee, TPB Technical Committee, and Environmental Protection Agency.

Bill Pugh – Comment via E-mail – July 13, 2023

Pugh, on behalf of the Coalition for Smarter Growth, noted a recent national poll of voters that reported 82% of respondents do not believe highway expansions are the best solution for reducing traffic. He asked the TPB to consider this, along with an attached fact sheet about induced demand in the National Capital region while reprioritizing investments for Visualize 2050 and urges the TPB to shift funds from highway widening to transit and other priorities.

George Aburn – Comment and Letters via E-mail – July 18, 2023

Aburn followed up on his previous comments, expressing concern about the public participation process. He attached several letters address to the TPB, Technical Committee, Community Advisory Committee, and Environmental Protection Agency.

Public Comment Received from February 15 – July 18, 2023

The comments outlined below were received from the Visualize 2050 Initial Project List Feedback Form (<https://www.surveymonkey.com/r/Viz2050Update>) from February 15 – July 18, 2023 at 12PM. TPB staff has organized the original responses to the feedback form by state. Comments are reported monthly at the TPB Technical Committee and TPB meetings.

Table 1. District of Columbia Project Comment

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

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

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

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

	Management Program			long cyclist, have given up riding in the city. The so-called bike lanes are jammed with delivery trucks (or even police cruisers), forcing me into hostile traffic--already furious at the loss of a lane.	
6/15/2023	Benning Rd Bridges and Transportation Improvements	News/media	Strongly agree		
6/15/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree	This is an important project to improve mobility and safety and advance the region's climate and air pollution goals.	
6/15/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/15/2023	Union Station to Georgetown Streetcar Line		Disagree	Enhancing transit between Georgetown and Union station along K Street sounds great, but I question the cost of a light-rail line compared to dedicated bus lanes. A busway could be well designed and could also ideally enable express buses from I-66 to have direct access to stops in DC without a transfer, which could help to address the Rosslyn station bottleneck on Metro and could function as an Orange/Silver line express from stations like Vienna and Reston or West Falls Church into DC.	
6/17/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars are great, I love streetcars. Also this would connect me with my office and I would use it 6 times per week	
6/23/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	More bikes is critical to our transportation future.	Kevin O'Brien

6/23/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree	DC is making progress on Bike and Pedestrian issues but needs to do more.	
6/23/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	We need more public transportation in DC and I strongly support building more streetcar lines, specifically extending the H Street line via Union Station to Georgetown utilizing K Street. And please let's not wait until 2050 - how about doing this by 2030?	
6/23/2023	District-wide Bicycle and Pedestrian Management Program	News/media	Strongly agree	I strongly support streetscape improvements to Connecticut Avenue - please re-make Connecticut Avenue into a complete street with improved pedestrian crossings, bus stops and protected bike lanes so it is an Avenue for DC residents and not one designed around the needs to MD Commuters.	
6/23/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	News/media	Strongly agree	I strongly support extending the PA Ave protected bike lanes to Georgetown and by 2025 not 2030.	
6/23/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	Please include the Glen Echo Trolley Trail in your 2050 plans for a rail to trails conversion to add a multi-use trail for pedestrian and bicyclists.	
6/27/2023	District-wide Bicycle and Pedestrian Management Program	Advocacy organization	Strongly agree		
6/27/2023	South Capitol Street Trail		Strongly agree		
6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree	Please! We need more bike and ped infrastructure	

6/27/2023	Union Station to Georgetown Streetcar Line	News/media	Strongly agree	We need more miles of streetcar!!	Jason Schwartz
6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/27/2023	Benning Rd Bridges and Transportation Improvements		Strongly agree		
6/27/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree		
6/27/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Advocacy organization	Strongly agree	Protected bike lanes make conditions safer for all road users	
6/27/2023	Union Station to Georgetown Streetcar Line	Advocacy organization	Strongly agree	Streetcars are more efficient than cars, and we should be taking space from cars anyway	
6/27/2023	Florida Ave NE Streetscape	News/media	Strongly agree	Taking space from cars and giving it to bike lanes and sidewalks is good policy!	
6/27/2023	District-wide Bicycle and Pedestrian Management Program		Strongly agree		
6/30/2023	District-wide Bicycle and Pedestrian Management Program (Vision Zero high-injury network and	Friend/colleague	Agree	Cars and trucks are getting heavier either because people purchase larger ICE vehicles or because EV batteries are inherently heavy. Heavier vehicles cause more damage in accidents. So providing bikers and pedestrians super safe lanes for walking and biking (which is the essence of Vision Zero) will reduce injuries and death.	

	intersection projects)				
7/5/2023	Pennsylvania Avenue NW Protected Bicycle Lanes (Bus Priority Program improvements (multiple corridors))		Strongly agree		
7/14/2023	Benning Rd Bridges and Transportation Improvements	News/media	Strongly agree	The streetcar would be much more useful if it were longer and connected more residents.	Luke Mueller-Oden
7/14/2023	District-wide Bicycle and Pedestrian Management Program	Project webpage	Strongly agree	I would like to bike to work but it doesn't feel safe since there aren't any protected bike lanes connecting me to the office. I'm sure many others feel the same and would like to see infrastructure improvements	Luke Mueller-Oden
7/14/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Project webpage	Agree	Building protected bike lanes on the major avenues is key to connecting the city for cycling. Although I do wonder why Pennsylvania ave was chosen rather than Massachusetts ave, which could potentially be longer and connect to more existing bike infrastructure	Luke Mueller-Oden
7/14/2023	Pennsylvania Avenue SE	Project webpage	Strongly agree	This is a great project which would connect many DC neighborhoods and centers of employment by bike!	Luke Mueller-Oden
7/15/2023	Pennsylvania Avenue NW Protected Bicycle Lanes	Friend/colleague	Strongly agree	The proposed plan will improve bicycle and pedestrian infrastructure, as well as the streetscape, in an unattractive and hostile area of downtown. It will put underutilized capacity to more effective use and improve safety and the street use experience for cyclists, pedestrians, and transit users.	

Table 2. District of Columbia Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
5/2/2023	Visualize 2050 should consider the wider Streetcar plan that DC had developed and evaluate the potential costs/benefits in relation to other transit or road projects. Ideally, this could also take into account potential economic development that takes place when infrastructure is put into a fixed place, rather than a bus route that could move with relatively little notice.	Eric Englin
6/14/2023	Bus lanes on every arterial road in DC.	Karthik Balasubramanian
6/14/2023	Whatever is done to K St, it should not include bicycle lanes. What should be promoted are dedicated bus lanes, with strict enforcement, such as have be implemented in NYC on 14th St.	Suzanne Legault
6/18/2023	Bus Priority Program improvements (multiple corridors) Washington Union Station Expansion Project Vision Zero high-injury network and intersection projects, with accelerated implementation	Brian Lutenegger
6/25/2023	Washington Union Station Expansion Project	David Yaffe
6/30/2023	Vision Zero high-injury network and intersection projects, with accelerated implementation – see earlier comments re this projects included under DC bicycle and pedestrian management program	
7/14/2023	The Washington Union Station Expansion Project should be included, as should the Blue line loop metro expansion. There should also be a commitment to build protected bike lanes along every major avenue in DC, along with commensurate infrastructure connecting them at the circles where the avenues meet.	Luke Mueller-Oden

Table 3. Maryland Project Comment

	Project	How did you learn about this project?	I support this project's inclusion in Visualize 2050?	Explain why you support/do not support the project's inclusion in the Visualize 2050. You can also share other comments about the project's inclusion in the plan.	Name
3/13/2023	I-270"	Advocacy organization	Disagree	Any highway widening project 1) will induce MORE driving, not less, adding more pollution to the air, and 2) is a missed opportunity to invest in better bus rapid transit, light rail, or heavy rail. If so many people are using these highways and getting stuck in traffic it's a sign to "upgrade" to a	

				higher-capacity system like buses or rail. Please apply my comment to any and all proposed highway widening projects in Maryland.	
3/13/2023	MARC Improvements	Advocacy organization	Strongly agree	We NEED to prioritize better rail infrastructure. Electrification; greater service frequency; and better connections to other public transit systems must be top of the list and should be prioritized above ANY highway-widening projects to meet our climate goals and protect the environment for our children.	
3/17/2023	MD 28/MD 198 Corridor Study, Potomac River Bridge to Loudon County Connecting MD-28 Into Dulles, VA	Friend/colleague, Lived EXPERIENCE	Strongly agree	We badly need another Potomac River crossing connecting Montgomery County, MD and Loudon County, VA. For security, faster transport, better economics, and so much more.	Greg Visscher
3/18/2023	Op Lanes Maryland Phase 1	News/media, It impacts an organization I'm affiliated with	Strongly disagree	It will damage the environment, worsen climate change, will only benefit the wealthy and the developers, widening roads doesn't reduce traffic and the American Legion Bridge is structurally sound and just needs re-decking	Nancy Soreng
3/18/2023	Brunswick Line	Advocacy organization	Strongly agree	Expanding more frequent trains would take pressure off I 270 and be better for the environment	Nancy Soreng
3/20/2023	Montrose Parkway	Neighborhood/civic association	Neutral	The verbal description of the project and previous information I received described this as a NEW road. But the map included with the description shows just the segment crossing the railroad tracks. I SUPPORT re-routing the road above the railroad tracks. That crossing is extremely	Mary Stickles

				dangerous and I currently try to avoid it whenever possible.	
3/20/2023	Veirs Mill Bus Rapid Transit	Neighborhood/civic association	Strongly agree	More and more reliable east-west transit routes are needed in the MD DC suburbs. Bus rapid transit seems to be the quickest and most cost effective option. I also support the pedestrian and bike improvements along that route.	Mary Stickles
3/20/2023	Brunswick Line	Project webpage	Strongly agree	We need more and more dependable transit options in the MD DC suburbs. Brunswick line does not run frequently enough to be well used as it could be.	Mary Stickles
3/24/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association		I submit this article from WAPO, in case you missed it. Good points. www.washingtonpost.com washingtonpost.com Opinion Maryland residents won when a toll-lane plan failed Mar. 21st, 2023 Kudos to the people of Maryland for getting Transurban to walk away. Its expensive, lopsided project would ultimately yield little to no benefit to Marylanders. I recently moved away from Northern Virginia, where traffic is seemingly as bad as it has ever been. A thoughtful, multifaceted plan that could include toll roads would prove far superior to the Transurban profit-oriented model, and it would be much less expensive to complete through traditional governmental project financing. Tolls would be lower, and the project would not come with revenue guarantees and noncompete clauses that come with many public-private partnership contracts. Virginia is locked into decades of such restrictions with Transurban, such as not being allowed to expand Metro's Orange Line for 10 years, little say over toll prices, and not being able to improve secondary roads to ease traffic without Transurban approval, plus state revenue subsidies if HOV riders are too	Arlene Montemarano

				<p>numerous. This interferes with local governmental autonomy to provide for citizens and is contrary to the goals of an effective transportation program. I urge Marylanders to embrace this opportunity to build an effective plan for the new era. You have dodged a bullet; the real tragedy would be if Transurban returns. Robert McGary, Glen Allen, Va.</p>	
3/26/2023	Op Lanes Maryland Phase 1 (Creating more of a heat sink as the planet gets hotter.)	Advocacy organization	Strongly disagree	<p>There are a multitude of reasons to remove this project. Here is another that should be taken seriously: Heat. In addition to the well-researched fact that induced car travel offsets the temporal traffic fluidity gained after adding a new lane, there is the large amount of heat that additional pavement generates which is permanent, not temporal. That reality is explained by the fundamental thermal formula $Q = Mc\hat{T}$ where Q is the amount of heat released, M the mass (of a new lane in this case), c the specific heat of the material (concrete or asphalt in this case), and \hat{T} the temperature increase. Given the large M added with a miles-long new lane, a large amount of pavement heat (Q) will be generated when temperature increases (\hat{T}). With summers becoming hotter and hotter, there is nothing trivial about the additional heat that new pavement brings.</p>	Arlene Montemarano
4/15/2023	Op Lanes Maryland Phase 1	Multiple sources	Strongly disagree	<p>This project is deeply concerning because of the climate impact it would have. It would also likely generate additional traffic overall and on other roads that do not have capacity to support them.</p>	Kacy Kostiuk
4/15/2023	Governor Harry W. Nice/Senator	Serving on the TPB previously	Strongly disagree	<p>This project does not allow for bike lanes, which the TPB previously requested as part of the project. Although this project is now likely farther</p>	Kacy Kostiuk

	Thomas "Mac" Middleton Bridge Replacement Project			along in the process, I hope MDOT will reconsider options to support bike lanes on this project.	
4/15/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	Improved rail would be a great asset and a big improvement to allow for residents living further away from the region's center alternatives to driving	Kacy Kostiuk
4/15/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	The New Hampshire Ave BRT project would be very beneficial to numerous neighborhoods and would improve connectivity with other high occupancy transit options (especially the Purple Line and the Red Line).	Kacy Kostiuk
5/30/2023	MARC Improvements	Friend/colleague	Strongly agree	I want to more easily travel to and within Maryland by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
6/6/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	Veirs Mill is constantly crowded and jams the buses which have to share traffic with an onslaught of personal cars. A BRT system with an integrated protected bike path is necessary to improve the condition of the road between Wheaton and Rockville. Currently there is no clear or safe path for a bicyclist to take what should be a relatively easy bike ride between the two town centers, yet there is not. Plus, current bus stop along Veirs Mill are dangerous, many lack suncover or benches, and people who are not in personal vehicles are treated as second-class citizens in their own community. The status quo of unending crowded personal automobiles must change - a BRT route (or even	Adam Carlesco

				better, trolleybus or a tram) and safe protected bicycle infrastructure is needed to alleviate this congestion and poor quality of living along Veirs Mill.	
6/13/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project should be eliminated as it doesn't coincide with the climate goals for pollution. No transit is included that should be a priority and not roads. All the construction pollution is not considered at all from air to water to hazardous waste, etc.	
6/14/2023	Brunswick Line	News/media	Strongly agree	All Marc lines, including the Brunswick line should have bidirectional and weekend service. I support expanded service on this line in the 2050 vision plan	
6/14/2023	Corridor Cities Transitway (CCT)	News/media	Strongly agree	Bus connections from Montgomery county to Frederick MD need to be bidirectional and all day, including weekends. Expanded public transit to Frederick should be a part of the 2059 vision plan	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	Good BRT is important for this region- I support this project in the 2050 vision plan	
6/14/2023	MARC Improvements	News/media	Strongly agree	Marc all day, weekend, and bidirectional service on all lines is important for reducing car dependency in this region. I strongly support Marc service improvements on all lines.	
6/14/2023	MARC Run-through service to L'Enfant Plaza	News/media	Strongly agree		
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree		
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree		

6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree		
6/14/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree		
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	George Hite
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Ineffective to try to build out of congestion.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	Important improvement to reduce commuting along by auto	
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	Support TOD around BRT stations. Grade-separated intersections would undermine that possibility.	

6/14/2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree	This demand should be handled by the ICC.	
6/14/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Don't further divide White Flint area.	
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	News/media	Strongly agree	We need to move beyond excessive car use to help the environment and need improved buses for equity reasons. People should not be dependent on cars that create congestion, cause dangerous and fatal accidents, harm local air quality, worsen climate change, and are financially difficult or impossible for households.	Ethan Goffman
6/14/2023	MARC Improvements	News/media	Strongly agree	We need better train service and less car dependence to help the environment and those who cannot drive or cannot afford cars.	Ethan Goffman
6/14/2023	Brunswick Line	News/media	Strongly agree	We need greatly improved train service, not more sprawl.	Ethan Goffman
6/14/2023	Corridor Cities Transitway (CCT) (BRT network in Montgomery and Prince George's counties)	News/media	Strongly agree	We need a complete network of public transit that makes it possible for people to live conveniently without cars or for families to depend on only one car.	Ethan Goffman
6/14/2023	MARC Improvements	Advocacy organization	Agree	Encourage greater MARC usage	
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Important opportunity to improve transit and land use in the 355 corridor	
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	Need to provide better and more frequent bus service in the New Hampshire Ave corridor	
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	Dense corridor that could support higher transit usage with better service.	
6/14/2023	North Bethesda Transitway	Advocacy organization	Strongly agree	BRT is an efficient mode of transit.	

	Bus Rapid Transit (BRT) Project				
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We need to make this project a reality sooner than later. We need to reduce vehicle miles traveled, and dedicating road space to high capacity vehicles, like buses and trains, does exactly that.	Jacob Allen Barker
6/14/2023	MARC Improvements	Advocacy organization	Strongly agree	All current MARC lines need to run all day bidirectionally. We need to make more places in the state accessible to those doing the most good to combat energy, climate, and environmental crises and find ways to move people without cars around out state.	Jacob Allen Barker
6/14/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Corridor Cities Transitway (CCT)	Advocacy organization	Strongly agree	We need to continue to redistribute road space to high capacity forms of transit to make those faster, more reliable, and equitable.	Jacob Allen Barker
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The way to ease traffic in the region is through more affordable public transit, not more toll roads. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality.	Andrea Cimino
6/14/2023	Montrose Parkway	Neighborhood/civic association	Strongly disagree	I used to live near Montrose Parkway and still own a condo near it. The way to ease traffic in the White Flint area is through investing in needed local street network, protected bike lanes, and 355 BRT. I'm also concerned about this project's impact on homeowners, the environment, wildlife, and water and air quality. Some bike lanes have already been built in this area (on Nebel St) and	Andrea Cimino

				I'd love to see more, as I am a regular bike commuter.	
6/14/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	Like most Montgomery County residents, I spend a lot of time on Rt 355. I would be so much easier to travel the length of it with bus rapid transit. If you want to go from one end of Rt 355 to the other by bus, currently you have to take several buses. Metro is an option but bus is more affordable, especially during rush hour. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, and the climate, and will reduce pollution.	Andrea Cimino
6/14/2023	Veirs Mill Bus Rapid Transit	Advocacy organization		This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	This project will make it easier for me to travel by bus from the western side of the county to the eastern side. I am in favor of bus rapid transit in this area and generally throughout the county because it will help low income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	This project will give a better option to travel by bus north and south on the eastern side of the county. Bus rapid transit can help low-income people, people without cars, the environment, and the climate.	Andrea Cimino
6/14/2023	I-270 Innovative Congestion Management (Project to add toll lanes on interstates	News/media	Strongly disagree	Funding used for toll lanes to run alongside non-toll highways, is not doing anything to help reduce the carbon footprint, while only helping those who can afford to drive on toll lanes, and helping the corporate oligarchs who build them, and earn revenue from the tolls. And these toll lanes are way underutilized, making their construction a	Douglas Sedon

	270 and 495 between the American Legion Bridge and Frederick, MD)			totally wasteful use of resources and taxpayer money. Anyone who drives on the NOVA portion of the I-495 beltway that has toll roads, knows exactly what I'm talking about - even during rush hour, the toll lanes are hardly used, while the regular lanes are packed, business as usual. Funding toll lanes to run alongside non-toll highways, is robbing the lower class taxpayers to fund welfare for the rich. If taxpayer money is used to fund highway construction, it should ONLY be for HOV lanes, which will actually help reduce the carbon footprint, a dire necessity. And, it will also help ease congestion. An even better alternative is to fund mass transit lanes – either rail or bus, or both. And, HOV lanes should be segregated – The overwhelming majority of drivers on the present I-270 HOV lanes are without any passengers in their vehicles.	
6/14/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	Bus Rapid Transit on the MD 355 corridor is an important complement to the Metro Red Line, both in terms of going beyond Shady Grove but also enabling connections to and from the Metro along MD 255. Given long distance between some Red Line stations, BRT is crucial to such locations not near stations, as Montgomery College, residents near Pooks Hill, Pike & Rose, residents in Chevy Chase. The BRT should extent to terminate at a reconfigured Friendship Heights transit center, with the curb lane along Wisconsin freed up for use by the BRT.	Paul Brown
6/14/2023	Camden Line	Advocacy organization	Strongly agree	More frequent bidirectional MARC service on the Camden line (and also Brunswick line) will help transition these commuter lines into more like regular transit lines, providing real transit options that don't exist now. Ideally, both lines would be electrified to allow for EMU (electric multiple unit)	Paul Brown

				train service rather than the current loco-pulled diesel trains.	
6/14/2023	MARC Run-through service to Virginia	News/media	Strongly agree	Integrating commuter rail service to allow riders to travel to non-downtown destinations without transferring at Union station is key to making transit more competitive with the automobile. Please include this and other rail/BRT projects in the constrained visualize 2050 project list.	
6/14/2023	Brunswick Line (Direct rail service to BWI)		Strongly agree	Please provide direct rail service to BWI, which is now the last airport without rail connection to DC. This can either be MARC or metro rail extension.	
6/14/2023	Brunswick Line (Would like to see excursion trains to Harper's Ferry with ADA accessible at HF, and extend MARC to Oakland Maryland on account of ski resorts)	News/media	Strongly agree	I support the Brunswick train as!it takes cars and drivers off the road as too tolerant of aggressive drivers	Steve Warner
6/14/2023	MARC Improvements (Improving MARC service all day vh in both directions to Hagerstown, Cumberland and Oakland)	News/media	Strongly agree	I again believe rail is better than highway construction	Steve Warner

6/14/2023	MD 97 at MD 28 Interchange	News/media	Agree	Several historical buildings should not be sacrificed for stupid car traffic	Steve Warner
6/14/2023	Presidential Parkway	Advocacy organization	Strongly disagree	Multiple planning documents, combatting climate change, and building humane-focused live-able cities, all call for discouraging sprawl and auto-centric roadways. We should be promoting transit which is a mode that all can use, not just driving, which only the able-bodied who can afford cars can use. Widening and building new roadways should not be added to Visualize 2050 and replaced by public transit projects instead.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This should be removed. This plan would leave most people stuck in traffic or having to pay very high tolls. There should be constructions of alternative methods of people getting around instead (bike lanes, trams, etc).	
6/14/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Nothing should be done to I270 that will enable more vehicles. More vehicles will cause more air, noise, and water pollution in the immediate and wider areas, which will negatively impact the health of people of all ages. Traffic can be addressed by encouraging work-at-home policies, I270 lanes dedicated to public transit electric vehicles, and better public transportation throughout the area. The goal should be to have most I270 use be by public transit vehicles, service vehicles, and local cargo delivery (long distance delivery should be by train, not truck or plane), by 2050.	Roselie Bright
6/14/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Although I support renovating the bridge over the Potomac for structural integrity, I oppose all efforts to install toll lanes, add lanes, or use the public-private partnership for any part of the project. Additional vehicle capacity will only increase traffic in a few years and encourage further degradation of our air, water, and ambient	Roselie Bright

				noise, all of which will hurt the health of people who live in and travel through the area. Better ways to address congestion include work-from-home policies, one or more lanes dedicated to public transit buses, and wider, attractive, and useful public transportation. The goal for 2050 should be that most users of I495/I270 are buses, service vehicles, and local cargo trucks (long distance cargo transportation should be by rail, not trucks or planes). The P3 partnership idea should be scrapped because it put all risks of the project on taxpayers and all benefits on the private company, and locked Maryland into the deal for decades.	
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	Nic Kotschoubey
6/14/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor - the proposed \$7 Billion series of grade-separated interchanges would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops	Nic Kotschoubey
6/14/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Harms neighborhoods, parts, streams, tree cover. High tolls are regressive. We need transit-oriented development instead	
6/15/2023	MARC Run-through service to Virginia	News/media	Strongly agree	This kind of reform is the minimum requirement for bringing passenger rail service up to global standards	
6/15/2023	I-270" (MD OP Lanes Phase 1)	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most	Robin Gross

				people stuck in traffic or having to pay very high tolls	
6/15/2023	Op Lanes Maryland Phase 1	News/media	Strongly agree	The American Legion Bridge is one of the worst traffic bottlenecks in the region. The addition of Express Lanes across the bridge and I-495 will help relieve this huge bottleneck, enable fast and reliable express bus service, and HOV-3 free will incentivize people to carpool. This project has been studied extensively and is by far the best solution with tolls paying for the new capacity and providing huge opportunities for transit that currently is not viable between Maryland and Virginia. I used to live in Maryland and commute to Northern Virginia (what could be a 20-minute commute from Bethesda but traffic would regularly take 45+ minutes each way). I wound up moving to Virginia so Maryland lost my tax revenue. I cannot understand why Montgomery County leaders oppose this project. With all the job growth in Northern VA, this project will greatly improve access to jobs, take through traffic off roads like Seven Locks Road, enable new transit options, likely strengthen the economy in Bethesda/Rockville, and support equity through new transit access for those who do not have a car or cannot afford driving.	
6/15/2023	MARC Run-through service to Virginia	News/media	Agree	It would be great to have direct access by rail between Maryland and Northern Virginia, particularly with all of the new job growth in Crystal City.	
6/15/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	News/media	Agree	This project would provide important transit access between the Montgomery Mall area and the Red line on Metro, which should help enhance the vitality of the mall area and Rock Spring Park.	

6/15/2023	US 1 Corridor		Agree	Route 1 is somewhat ugly and this could be a nicer gateway to College Park.	
6/16/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly agree	I-270 ICM is very successful on lower I-270. It is urgently needed for upper 270. ICM has made a difference. Please extend its scope. Thank you.	Andrew Gallant
6/16/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I oppose tolls in this corridor. I oppose the disastrous assumptions on which OpLanes is based. The project cannot be saved. It endangers the environment and Maryland finances. Even worse, it does not solve the congestion problem. Please kill this project and look at the whole set of issues with fresh eyes. There is no silver bullet. Thank you.	Andrew Gallant
6/16/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting	
6/16/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	The stated objective of reducing congestion is totally illogical because the project requires congestion in the free lanes to induce use of the toll lanes. Even if, on average, congestion was reduced, there are no average drivers - only those who have the money to pay and those who don't. So much for equity! Ironically, Transurban used photos of the toll lanes in Virginia in their marketing materials. The photos show congestion in the free lanes and practically empty toll lanes. This is hardly evidence that the toll lanes are successful in reducing congestion. Does it also mean that the tolls are already too high? The project also would create new	

				<p>bottlenecks to promote future toll-lane expansion – specifically by extending toll lanes to the 495 Beltway from Bethesda eastward. As a long-time resident of the Indian Spring neighborhood in Silver Spring, this is the area where I am most familiar with the project’s environmental and community damage. In its path are Rock Creek, our YMCA, community association building and park, the Blair High School athletic fields, and the new wing of Holy Cross Hospital – just to name a few threatened community resources. When attempting to sell the project several years ago, the MDOT produced a map that minimized the impact on houses near the Beltway, of which there are many. The map was presented in the absence of any formal design for the construction of the project, and there is little reason to believe that the map bears any resemblance to reality. At the time, ideas being floated as ways to “minimize” the damage included building the toll lanes above the existing lanes or tunnelling. Flyway lanes in Dallas were used as an example. It is an insult to even average intelligence to suggest that options of this type would NOT cause major damage. The delays and cost overruns incurred on the Purple Line project do not inspire any confidence in the MDOT’s competence or credibility. The most recent delays reportedly result from a failure to account for necessary movement of utility lines. How is it that such an important element of the Purple Line’s construction was not recognized and accounted for at the outset?</p>	
6/18/2023	Veirs Mill Bus Rapid Transit	News/media	Strongly agree	This plan has the capability of significantly reducing car traffic along Viers Mill Road.	

6/18/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. The proponents failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	Brian Lutenegger
6/19/2023	US 29 Corridor	Advocacy organization	Strongly disagree	More investment in 29 road would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. The money should be spent upgrading the BRT.	Alex Demarais
6/19/2023	Op Lanes Maryland Phase 1		Strongly disagree	This project will be terrible for the environment, people, and traffic. It will induce demand and increase greenhouse gas emissions. It is shameful that a 1950s project like this is being entertained in the year 2023.	
6/19/2023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
6/19/2023	US 29 Corridor		Strongly disagree	This project would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. East County needs to become a network of walkable, transit-oriented communities, not a further mess of highways.	
6/19/2023	Veirs Mill Bus Rapid Transit		Strongly agree	This project is critical to serving one of the state's highest ridership bus routes.	
6/19/2023	Bus Rapid Transit: US 29 - Phase 2		Strongly agree	This project is critical to achieving success in BRT in MoCo.	
6/23/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Expanding I-495 and I-270 will private toll lanes will not address congestion but will simply shift bottlenecks to different parts of the region. It will have devastating impacts on our natural resources and communities and exacerbate air	

				and climate change pollution. Please remove this project from the long range plan.	
6/23/2023	MARC Improvements	News/media	Strongly agree	Making MARC more attractive is a massively important step towards reducing emissions from automobiles.	Thomas G Zeller
6/23/2023	I-270"	Neighborhood/civic association	Strongly disagree	commuting traffic can be met by other traffic calming measures. The environmental degradation is not worth the limited benefit.	Elliott Levine
6/23/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Montrose Rd and Parkway borders a number of communities. Traffic coming off of I270 is already driving at 60 MPH! It would be deadly for bicycle riders and pedestrians to cross the road without taking your life in your hands.	Elliott Levine
6/23/2023	Op Lanes Maryland Phase 1	Advocacy organization (News/WaPo)	Strongly disagree	For the sake of our children, grandchildren, and great grandchildren, we must move away from automotive transportation and for-profit road building.	Hal Ginsberg
6/23/2023	I-270"	Advocacy organization (Washington Post)	Strongly disagree	No more road expansion. Our focus should be on clean green energy/public transit.	Hal Ginsberg
6/24/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	I oppose this plan because it centers around building more road capacity, rather than reducing the need for driving through transit and other enhancements. More driving will quickly use up the increase road capacity and cause more air pollution and emit more greenhouse gases.	
6/24/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	a very large amount of money on a unneeded project that will cause much harm to the environment and provide little return on investment and be limited to those with the money to pay the tolls	Bob R
6/24/2023	Brunswick Line	historical knowledge of line	Strongly agree	this is actually far less than the true need. this route is a major corridor for freight and passengers have suffered from lack of service due to this overuse of this limited rail line. it desperately needs significant up grading,	Bob R

6/25/2023	MARC Improvements	News/media	Agree	marc and amtrak upgrades are both needed to improve service and reliability on the widely used railway, maglev should NOT be supported, use maglev funds for marc and amtrak	
6/25/2023	Brunswick Line	News/media	Agree	our local railways need maintenance and updates to better serve users	
6/25/2023	I-270"	News/media	Strongly disagree	i have serious environmental concerns regarding this project, we can not continue to strip our land bare of trees and plants that help protect us from the sun, retain water, and counteract global warming	
6/25/2023	MARC Improvements	News/media	Strongly agree	marc and amtrak both need maintenance and upgrades to provide more reliable and improved service on our widely used railways, maglev should NOT be funded, use maglev funds to help marc and amtrak	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association (I live next to I-170 in Rockville, MD.)	Strongly disagree	The proposed plan has too many negative impacts.	
6/25/2023	Op Lanes Maryland Phase 1	News/media		Does not stand up to scrutiny vis a vis equity, sustainability, environmental protection and environmental justice	
6/25/2023	I-270"	News/media	Strongly disagree	Environmental	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Environmental concerns are my biggest concern. More pavement is not the answer. Other major cities have found unique ways to handle traffic. The benefits are only for the toll company and the wealthy as I do not believe the tolls lanes will alleviate congestion in the free ones. Too many issues not addressed in the plan.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The Hogan administration talked about balanced transportation when transit capacity to Frederick was measured in the hundreds and highway capacity in the tens of thousands. They proposed to address this 'balance' by adding yet more	

				lanes, a 'pave the earth' approach. Not one more penny on highways until true balance is achieved.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Disagree		
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	toll lanes will only add to congestion and no one will pay the tolls	
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Research shows that any improvements in congestion from adding more lanes are temporary don't address underlying issues. The environmental implications and inequities that will be perpetuated by this project also make this project a non-starter.	
6/25/2023	I-270 Innovative Congestion Management	News/media	Strongly agree	Maryland's Legion Bridge and I270 are solvable bottlenecks if proposed expansions are approved. I live in Rockville and traveling north to Frederick is a slow and dangerous ride. Going from 6 lanes where I live down to two is just wrong for such a busy corridor. Our neighbors in VA are doing an excellent job in widening their portions of the beltway and 95. Maryland's roads are third rate. Those who complain about added pollution and environmental issues are the same folks who opposed I200 for decades. And they have been proven totally wrong as 200 is a blessing for pulling traffic off 95 and the beltway. Please start the work to widen the Legion bridge and 270 to Frederick! Thank you.	Brad Botwin
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This is a project that defies the urgent need to address climate change, water pollution, and area mobility. The current segment of the larger, super destructive and ineffective project, would result in such bottlenecks that the entire project would become inevitable. Our recent experience with COVID also indicates we need all the parks we	Anne Ambler

				can get. Aside from destroying natural areas, the project would also harm neighborhoods and leave most people stuck in traffic or having to pay very high tolls. The purpose and need statement simply defined away alternatives to roadways, yet that is how we best address our crisis: reducing the need to travel by better development patterns, and then by greatly increasing BRT and MARC service. BRT service needs to be a network, not just a couple of isolated lines.	
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree	The proposed toll lanes will only make traffic worse and will mostly benefit private contractors. Please focus instead on removing potholes and maintaining safe roads and bridges on I-270.	Mark Laubach
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	More lanes on 270 will only contribute more crowded traffic and will quickly have no use. If you build it, more cars will come. How about alternatives like high-speed buses. There are many good suggestions online from concerned citizens and organizations. See https://arstechnica.com/cars/2021/08/please-stop-adding-more-lanes-to-busy-highways-it-doesnt-help/ for one example.	
6/25/2023	Op Lanes Maryland Phase 1	News/media	Agree	Traffic relief on the Beltway and I-270 is long overdue. Transit cannot solve the problem. More lanes are needed. I am regularly caught in backups even mid-day on the Beltway. I would prefer more lanes without tolls to a toll project. Raise the gas tax to pay for the lanes.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This is a toll lanes project with a private entity: these never work out like they're supposed to. The environmental impact studies were rushed and incomplete. It is not compatible with our state's environmental goals, it will worsen our water quality while jacking up our water and sewer bills, and it may mean bulldozing my house for something I can't afford to drive on.	

6/25/2023	I-270"	Advocacy organization	Strongly disagree	Widening 270 with expensive toll lanes will not improve traffic congestion. Only the wealthy can afford the proposed tolls (with profits going to private companies) and traffic will only increase in the other lanes. The current contract must be dissolved altogether and an honest evaluation made of traffic solutions. Yes, this means starting over but the current P3 project is an abomination that cannot be fixed. It must be stopped altogether.	Linda Rosendorf
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	1) The OP lanes proposal is socially unjust, leaving those who can't afford the OP lanes in worse traffic. Traffic at OP lanes junctures with local roads would be awful. Apartment complexes and households would be closer to highway exhausts and noise. 2) The OP lanes proposal to expand the beltway and American Legion Bridge comes with huge environmental costs at the juncture in time where we absolutely need to reverse the direction of climate change. Induced demand for commuting by cars would, in any case, fill up the expanded lanes soon after the construction project was completed, and after years of construction caused traffic jams. 3) Alternative plans to P3 OP lanes proposals were not given serious, judicious, and publicly open consideration. 4) Transurban's consortium would rule the beltway and force expansion of their model for the next 50 years. Any plans that reduce their expected cash flow would have to be approved by the Consortium, and be compensated by taxpayers. The taxpayers would be footing the bills for many hidden costs to infrastructure adjustments and improvements	

				required by highway expansion. 5) Expanding the American Legion Bridge only pushes the traffic 495 bottleneck a mile further into Maryland and gives Transurban or other P3 consortium's justification to continue expansion. 6) Plummers Island nature research reserve, home to the Washington Biologists' Field Club (WBFC) for 122 years, part of the C & O Canal National Historical Park, would be devastated by the proposed expanding the American Legion Bridge. Rare plants and animals and their habitats, and WBFC long-term research projects, would be irreversibly and damaged.	
6/25/2023	Op Lanes Maryland Phase 1		Strongly disagree	Toll lanes have done exactly NOTHING to ease traffic in VA (I sit in it; I speak from experience). I object to the environmental repercussions as well.	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	A road to nowhere – not well thought out, doesn't include alternative transportation possibilities... as long as development continues at the current pace, the problems north of these toll lanes will continue, backups will continue... we need solutions that include mass transportation and cut down on economic and environmental waste. These toll lanes are a boondoggle. I voted Democratic in the recent election for MD governor to put an end to these toll lanes. The process was not fair and open. Take a serious, open and informed look.	Caol Drew
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	One car crash delays thousands of people on the beltway or 270. How freaking damaging would years of construction be? Also, i would lose or lose value in a condo i own on Azalea Dr in Rockville due to construction. And, MD cares not	Mary

				about the environment, but i know the damage would be extreme and never mitigated based on living next to the damn icc. Maryland cant take care of existing roads, dont build any more.	
6/25/2023	I-270"	Advocacy organization	Strongly disagree	Will damage my neighborhood which abuts I270 in Rockville. Installing reversible lanes would be a much cheaper and less destructive alternative. It hasn't received much study, possible because it means less money for contractors.	
6/25/2023	I-270"	Neighborhood/civic association	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
6/25/2023	I-270"	Advocacy organization	Strongly disagree	toll roads has failed in Virginia and will be terrible for the Maryland communities surrounding the highways. it will also just make traffic worse and driving more dangerous.	Kyra Freeman
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The reasons and data justifying this project are questionable.	
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	It will require large taxpayer subsidies, wasting scarce capital funding that would be better used to expand rail transit. Middle-income drivers who can't afford the tolls will subsidize the wealthy who can afford them. It will make traffic worse in Maryland by relocating the traffic jam where the toll lanes end from Maryland to Virginia. It will transfer jobs from Maryland to Virginia, because the CEO who lives in Potomac or West Bethesda will find it easier to drive to Tysons than to job centers in Maryland.	
6/25/2023	Brunswick Line	Advocacy organization	Strongly agree	This urgently needed project, as currently described, is set up to be impossible to implement. The section of third track between Silver Spring and Union Station is the most difficult to implement on the entire line, it should	

				not be in Phase 1. Rather, initial sections of third track should be located from the White Flint area westward, starting with the Barnesville Hill.	
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Widening I270 will only increase traffic, congestion, and air pollution. More should be done to improve and expand mass transit.	
6/25/2023	Corridor Cities Transitway (CCT)	Advocacy organization	Strongly agree	When Clarksburg was planned to be developed to a "corridor city," the plan counted on the CCT for speedy, climate-friendly transportation to employment centers down county. Although the routing has, last I saw, meant it was no longer speedy, it still would provide a needed transit link, perhaps more to other spots on the route than to the down county.	Anne Ambler
6/25/2023	Middlebrook Road Extended Widening	Friend/colleague	Strongly disagree	No additional roadways are needed in this area; transit options are needed. Road construction here would irreparably damage valuable wooded land and foster yet more sprawl. Visualize 2050, by its very name, should be focused on what will benefit our area in 2050, not what will make mobility and climate change worse, as well as hampering our resiliency to flooding.	Anne Ambler
6/25/2023	Montrose Parkway	News/media	Strongly disagree	What is needed in this area is BRT on Rt. 355 and on Randolph/Montrose, NOT an extension of Montrose Pkwy.	Anne Ambler
6/25/2023	MARC Improvements	Advocacy organization	Strongly agree	Making MARC work for more commuters is a no-brainer, given the current climate crisis. This should be a priority.	Anne Ambler
6/25/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT on Rt. 355 is a vital part of a BRT network.	Anne Ambler
6/25/2023	MD 650 New Hampshire Avenue BRT	Advocacy organization	Strongly agree	This is an important part of a BRT network.	Anne Ambler
6/25/2023	Randolph Road Corridor Bus Rapid	Advocacy organization	Strongly agree	Important part of a BRT network.	Anne Ambler

	Transit (BRT) Project				
6/25/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	Vital link in a BRT network.	Anne Ambler
6/25/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Economically stupid. Environmentally devastating. *Encourages* congestion. Ignores overwhelming, long-term opposition and tries to bury legitimate scientific evidence.	EM Ryan
6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	There are numerous downsides. The only people who would benefit are those wealthy enough to pay the proposed tolls. Everyone else would be stuck in even worse traffic congestion. The HOT/Lexus lanes are un-American. Our PUBLIC highways should be open to ALL motorists, 24/7, and financed with motor fuel taxes – as we've done for decades. HOT/Lexus lanes would only divide our society even further. They are dead wrong and the plan should be terminated with prejudice.	Sherman Johnson
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Research shows that expanding highways does not solve the congestion problem in the long run. We need to use that money to invest in public transportation and safe bike and pedestrian lanes.	Shilpa Shenvi
6/25/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project is inequitable, environmentally destructive, unsupported by reliable data, and guaranteed to make congestion worse than it is now for the majority of drivers.	Jennifer Whalen
6/25/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Would be detrimental to the environment and communities. Would only make the traffic worse.	Kathleen Pirolo

6/25/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The environmental and community impacts have not been fully assessed. Toll lanes have been demonstrated to create more congestion. No one will pay the outrageously high fees to use toll lanes.	
6/25/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Terrible for the environment. Will not relieve congestion.	Mary Anne Hess
6/26/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	As a long-term aid to reduce traffic congestion, I would prefer a train system (extending the Metro) as occurs in the NY City area. Widening highways is a temporary, highly expensive fix. Widening 270 and the Beltway would cause much environmental harm in an already overstressed, too polluted part of the U.S.	Edward M. Barrows
6/26/2023	I-270"	Advocacy organization	Strongly disagree	The case for toll lanes provides neither compelling data nor argument for how the approach provides long-term, sustainable traffic relief. Costs, financial and environmental, are long-term. Benefits do not appear to be.	
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It's going to hurt the environment, the people that live around it and it's not going to help traffic. It's only going to cause more cars fit on the road and sit in traffic.	
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It is beyond belief that this project is moving forward when it has never had independent financial and legal review, the Capital Beltway Accord has not been released; and key traffic modeling, pollution data, and mitigation plans are missing. This is going to get bogged down and waste time that is better spent on real issues affecting people. And there are better ways to deal with congestion.	
6/26/2023	Corridor Cities Transitway (CCT)	I've been active with organizations, civic assoc, and gov't for decades	Strongly agree	This is a key component to reducing vehicle congestion north-south and has been delayed way too long. Before any proposals are examined for I-270, the CCT mitigating effects should be	

				included in those studies. Without giving the public aggressive rapid transit options, all other congestion relief will fail. There is a great need to connect these points with CCT BRT.	
6/26/2023	I-270 Innovative Congestion Management (I-270 projects)		Strongly disagree	The P3 project, as pursued by Gov. Hogan, was ill conceived and poorly studied. Adding lanes to I-270 will not reduce congestion, as numerous studies have shown, but will cause great harm, siphoning needed funds from more effective projects. Please go back to the drawing board and work with transit-oriented and environmental organizations to come up with an appropriate rebuild for the American Legion Bridge and transit solutions for upcounty.	
6/26/2023	MARC Improvements (Including MARC run-through to VA & L'Enfant Plaza)	Long-time activism on transit issues as citizen	Strongly agree	Reliable, safe, and frequent MARC service is key to removing single car vehicles from our road grid. It has proven to be effective when it can be counted on by commuters.	
6/26/2023	MD 355 Bus Rapid Transit	Gov't presentations and North Bethesda planning	Strongly agree	BRT on Rt. 355 is a critical element to creating a "boulevard" in North Bethesda. As the number of residential units increase along this corridor, supplementing the Red Line by having dedicated bus lanes will allow residents to move easily up and down the Pike without using their cars as frequently. BRT must include dedicated bus lanes to work.	
6/26/2023	Montrose Parkway	Long-time activist in North Bethesda	Strongly disagree	This is a dinosaur remnant of a failed policy to run highway-style roadway through an urbanizing area. It is environmentally unsound and totally unnecessary. The only worthy project is to separate the grade at the CSX tracks, and there are several better proposals to accomplish that goal. Redesign the project to grade separate the tracks on Randolph Road, and leave it there.	

6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Disagree		
6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This is an ill-conceived project that poses great threats to our watershed, historic places, and taxpayers. Aside from the project's flawed environmental review, it will not relieve congestion and only serves those who can afford tolls. It does nothing to reduce the ever-increasing amount of dangerous interstate truck traffic from the unexpanded "free" lanes. Additionally, a P3 financing model for a massive infrastructure project like this will not work as intended (except to benefit foreign owners and their investors) and essentially hands over defense critical infrastructure to foreign ownership. This is not a forward-thinking "2050" transportation project. It is a 20th century solution that doubles down on the ills and injustices of the original Interstate Highway construction.	
6/26/2023	I-270"		Strongly disagree	Do not widen 270. It will only make traffic worse and cost the common man more money to get around.	
6/26/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	The toll lanes are inequitable and will cause more congestion. I was around and commute from Montgomery county to Tysons corner and the toll lanes have made it worse for 99% of all commuters. The tolls are too high and very few people use them. Which makes more traffic on fewer nontoll lanes worse.	Phyllis Epstein
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		Dr. Donna Hoffmeister
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This project does not mitigate/solve traffic for drivers in general purpose lanes. Rather it increases traffic for all except for people in the	

				LUXURY LANES. And its irreversible harm to our health and planet is appalling.	
6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Plans to expand I-270 would lead to major increases in vehicle traffic and environmental pollution, rather than alleviating traffic congestion.	Jeanne Anastasi
6/26/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I am Kevin Thatcher Gerike, and I live on Lawndale Ct in Silver Spring, Maryland. I live in the Indian Springs Neighborhood, which is in danger of becoming more polluted, louder, and destroyed with the proposed widening of the Capital Beltway. With an increase in the road width and additions of toll lanes, the project will devastate our community and other communities near the Beltway. We will lose our neighborhood park and YMCA. There will be more noise from construction and increased traffic on the road. The value, safety, and security of our homes will be ruined. The project will NOT reduce traffic congestion, but the construction and increase in traffic WILL pollute our air and increase the noise in the neighborhood. In addition, the project is horrendous for the environment and will wreak havoc on local ecosystems that are already disjointed and polluted from the existing Beltway. My husband (LaDereke Grant) and I oppose this project and urge you to reject any version of the project in favor of better, smarter choices. We advocate for light rail built on the entire Capital Beltway loop to reduce traffic and the addition of Bus Rapid Transit. We need to advocate for smarter, safer, more sustainable modifications of the Beltway and implement good, frequent public transit options throughout the county to reduce the traffic not only on the Beltway but other roads such as Colesville and University. In this day and age, we must advocate for traffic-reducing	

				measures and advocate for more public transit options that also include more bike lanes. Very Respectfully, Kevin Gerike and LaDereke Grant Lawndale Ct, Silver Spring, MD	
6/26/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/26/2023	Op Lanes Maryland Phase 1		Strongly disagree	The Op Lanes won't resolve congestion. In fact, the Maryland-National Capital Park and Planning Commission found that it would only move the bottlenecks from McLean, creating severe congestion on I-270 North, the Inner Loop of the Beltway on the top side of the Beltway and the Inner Loop in Prince George's County. MDOT should cancel the project and study alternatives to HOT lanes.	Barbara Coufal
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	There are effective and more environmentally responsible ways to deal with traffic such as transit, incentivizing telework and better land use planning.	Nancy Soreng
6/26/2023	Op Lanes Maryland Phase 1	Project webpage	Strongly disagree	This P3 project has been a disastrous boondoggle since its inception. It would enrich private companies while harming the environment. With tolls up to \$50, it would be very inequitable, favoring the wealthy and making traffic far worse for the overwhelming majority of drivers. IMPORTANTLY, THIS PLAN WILL NOT IMPROVE TRAFFIC CONGESTION. The current project must be thrown out and a carefully thought out plan for traffic management be considered. This horrible project has already cost Maryland taxpayers a huge amount of money and continues to do so. STOP THIS NOW!!!	Linda Rosendorf
6/26/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		

6/26/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Adding express toll lanes to 270 would be extremely destructive. It would harm neighborhoods, damage the watershed, and reduce tree cover that is so essential for wildlife. As experience in other cities has shown, widening highways actually increase the amount of traffic rather than decrease it, as people fill in the extra space. This would be contrary to our climate change goals in Montgomery County and undermine transit projects that are in the works. In addition, the planners failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	Shannon Shea
6/26/2023	Montrose Parkway	Advocacy organization	Strongly disagree	Expanding this road further would further divide the White Flint area, which is already splintered (which reduces a good sense of place) and difficult to get around without a car. It would be the opposite of our commitments to reduce greenhouse gases and expand walking and biking. Instead, we should invest in the local street network, transit (especially BRT), and protected bike lanes.	Shannon Shea
6/26/2023	MARC Improvements	Advocacy organization	Strongly agree	I strongly support improvements and expansion to MARC service, particularly adding service on weekends and having it go both ways during the morning and evening to expand access. Improving and expanding the service would enable more sustainable travel between Frederick County, Montgomery County, and Washington D.C. It could reduce car traffic as well.	Shannon Shea
6/26/2023	MD 355 Bus Rapid Transit	Neighborhood/civic association	Strongly agree	Bus Rapid Transit can be a backbone of a sustainable transportation system, especially when combined with Metro, MARC, protected bike lanes, and excellent sidewalks. BRT should be	Shannon Shea

				prioritized on 355 to reduce traffic and ensure buses do not get stuck in traffic. This project would reduce our greenhouse gas emissions, local smog-causing pollution, and reduce the need for residents to rely on driving.	
6/27/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/27/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I believe this is a project destructive to the environment and neighborhoods and an ineffective way to address traffic congestion	
6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	My neighborhood will suffer tremendously. Will have negative environmental impact. Won't fix the problem	
6/27/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	I strongly oppose widening I-270 and I-495, and any project that proposes to widen these and other freeways should not be included in Visualize 2050. Our goal, related to transportation, should be to efficiently and sustainably provide mobility in a manner that reduces greenhouse gas emissions, promotes compact development patterns, and ensures equitable access to transportation options. Widening a freeway is antithetical to all of these aims, and prioritizes motor vehicle throughput at the expense of other investments that could meaningfully move the needle on climate change, sustainable growth, and equity. I-270 and I-495 should instead have a form of congestion pricing (without widening) that manages access, with revenue going directly to investments in regional bus rapid transit, improved bus and metro service, improved MARC service to convert it to a true regional provider with all day operations and through-running to VA, and pedestrian and bicycle infrastructure for last mile connections to transit stops. It is absolutely unacceptable that today -- with everything we	

				know about the mistakes of the past and their harmful impact on our communities and the climate -- we are still considering freeway widening projects. More lanes have never, and will never, solve a problem of vehicle congestion in a large metro area, since freeways and widening projects induce more driving and unsustainable growth patterns. It is beyond time to move on from this terrible legacy. Please remove this project from the LRTP.	
6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	As seen with the I-66 expansion, the project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	Jacob Goldberg
6/27/2023	MARC Improvements	Neighborhood/civic association	Strongly agree	Improved public transportation does much more to assist sustainable growth in the region	Jacob Goldberg
6/27/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Neighborhood/civic association	Strongly agree	Support public transit and more sustainable growth in this area	Jacob Goldberg
6/27/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Neighborhood/civic association	Strongly agree	Promote sustainable growth in this region	Jacob Goldberg
6/27/2023	MARC Improvements	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young

6/27/2023	MARC Run-through service to L'Enfant Plaza	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Camden Line	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Brunswick Line	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	MARC Run-through service to L'Enfant Plaza	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	MARC Run-through service to Virginia	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Corridor Cities Transitway (CCT)	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Veirs Mill Bus Rapid Transit	Project webpage	Strongly agree	I believe that mass transit is the best way to solve the traffic congestion problem and that this project will help Maryland accomplish this	William Young
6/27/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	It will create more congestion and pollution. Will not work as someone aspects Public transportation is solution	
6/27/2023	I-270 Innovative	Neighborhood/civic association	Strongly disagree	Lack of environmental study, would only benefit those who can afford the toll lanes and I already	

	Congestion Management			cannot use my balcony facing #495 and I-270 due to exhaust fumes and pollution.	
6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	<p>I support the no build plan for Op Lanes Maryland. The expensive toll lanes will only serve the wealthy and the occasional emergency use. On 270 north, traffic will buckle and slow on the free lanes before and after termination of the toll lanes at RT 370 and accidents will occur as cars merge. Induced demand will cause more to drive rather than riding MARC and Metro, a much more equitable option for all populations. Within a short interval traffic will rebound negating the small benefits provided by widening the interstate. Congestion has already decreased with the advent of at least part time telework and rush hour is less predictable as work schedules have changed. Highway expansion will increase air pollution, storm runoff, and greenhouse gas emissions that enhance climate change. The solution is prioritizing funding for transit and increasing safe access, availability, and reliability for riders. Climate change incurs reducing car travel and increasing provisions for bicyclists and pedestrians in urban settings that provide shopping, entertainment, and housing near employment or close to transit. Expanding highways induces sprawl which is not the vision for the future. Often it most impacts lower income neighborhoods that don't benefit from the more roads and many do not own cars. The goal of the future urban center is to provide safe provisions for walking and biking and reduce vehicle traffic and provide spaces where cars are not permitted. European countries have already adopted this theme and brag about high speed trains providing travel between nations. Goal is to reduce funding for new and expanded highways and prioritize</p>	Gail Landy

				repair and funding for transit. No other option exists for reducing the possibility of catastrophic climate change and cities will better serve people with this transition.	
6/27/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	I can't believe this project is still on the list of greenlighted projects! I reviewed the environmental impact study, which was seriously flawed because it did not consider the project's potential impact on climate change. Building HOV lanes for 495 would negatively affect communities along the highway without providing ANY benefit to those communities. Better regional transit needs to be built to get commuters off the road. Then the existing lanes should be sufficient for long-distance travelers. Many studies have shown that increasing road capacity only increases the traffic and urban sprawl.	
6/27/2023	MARC Run-through service to Virginia	News/media	Strongly agree	Just a great idea to have more broadly linked regional rail	
6/27/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Jesus Christ stop wasting money on stupid highways, they're a money sink, terrible for the environment, inefficient, and deadly.	
6/27/2023	I-270 Innovative Congestion Management	News/media	Strongly disagree	Jesus Christ stop wasting money on stupid highways, they're a money sink, terrible for the environment, inefficient, and deadly	
6/27/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This plan is a terrible idea	
6/27/2023	I-270"	News/media	Strongly disagree	Widening/expanding this freeway is a terrible idea.	

6/27/2023	Op Lanes Maryland Phase 1	News/media	Neutral	Just toll all the lanes. You don't need to put down new pavement. Start charging 10 cents a mile and see how many giant SUVs with one person in them keep clogging up the highways.	Daniel Stephen Marcin
6/27/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Other lanes wouldn't be needed if mass transit stepped up. Rail, bus.	
6/27/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Project webpage	Neutral	Must have RideOn #30 bus restored to make it feasible for Pooks Hill Road residents. 40 minutes between buses is too long.	
6/27/2023	MD 355 Bus Rapid Transit	Advocacy organization	Neutral	Must have pre-pandemic routes for RideOn Bus 30 restored so buses run no longer than 30 minutes apart. 20 would be much better.	
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Climate Change concerns require forward-thinking solutions that limit the use of fossil fuels. This irresponsible project will ENCOURAGE more fossil fuel use in a highly inequitable way. Money and legislation should be directed at discouraging vehicle traffic and encouraging public transportation and telecommuting, not supporting the use of fossil fuels.	Christy Bumanis
6/28/2023	MARC Improvements	News/media	Strongly agree	It is one area that already has an infrastructure. It should just be improved and the frequency of service must be improved.	John Fay
6/28/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	News/media	Strongly agree	If any major roadway should be included, Randolph Rd. tops the list. Running from the edge of Prince Georges County to White Flint, it carries a huge number of cars, trucks and buses, especially during rush hours. Let's have a break.	John Fay
6/28/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This plan is an environmental disaster and contrary to slowing climate change. Better solutions must be found than encouraging more cars and driving.	Alison Bennett

6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project would be ineffective as if would create new traffic bottlenecks and encourage more highway usage thereby continue congestion, damage numerous parks, trees and, streams, generate unacceptable levels of climate-damaging greenhouse gas emissions, create air pollution which would cause heart disease, various cancers, various respiratory deseases and premature death, and not be equitable as the toll lanes would be too expensive for most drivers and the project was chosen instead of more transit which would serve more people, even those without cars.	Brian Ditzler
6/28/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly agree	BRT on US 29 would get more people out of their cars which would lessen traffic congestion, climate-damaging greenhouse gas emission and health-damaging air pollution. It would help business development along the US 29 corridor and in Silver Spring.	Brian Ditzler
6/28/2023	MARC Improvements	News/media	Strongly agree	MARC improvements would get more people out of their cars which would lessen traffic congestion in I-270, reduce climate-damaging greenhouse gas emissions and health-damaging air pollution, and ease commuting worries of many local residents.	Brian Ditzler
6/28/2023	MD 355 Bus Rapid Transit	News/media	Strongly agree	BRT on 355 would get more people out of their cars which would reduce congestion in I-270 and Rockville Pike, reduce greenhouse gas emissions and lessen health-damaging air pollution. It also would be good for businesses long MD 355.	Brian Ditzler
6/28/2023	MD 650 New Hampshire Avenue BRT	Neighborhood/civic association	Strongly agree	BRT on MD 650 would get more people out of their cars, and thereby reduce traffic congestion, reduce greenhouse gas emissions and reduce health-damaging air pollution. It also would be god for businesses along New Hampshire Avenue and adjacent areas.	Brian Ditzler

6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Not only will this project have a substantial negative impact on our community but it won't solve the problem of traffic congestion. The TPB needs to consider a comprehensive approach that makes other modes of transportation more accessible, affordable, reliable and viable as alternatives to travel in private vehicles. Other alternatives are the creation of employment centers around major transit hubs, along with close-in affordable housing for our public work force to ensure that they can live near their jobs rather than miles away in transit deserts. Telework and staggered work schedules are also better options than adding lanes to a roadway that is already wider than the New Jersey Turnpike. Creating demand pricing toll lanes while reducing the number of lanes available to the general public is inequitable and rewards those of higher incomes. Moreover, the EIS was severely flawed and did not study other viable alternatives to building more lanes. It is addressing a 21st century issue with a 1950s solution. We can do better than this.	
6/28/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting. Please remove this project.	Steve Wardell
6/28/2023	Op Lanes Maryland Phase 1	News/media (I first found out about it from Gov. Hogan's Sept. 2017 public	Strongly disagree	As I wrote above, years of study have found that the Op lanes will make congestion worse, be terrible for the environment which we all depend on, be grossly inequitable for many reasons, and	Sally Stolz

		<p>announcement. I've been studying it and vigorously opposing it for over five years. MDOT's own materials say the HOT lanes' financial viability depends on the operational failure of the regular lanes. And their own travel time tables show drivers in the general lanes are in most cases no better off or worse off if the Op Lanes are built. In addition, the environmental effects are calamitous, the inequity of a road that provides a slower and less safe trip for poor people, the huge financial risk (look at the Purple Line P3) and the enormous public opposition should all make removing the Op Lanes from the list of approved</p>		<p>is opposed by most Montgomery County elected officials and general public. Montgomery County will be impacted by this ruinous project more than any other. In general terms, anyone who has actually studied this project opposes it unless they are contractors who will make money building it. The minority of the public who supports it have been given the misinformation that it would shorten their commute. It will actually make it worse, unless they can pay \$50/day on a regular basis. That is what a person would need to budget if they planned to use the HOT Lanes for commuting on a daily basis, from Gaithersburg to Tysons, Va. Needless to say, after the many years of construction when EVERYONE would suffer, this project would benefit only a tiny number of very wealthy people. In a cost/benefit analysis it is a total failure. Please remove the Op Lanes project!</p>	
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		projects compelling)			
6/28/2023	Governor Harry W. Nice/Senator Thomas "Mac" Middleton Bridge Replacement Project (Advocacy organization	Strongly agree	I support improving transit by including rail on this bridge. With rail on this bridge we can make the regional transit system for efficient and effective. To get cars off the road, we much have an efficient, economical, and reliable transit system.	Sally Stolz
6/28/2023	Brunswick Line	Advocacy organization	Strongly agree	We need to increase service on the Brunswick line to give more people the option of commuting by transit. Ideally the Brunswick line would run all the same hours as the metro, including nights and weekends. These trains are already providing efficient, reliable and cost-effective travel, and they are heavily used. They are keeping many cars off I-270 and the beltway. If we increase their service times, we will reduce the number of cars on I-270 and I-495. This will improve congestion, whereas the Op Lanes project will just make congestion worse.	Sally Stolz
6/28/2023	MARC Improvements	Advocacy organization	Strongly agree	In the "Brunswick Line" section I wrote a lot, so I will summarize. Better transit options WILL result in getting more cars off the road. Ultimately that is the only way our transportation options can keep up with population growth here. When you widen a road, drivers will come! The road will quickly be congested again. If you provide efficient, reliable, economical transit, you'll have a system capable of handling regional growth. It is a big investment, but will pay for itself by ACTUALLY reducing road congestion and reducing our collective carbon footprint! And it benefits EVERYONE. Drivers find less cars on the road and transit riders find more convenience and options. We can do this!	Sally Stolz

6/29/2023	Op Lanes Maryland Phase 1 (I assume the above title refers to the plan to add yet more lanes to the Beltway in Montgomery and PG counties)	News/media	Strongly disagree	<p>Where to begin... "induced demand" probably sums it up best. Visit the Katy Freeway in Houston, or look what happened when lanes were added to 270 back in the day. How long did it take for traffic to build back up again? Not long. The way to get people out of private cars clogging our roads and into public transit (thereby shoring up WMATA) is to disincentivize using private cars - but this project will do the exact opposite! By the way, have you heard about climate change? Paving impermeable surfaces where we now have acres of CO2-absorbing parkland seem a good idea to you? Have you even re-evaluated the need at all, in light of post-pandemic hybrid work models (is anyone back in office M-F 9-5)? Please stop talking about "soul crushing traffic" and do something about "climate- and green space-crushing traffic" by shifting Eisenhower-era thinking into the 21st century. Incentivize telework (employer subsidies?); invest in increasing MARC and WMATA and decent bus service; reversible lanes; etc. There are a dozen things at least that could be done here apart from ripping out parkland and creating Lexus lanes. And finally - I'd bet serious money (which I don't have a lot of) that in the end the Maryland taxpayer will end up footing the bill for these lanes. I'm sure the contractor, should one appear, would include provisions buried in the fine print on page 63 sticking us with the bill under this, that, and the other condition. They have the dosh to hire top lawyers in the private sector who'll run rings around our state attorneys. No thank you!</p>	Nan Wellins
6/29/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	<p>This project, as currently configured, will ultimately do more damage than it will provide substantial and lasting benefit. The damage includes localized destruction of numerous</p>	

				environmental, historic, and community resources. It will also produce negative instead of positive impacts on regional traffic conditions by perpetuating traffic patterns and even worsening congestion for most travelers who cannot afford or do don't wish to pay what could be high fees for highway usage. A slightly (one lane in each direction) reconfigured American Legion Bridge deck, and similarly reconfigured existing I-270/495 could, on the other hand, include a reversible lane in each direction for rush hours that would provide congestion relief without extensive additional land required. Additional transit and transit-oriented development on the eastern side of the beltway would also improve conditions over time.	
6/29/2023	MD 28/MD 198 Corridor Study	News/media (COG information)	Strongly disagree	When the ICC was proposed and built, MDOT and political supporters said that the ICC would obviate any need for work on this other corridor. A "Study" usually indicates only the first step toward recommending expansion projects, which are not necessary.	
6/29/2023	US 15 Corridor	News/media	Strongly disagree	While there is occasional rush hour congestion from the Route 40 to the Motter Avenue interchanges (and vice versa), the rest of US 15 is almost always free-flowing. Conditions do not justify a widening project in this corridor. In the short stretch mentioned above, widening would have substantial adverse effects on neighboring property, a cost too high to bear for the modest and necessarily temporary relief it might provide.	
6/29/2023	Montrose Parkway	News/media	Strongly disagree	Any further expansion of Montrose Parkway is unjustified by the minimal benefits it might provide. Widening would serve to further separate neighborhoods and daily activities, and would make attempts at pedestrianizing these areas dangerous and futile. Instead, added	

				funding for those and related area fixes, such as embracing BRT, would provide for a higher local quality of life.	
6/29/2023	US 29 Corridor	News/media	Strongly disagree	10-15 years ago, the 29 corridor underwent grade separation in several locations. The ICC's interchange and Briggs-Chaney Road complexities are already a fact. Constructing additional grade separations would make recent transit improvements less useful and would preempt new neighborhood and neighborhood access around BRT stations on 29.	
6/29/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	Brendan Wray
6/29/2023	Addison Road I	Advocacy organization	Disagree	This project would expand already wide and unsafe roads, making safe pedestrian and bike access to Blue Line stations even harder and undermining efforts to create walkable neighborhoods near transit.	Brendan Wray
6/29/2023	I-95/I-495 at Greenbelt Metro Station Interchange Construction (I-495/Medical Center interchange)	Project webpage	Strongly disagree	The I-495/Medical Center project would modify the current safest bike/walk route in a 10-mile stretch to cross I-495 and undermine efforts to foster a safe, local street grid that allows walking, biking and transit access in the Largo Town Center neighborhood.	Brendan Wray
6/29/2023	Addison Road I (Maglev)	Advocacy organization	Strongly disagree	Oppose maglev projects on the basis of cost and effectiveness - can make a greater difference with other targeted projects already in the plan.	Brendan Wray

6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (advocacy groups, Sierra Club & it's in the news)	Strongly disagree	I oppose this project and think it should be removed. Equity issue – Toll lanes benefit only those with incomes high enough to pay the *expensive* rates. Traffic flow – great for the people in toll lanes, but 90% of the cars/trucks will be pressed into the remaining lanes. Climate – this project promotes our reliance on cars. Given the increasing forest fires, floods, drought, and heat waves, we need to promote better & more frequent transit (MARC Brunswick line parallels much of I270) and encourage people to use cars less frequently.	
6/30/2023	US 29 Corridor	Advocacy organization (and I live near Rt 29)	Disagree	I strongly **support** US 29 FLASH BRT improvements, However, I disagree with the \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops	Tina Slater
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (advocacy groups, Sierra Club, newspapers)	Strongly disagree	EQUITY – toll lanes accessible only to those with more money; all other cars/trucks will be pressed into existing lanes. NEED to PROMOTE TRANSIT - - MARC Brunswick Line parallels much of the route and takes people from Frederick to DC (and from there to NoVa); we should invest the \$\$\$\$ in MARC and Express Buses. CLIMATE – drought, forest fires, record heat waves – we canNOT keep accommodating SOVs. Govt should be promoting mass transit over cars. We can no longer deny that Climate Change is upon us.	Tina Slater
6/30/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly agree	US 29 is crowded during rush hour. BRT in *dedicated lanes* in the median will make FLASH a TRUE BRT. THE FLASH bus will travel quickly, bypassing cars stuck in traffic. Let's *reward* people who use transit, helping the climate, and reducing the number of vehicles on the road.	Tina Slater

6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	Instead of MD investing \$\$\$ in I-270 Op Lanes, let's invest in MARC expansion — adding third tracks in key locations to reduce conflicts between passenger and freight trains. Note that MARC Brunswick Line parallels I-270 for much of the way.	Tina Slater
6/30/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	This BRT would connect Bethesda to Rockville and to places North. Rockville is the hub of County Gov't and also a campus of Montgomery College. Connecting people from South MoCo to Activity Centers North of Rockville will be a bonus for people currently taking transit. It also would be a fast/convenient way for current drivers to get around the county and leave their cars at home. Do it for EQUITY, do it for the CLIMATE.	Tina Slater
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association (and Advocacy organization, news/media)	Strongly disagree	It is a proven fact that increasing lanes does NOT reduce congestion. The very plan of creating a 'faster route' through traffic congestion accessible to rich people, while the poor folk sit in traffic is undemocratic and elitist. The environmental damage of such a project is completely underestimated. One need only look at the devastation in Virginia on the other side of the American Legion Bridge to see it. The atmosphere is heating up and replacing forests and shrubs with blacktop is an insane idea. We're not in as much trouble as other states yet - but projects like this assure that we will be. There must be a solution to the terrible traffic congestion - I agree completely. We MUST give people an alternative to driving! An efficient public transit system must be top priority. Every rider on BRT is not driving a car. Existing rail must be upgraded and increased in capacity. New rail alternatives, perhaps a monorail as proposed on 270, would be reasonable. No more blacktop! It's not a viable solution. And it will damage much more than just	Patty McGrath

				adjacent homeowners' property. Stop this insane project now.	
6/30/2023	Bus Rapid Transit: US 29 - Phase 2	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	US 29 Corridor	Advocacy organization	Strongly disagree	US 29 Corridor – proposes \$7 Billion series of grade-separated interchanges that would undermine efforts to create walkable neighborhood hubs around FLASH bus rapid transit stops. Environmental and human livability must be prioritized.	Patty McGrath
6/30/2023	Randolph Road Corridor Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree	We must provide workers with affordable and efficient alternatives to driving to work! I have visited Rome, Italy, where family lives. I have never needed a car! Bus service is extremely affordable, time efficient and located 'everywhere'. We can do that.	Patty McGrath
6/30/2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree	This would M-83 expansion project pushing reliance on auto traffic instead of prioritizing public transit. We MUST provide realistic alternatives to workers via PUBLIC TRANSIT. Blacktop is NOT the answer. M-83 was deeply opposed by residents who were assured it would NOT be extended. The environmental consequences of blacktop highways in place of forest buffers are damaging our air and water.	Patty McGrath

6/30/2023	MD 28/MD 198 Corridor Study	Advocacy organization	Strongly disagree	MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built. Upcounty residents must be given public transportation alternatives to driving!	Patty McGrath
6/30/2023	Montrose Parkway	Advocacy organization	Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	Patty McGrath
6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	In MARC we have the infrastructure to revolutionize how people commute to MD, DC and Virginia! Let's invest in the upgrades and get on with adding more capacity to make it a realistic alternative to driving!	Patty McGrath
6/30/2023	MARC Run-through service to L'Enfant Plaza	Advocacy organization	Strongly agree	Here we have a realistic alternative for upcounty residents to reach DC without lengthy transfers - which cause so many to DRIVE instead of using public transit. We need public transit to be RAPID. This proposal could get us there.	Patty McGrath
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		Molly Hauck
6/30/2023	Op Lanes Maryland Phase 1		Strongly disagree		Molly Hauck
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Proposed toll lanes on American Legion Bridge, Beltway and I-270 will just increase car/truck traffic in long run and are not well designed. Any redesign of the bridge should include space for Metro (even if installed later) between Bethesda and Tysons Corner (at least) as well as for BRT and biking. We need more public transit, not more road lanes to reduce congestion long term.	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	No More Roads --> move to public transportation and other non-fossil fuel modes of movement	rg
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	I think we should be spending our time, effort and money and projects that explicitly decrease	

				greenhouse gas emissions, like mass transit, projects that support walking and biking, etc.	
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Expansion of the highway is directly in conflict with our need to cut greenhouse gases and other pollutants and there are far better, more efficient, and healthful ways to provide transportation support	
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	As a concerned resident, I strongly oppose the expansion of 270. It is disheartening to witness our region's road building efforts fail to alleviate traffic congestion. Instead of finding effective solutions, these expansions only contribute to the problem by encouraging more spread-out development, leading to increased driving and traffic.	Lisa Clemans-Cope
6/30/2023	I-270 Innovative Congestion Management	Advocacy organization	Strongly disagree	The expansion of I-270 to carry more cars, and utilizing expensive tolls to maintain it, is counterproductive to efforts to reduce use of cars, reduce GHGe by cars, and develop effective mass transit alternatives to result in a more sustainable transportation system.	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	It has serious environmental failings & would disturb important historical sites. The study on it failed to include a reasonable alternative which would have significant transit portions as well as some road improvement.	
6/30/2023	Op Lanes Maryland Phase 1		Strongly disagree		
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	The climate impact of expanding roads and adding toll lanes to I270 is too high and unethical. It is antithetical to smartgrowth and should be abandoned as transportation solution.	
6/30/2023	Presidential Parkway	News/media	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high	Frances Stewart

				tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs	
6/30/2023	MARC Improvements	Advocacy organization	Strongly agree	MARC has the potential to significantly improve transportation and decrease emissions in many areas of Maryland, but it's schedule is too limited and it has been plagued with problems.	Frances Stewart
6/30/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	MD 355 is an important route in Montgomery County, and it has terrible traffic. Bus Rapid Transit is a way to quickly and affordably decrease traffic and emissions and to improve access to transit.	Frances Stewart
6/30/2023	North Bethesda Transitway Bus Rapid Transit (BRT) Project	Advocacy organization	Strongly agree	This project would decrease traffic and pollution in a heavily traveled area and would improve transit access.	Frances Stewart
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Widening 270 won't solve our traffic woes and is about the worst possible choice for the climate. Toll lanes will only add to economic inequity. We need climate-friendly mass transit solutions	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	We do not need to add more lanes. We need to get people out of their cars and drastically reduce VMT in order to reach our climate goals. Please invest in public transit instead of highway expansion.	Philip Bogdonoff
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague (Also from neighborhood and civic organizations)	Disagree	This project concentrates on building roads and unaffordable toll roads which will only increase traffic, not solve congestion, and its overall approach does not promote transit which is the transport mode that will not only address congestion but be environmentally progressive. The project is very destructive of environmental features in Montgomery County and is a 'taking' of too many homes and civic structures.	Elaine Emling

6/30/2023	I-270"	Advocacy organization	Strongly disagree	Toll lanes do not solve traffic problems. We need better transit in order to solve help with congestion and traffic flow.	Bonny Eisenbise
6/30/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Rapid transit and monorail on 270, reverse lanes, anything but what is proposed. I strongly oppose this project and want its removal from the 2050 Plan. it should not be included in visualizing 2050. why is it that the project above has been listed that way, so unclear, confusing to many people who did not persist.	sylvia diss
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Adding more lanes to roads doesn't work for long, as has been proven in many cases, and I would like to see us shift away from individual cars and find solutions to our traffic problems, which are certainly real, that add mass transit. I was very against the private/ public plan, with its toll lanes that create another inequality for less affluent among us, and it's long term costs to us. I know this is a very hard problem to solve, so, I wish you all the best in finding a better way forward. Cathie Nelsen	Cathie Nelsen
6/30/2023	I-270"	Project webpage	Strongly disagree		nanci wilkinson
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I am strongly opposed to the Beltway/270 Toll Lanes expansion and I would like this to be removed from the 2050 Plan.	Rosie Clemans-Cope
6/30/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I oppose the Beltway/270 Toll Lanes expansion and would like this removed from the plan totally. It makes no sense to encourage automobile traffic expansion.	Eleanor Clemans-Cope
6/30/2023	Op Lanes Maryland Phase 1 (beltway/270 toll lanes expansion)	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern	

				Montgomery to address the E-W jobs imbalance, along with transit and telecommuting,	
6/30/2023	Op Lanes Maryland Phase 1	Advocacy organization (News/media)	Strongly disagree	To save a liveable world for humanity we must transition as quickly as possible to transportation and land use that preserves our forests, prioritizes mass transit and safer bikeable, and walkable areas and decreases our dependence on cars. This project does just the opposite.	Stuart Simon
6/30/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	Adding more lanes to highways in an already densely developed area. It will be extremely destructive to neighborhoods, parkland, existing infrastructure. It will increase greenhouse gasses at the time we are trying to reduce/eliminate them. Signing a contract committing our grandchildren to pay for an expanding network of toll roads which by them will be obsolete makes no sense. No Transurban public/private partnership has been financially advantageous to the government partner. There has been no discussion of common goals and priorities among the partners. The risk of the occurrence of an economic and financial crisis is a major example. Privatizing the profits and leaving all the risk to the public partnership is a huge risk. A clear discussion on common goals and priorities among the partners early in the process is necessary to establish agreed goals and priorities and to effectively define and share risks. More discussion and visioning by taxpayers is necessary to develop future transportation objectives. It is time to increase funding to maintain, improve service, and expand our transit network.	
7/1/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree		

7/1/2023	Op Lanes Maryland Phase 1		Strongly disagree		Molly Hauck
7/1/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	I do not support the plan for adding multiple toll lanes because of the environmental impact, loss of human and animal habitats, parks, and resultant disturbance to the area during and after completion of the project. Consideration of alternate solutions and a reassessment that accounts for the recent and likely lasting changes to the way that people work, commute, and live should be undertaken. Please do not make me regret my first home purchase. There must be a different path forward.	
7/1/2023	Op Lanes Maryland Phase 1	Friend/colleague	Strongly disagree	Sadly, adding more roads/lanes never solves the problem. We need more alternatives to driving, including Bus Rapid Transit. And we need more Transit-Oriented Development. Build more housing near transportation hubs!	
7/1/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be destructive to neighborhoods, parks, tree canopy and streams and would still leave drivers stuck in traffic or paying high tolls. Transit-oriented projects in Prince George's County and eastern Montgomery County would be a better alternative in addressing the E-W jobs imbalance.	
7/1/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This plan adds confusion with additional lane changing, ugliness with excessive signs, and separate lanes for the wealthy. Why not add more commuter parking lots and bus routes along 270?	
7/1/2023	Veirs Mill Bus Rapid Transit	Advocacy organization	Strongly agree		
7/1/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This entire project is going to put the climate in further jeopardy, our settled communities carved up and damaged, and our fiscal health subject to the whims of a private corporation for five	Arlene Montemarano

				decades ahead. All evidence suggests that the benefit is illusionary, and traffic will be as great or greater of a problem in a very short time. We need to offer alternatives to private automobile reliance, and discourage more and more cars being on the road. The plan to widen roads will do harm and is most self-destructive. It needs to be scrapped completely. Future generations will either thank you or curse you for the conditions that will be created if the project is allowed to proceed.	
7/1/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	We have exceeded most of the planetary boundaries, per a recent Nature article. The least we need is more roads! We need to power down enormously and stop destroying our only home.	Jim Launson
7/2/2023	Middlebrook Road Extended Widening	Advocacy organization	Strongly disagree	Mid county highway extended has been removed from vision 2045. There is no need for widening Middlebrook Road ext. It goes nowhere	Margaret Schoap
7/2/2023	MD 355 Bus Rapid Transit	Advocacy organization	Strongly agree	BRT on 355 has been a master plan for 13 years. It needs to be finished with dedicated lanes and be the priority transportation project for Upcounty.	Margaret Schoap
7/2/2023	I-270"	Advocacy organization	Strongly disagree	I have reversible lanes on 270 and no toll lanes	Margaret Schoap
7/2/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	It has been very poorly devised and implemented so far. It will NOT improve existing transportation issues. There many things that were short-circuited to get to point that exists. A lot of information has not been released to the public as is should be and required. Alternatives which would help with the transportations were ignored or tossed aside. This entire project needs to "go back to the drawing board" and start from the very beginning with much more public input and not hide information from the public.	

7/5/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/5/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
7/5/2023	Middlebrook Road Extended Widening		Strongly disagree		
7/5/2023	MD 28/MD 198 Corridor Study			MDOT when promoting the ICC, considered widening of this road unnecessary because the ICC would be built	
7/5/2023	Montrose Parkway		Strongly disagree	This proposed 4-lane road would further divide White Flint. Instead fund needed local street network, protected bike lanes, and 355 BRT.	
7/5/2023	Op Lanes Maryland Phase 1		Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls. They failed to examine more effective alternatives that begin with transit-oriented development in Prince George's and eastern Montgomery to address the E-W jobs imbalance, along with transit and telecommuting.	
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Garbage idea that will increase emissions and damage the environment. Focus on expanding public transit and incentivizing telework.	
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This expansion is terrible start to finish. Scrap the plan!	G Magary

7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	We need to fund transit and work to reduce traffic. Our environment desperately needs this change! The earth is warning quickly, even faster than anticipated.	
7/9/2023	Corridor Cities Transitway (CCT)	News/media	Strongly agree	Critical for the goal of reducing traffic. We must implement mass transit alternatives. The entire Clarksburg development was based on the development of the CCT.	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Need less cars on the road, and less toll lanes too	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Widening already wide interstates isn't sustainable and brings air and noise pollution farther into our communities surrounding the road. Toll lanes are attractive only if the free lanes are congested.	
7/9/2023	MARC Improvements	News/media	Strongly agree	We need more rail between Baltimore and Washington, DC. With the road congestion there, we need more options.	
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Toll lanes are not the answer to traffic problems; studies and real life examples prove this. Not to mention the environmental impact of building them is too high.	
7/9/2023	I-270 Innovative Congestion Management (I-495-270 and American Legion Bridge Expansion)	Advocacy organization	Strongly disagree	Climate change is not countered, environmental justice is unequal, I'm opposed to OPP lanes tolls, Moses Hall Cemetery destruction, National Park and Plummers Island destruction	Robert Soreng
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Expanding the Beltway is not a 21 century solution to the transportation problems of our region. It will increase the number of cars on the	Betsy Devlin-Foltz

				road and further damage our environment in other ways.	
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Expansion of I270 & I495 lanes are destructive of the long term well being of Maryland and the country. If anything an existing lane on each should be closed to cars & trucks and made rapid transit only lanes. This would be the right direction for Maryland.	Riley Casey
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Nothing about this plan prepares Maryland for a future where cars don't reign supreme. The only way to get to that point is to start building alternatives. Transit options that are convenient, frequent, reliable, and affordable will be used and would allow people to ditch their cars. Subsidize transit at least as much as roads are subsidized. Furthermore, if there must be toll lanes, the state should own and operate them for the good of the state - not private company shareholders. If that means issuing bonds to pay for them, do it.	Sarah Lanning
7/9/2023	I-270 Innovative Congestion Management		Agree		
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Shortsighted, wrongly situated	
7/9/2023	I-270"		Strongly disagree	No tolls	
7/9/2023	Op Lanes Maryland Phase 1		Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1		Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Additional lanes will increase car traffic and greenhouse gasses not reduce them. Alternate ways to reduce congestion and gas emissions	Rici Rutkoff

				have been repeatedly put to government officials but largely ignored. No matter how many lanes are built, they will always be full of cars.	
7/9/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
7/9/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Ineffective solution to the traffic problem. Will have no positive impact. Will only destroy environment, communities, and displace marginalized people.	
7/9/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	I do not support expanding toll lanes, losing park and other lands, and increasing pollution.	
7/9/2023	Op Lanes Maryland Phase 1 (Lexus lanes for the rich.)	News/media	Strongly disagree	There are a large number of downsides associated with this proposal, and they are well known. One is that it is divisive and un-American to build semi-exclusive lanes for the wealthy on a PUBLIC right-of-way. Only the richest citizens would be able to use the proposed HOT/Lexus lanes on a regular basis. This proposal is the equivalent of allowing a corporation to build new wings on public schools, and then charge tuition high enough that the class sizes would remain small – say 15 students per teacher. Like our public schools, public roads should be available to ALL. If a corporation wants to build toll lanes, they can purchase the necessary land; get all the permits; and pay for the surveying, engineering, and construction. Then they can charge what the market will bear. But not with a pre-existing public highway. I-270 belongs to the public, all of us. It should continue to be funded by motor fuel taxes.	Sherman Johnson
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project was not done correctly with transparency. The decision to go with this project was arbitrary and NOT based on the facts. In addition, minimal public input was asked until	

				many advocacy groups raised the issue. It was very political. With the Covid experience, the entire project needs to be started again from the very beginning to include an unbiased and non political view of ALL options!	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Severely harm the health and wellness of humans, animals, plants through years of construction, noise, pollution. Increase the number of cars on the roads instead of working towards less vehicle dependent alternatives.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	https://ssti.us/2023/06/26/adding-road-capacity-is-fruitless/ The project won't alleviate congestion long term, will be hugely expensive, and will have significant negative environmental and social impacts.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Will degrade environment, and add to further congestion through induced demand. Do not carry out at all.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	NO more highway expansion until transit/rail capacity is raised to a comparable level of service. We need balanced transportation options, not continually paving the earth.	Robert McGuire
7/10/2023	I-270" (I-495 expansion)	News/media (Washington Post)	Strongly disagree	Toll lanes and road expansion will only increase traffic, add to pollution, and destroy neighborhoods.	
7/10/2023	Op Lanes Maryland Phase 1	My city council member	Strongly disagree	This project has been in the works for years. Time and again it has been shown to be environmentally dangerous, economically unsound, and an utterly inequitable approach to transportation planning.	
7/10/2023	I-270 Innovative Congestion Management	News/media (I see it in action on 270)	Strongly agree	Assuming this means entrance/exit ramp management, reversible lanes, and other alternatives to laying more concrete and, charging tolls, I strongly support this public-funded effort.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Disaster	steve shapiro

7/10/2023	Op Lanes Maryland Phase 1		Strongly disagree	There are other, more environmentally responsible means of improving travel times for necessary vehicle travel, other than expanding highways. This project would be ineffective, inequitable, and environmentally disastrous.	John Holden
7/10/2023	US 29 Corridor		Strongly disagree	The TPB should reject the \$124 million project -- approved in Fall 2022 by a 'lame duck' Montgomery County Council -- that would place two BRT-only lanes down the middle of US 29. This "MEDIAN Lane option" was studied, along with a "MANAGED Lane option." As noted in a County Council staff memo, "the Managed Lane option would be \$42.1 million (34%) less than the Median Lane option," and "the Managed Lane option is clearly superior in nearly every meaningful metric." The Managed Lane option would also benefit ALL buses, including Metro, RideOn, and school buses, and not just BRT buses (as in the Median Lane option).	John Holden
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Adding toll lanes to I-270 and the Beltway would be an environmental catastrophe and a financial boondoggle.	Steve Bruns
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Studies show the extra lanes will only add to more cars on the road. As a resident of a neighborhood impacted by this proposed expansion, I strongly oppose the added noise and pollution it will add to my home while at the same time harming the environment. Please focus on other initiatives to increase use of public transit options instead of adding more cars to an already congested beltway.	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	More investment in public transit, less in traffic that will only increase congestion, contribute to climate change.	Geoff Thale
7/10/2023	Op Lanes Maryland Phase 1		Strongly disagree		Kathy Schmidt

7/10/2023	Op Lanes Maryland Phase 1		Strongly disagree		Hank Schmidt
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/10/2023	Op Lanes Maryland Phase 1	I have known about this proposed project for years.	Strongly disagree	Not needed, wrong approach for the future, disastrous for our environment and Maryland's future goals	
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This plan will result in horrendous environmental consequences to our area. Our area should promote more public transportation and teleworking, NOT more cars. Our earth is at a tipping point and this project is reckless, ridiculously costly, and destructive.	Randi Field
7/10/2023	Op Lanes Maryland Phase 1 (I-495/I-270 toll lanes)	News/media	Strongly disagree	Expanding highways, hurting the environment, uprooting people from their homes, and adding "expensive" toll roads has already been proven not to work (most recently in Virginia). Try other means as the public is very much against this solution.	Barbara Scott
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Funds committed to this project would benefit a third party contractor and not residents, businesses, or families. Please consider financial burdens on county residents (who use 270 regularly, multiple times daily, and rely on it) and environmental impacts as well.	Karen Olk
7/10/2023	I-270 Innovative Congestion Management	Neighborhood/civic association	Strongly disagree	Development of a road connecting Rockville's Gude Dr to Carnation Dr (via the Rockville Senior center parking lot) would be detrimental to the renowned Senior Center as well as the Woodley Gardens and College Gardens neighborhoods as a whole. These long-standing neighborhoods are one of the first in the DC area and currently home to a large number of young families in (what until recently was) affordable homes in Montgomery	Karen Olk

				County. A "cut through" from Gude Dr would endanger the children in this neighborhood and effect quality of life and limb. Hundreds of families have their lives and life savings invested in these neighborhoods due in large part to the relative safety of the streets, low speed limits, limited access points which will be immediately and irrevocably annihilated by providing an alternate route to avoid 270 tolls. All local businesses and commuters avoiding 270 tolls will use local roads and endanger these families. Please reconsider this portion of future planning as it will not offer benefit to our county, our city, or our neighborhoods.	
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	We will never meet climate goals with more highways. Spend transportation budgets on mass transit, bicycle and micro mobility projects instead.	Paul Daisey
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	The project will increase vehicle traffic in an area where transit options should be increased.	Carol Schatz
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Building toll lanes is a misguided transportation project from a fiscal, environmental, and practical standpoint.	John Kunz
7/10/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	This plan will increase traffic on the highways, thus increasing greenhouse gas emissions. Many studies have shown that increasing the number of highway lanes leads at best to a temporary decrease in congestion followed by more cars on the road and gridlock again. Find environmentally safe transit alternatives	
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project will not help meet air quality goals. The project will not alleviate highway crowding in the long term. The project's environmental, personal property, and cultural/historical impacts are too detrimental. Evidence shows that similar	

				projects haven't worked well elsewhere. It is a <u>really</u> bad idea!	
7/10/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	More concrete roadway will only result in more cars, more air pollution, more traffic deaths, more noise. Instead adopt/encourage the many other approaches to improving traffic congestion.	Stephanie Land
7/10/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	This project is ill-conceived and will not provide overall improvements to our transportation network. Instead, it will wreak havoc on the environment and destroy neighborhoods, especially in Rockville where I270 follows the Watts Branch and Cabin John watersheds. It will only benefit those who are willing to pay tolls and that benefit is a marginal decrease in time on the road. Look at the ICC. It is overbuilt for the amount of use it gets and I495 is still a mess. Look at the VA toll lanes on I95. Folks prefer to sit in traffic instead of pay the toll. Meanwhile, VA has taken down thousands of trees. It is ugly. We're lucky we are in a drought or we would probably see mudslides and sinkholes. The American Legion Bridge could be improved for safety reasons, but don't encourage more driving with expansion of I495 and I270. This project should be removed from the long range transportation plan. There are far more important projects to focus on than this shoot from the hip solution by our former governor.	Wendy Aaronson
7/11/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree	Private toll lanes are the wrong approach. If the public does not support toll lanes enough to fund them publicly up front, they should not be built. It is corrupt or at best paternalistic to suppose that the public will be glad to fund the levitate profits on the toll lanes with their toll money when the public clearly does not support up-front financing with a bond. We don't need more lanes. We need better growth management.	

7/11/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	Rather than widening highways to accommodate more traffic, we need to expand the use of more alternate transportation options, such as buses. Also, highways tear up a natural landscape affecting all life and groundwater nearby.	Sandra Roberts
7/11/2023	Op Lanes Maryland Phase 1	News/media	Strongly disagree		
7/11/2023	I-95/I-495 at Greenbelt Metro Station Interchange Construction	News/media	Strongly agree		
7/11/2023	Op Lanes Maryland Phase 1	live near the proposed project	Strongly disagree	Every day now the news is dominated by climate-related disasters which will only intensify if a huge, controversial construction project like this is allowed to proceed. Amazing to me that it is still (sort of) alive.	Ross Capon
7/11/2023	Brunswick Line	have ridden the trains many times	Strongly agree	The region desperately needs better public transportation, which includes more frequent service on the MARC Brunswick and Camden Lines. The pandemic has marginalized rush-hour-only services, so it is important that MARC trains run all day.	Ross Capon
7/12/2023	Op Lanes Maryland Phase 1	Advocacy organization (Newspaper)	Strongly disagree	After reading about this plan I believe that it will be a significant factor preventing MD from reaching important climate control goals. We need to focus on a viable public transport system, safe walking and bike paths and more opportunities for remote work.	Lonni Millman
7/12/2023	Op Lanes Maryland Phase 1 (Beltway Expansion)	News/media	Disagree	As someone who regularly travels along the Beltway and within the Beltway and who has lived/travelled in other major metropolitan areas, I don't see expanding the Beltway as a good idea to minimize traffic, instead the back up on the feeder roads like Georgia and Connecticut will only get worse, more folks will move to outer	

				suburbs and later will demands more roads from those of us who chose to live closer to our jobs and/or use public transportation. More roads will only lead to more congestion.	
7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree		
7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	This project has been shown to not resolve the long range transportation needs of our region. We need more public transport investment, and we need leaders who will think about things differently and be ambitious about solutions.	Katherine Woods
7/12/2023	Op Lanes Maryland Phase 1	Neighborhood/civic association	Strongly disagree	We need to increase transit and remote work and reduce vehicle miles traveled.	Mary Beaudoin
7/12/2023	Bus Rapid Transit: US 29 - Phase 2	Neighborhood/civic association	Strongly disagree	If these interchange improvements include putting a dedicated Median lane for BRT on Rte. 29, then this is a terrible option. Studies show that this is a much worse option than the Managed Lane option in terms of cost and congestion.	Mary Beaudoin
7/15/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Would be harmful to those most needing low cost transit and the environment. We need better low cost public transportation and fewer cars on road, not bloated profits for proprietary companies and more congestion.	Marianne Follingstad
7/15/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	Express toll lanes do not to enough to resolve congestion and highway expansion is not what this region needs. Public transit-oriented development is less destructive to existing neighborhoods and the environment and needs to be explored for the region first.	

Table 4. Maryland Project Suggestions

Date	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
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6/13/2023	More transit of every kind should be included instead of roads.	
6/14/2023	Create a countywide package of walking, biking, and safety improvements. Nearly all state roads should be made safe for biking, which means a bike lane protected and separated from the road. This includes Goldsboro Rd, River Rd, and Connecticut Avenue. Build sidewalks where possible. People need should be able to walk along state roads safely. Build cross-walks along population centers, every 100 meters.	Brian Robinson
6/14/2023	We need a connected bicycle network (separated bike lanes) throughout Montgomery County and Prince George's county.	Ethan Goffman
6/14/2023	All current freeways should have half their lane miles converted into rail and BRT dedicated right of way. We need to make the state more and more accessible, and the easiest way is to re allocate, mile by mile, the area we are already using inefficiently to move one person in one car to become mass transit moving many people with much less space and energy.	Jacob Allen Barker
6/14/2023	I'd like to see protect bikes lanes along the length of RT 355, CT Ave, Georgia Ave, NH Ave, Randolph Rd, Viers Mill Rd, and other major north-south and east-west major roads in Montgomery County. Bike lanes can save lives and encourage more people to use this health, inexpensive and eco-friendly transportation option.	Andrea Cimino
6/14/2023	ICC extension to Baltimore Washington Parkway to redesignate as 495	Steve Warner
6/14/2023	Maryland and Virginia have dispersed residences and jobs. It is difficult to successfully serve with big buses and rail. Cochabamba, Bolivia, is also sprawled across a very big valley. There, they accomplish inexpensive, frequent, reliable, and dense public transit by tailoring the size of the vehicle (big buses, half-size buses, passenger vans, and sedans) to the popularity of the bus route. Most vehicles on the roads are public transit vehicles. Transfers are easy because the public transit vehicles are very frequent and pickup locations are well marked with the routes and schedules. When I was there I never had to walk more than a block to go anywhere in the valley. Cochabamba has limited means; yet if they can serve their population well with public transit, we can, as well. I don't think the expense of, and delays caused by, collecting fares are worthwhile. We need to encourage ridership and efficient trips. Taxpayer costs for subsidizing fares will more than offset larger public health gains by reducing pollution, and lower burdens on road infrastructure by reducing the numbers of vehicles on the roads. Some of the dollars saved from repaving projects could be redirected to adding more bus shelters. We need to get our residents of all ages to see private vehicles as more of a nuisance and expense than they are worth.	Roselie Bright
6/14/2023	Please finish the Purple Line! Thank You!	Nic Kotschoubey
6/19/2023	Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Alex Demarais

6/19/2023	Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safe	
6/24/2023	a light rail line from the end of the Red line metro to at least Frederick, could possibly be linked to the purple line	Bob R
6/25/2023	Get the speeding, racing, threatening, treacherous, law ignoring idiots off the roads so they stop killing decent people. Give the police and legal system power to prosecute.	Mary
6/25/2023	Road diets for safety. On arterial highways with narrow sidewalks located at the curb, the motor vehicle lane adjoining the sidewalk must be removed for safety reasons, as was recently done on Old Georgetown Road (MD187). Highways needing this treatment include US29 from White Oak south, Georgia Avenue from Bel Pre Road south, University Blvd, MD355 in Gaithersburg, parts of Connecticut Ave, etc.	
6/25/2023	Please shift funding from road-building to making the ones we have safer for everyone, that is, for pedestrians and cyclists as well as for cars, and to transit projects that support transit-oriented communities with safe, convenient walking and biking access to that transit. We can't afford to go another 25 years making the same mistakes that have led us to the current degraded environment and climate crisis.	Anne Ambler
6/26/2023	Light rail that runs on the entire capital beltway loop. More bike lanes. More Bus Rapid Transit. No road expansions and no toll lanes. More dedicated bus lanes. More frequent, better, sustainable, and reliable public transit options. We need to aggressively put in more and more diverse public transit options and actively work to decrease cars.	
6/26/2023	Countywide package of walking and biking safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops.	Shannon Shea
6/27/2023	Promote growth around metro stops to increase density in areas that can support it and have substantial access to public transportation. The white flint mall has sat vacant for years now despite taking up a ton of space right near a metro stop. This region, and the metro owned land adjacent to the North Bethesda stop should be prioritized for high density growth to promote the area. Proximity to the metro with easy access to Rockville, Bethesda, and DC should make this area highly desirable, and the longer these spaces remain unused the more we continue to lack substantial housing supply for those who need it	Jacob Goldberg
6/27/2023	Op Lanes Maryland	Gail Landy
6/28/2023	Just eliminate projects that simply encourage more vehicles on the road. Light rail should be the only alternative.	John Fay
6/28/2023	North Bethesda Transitway BRT, Randolph Road Corridor BRT, Veirs Mill BRT, packages of access improvements for walking and biking at Metro, MARC and BRT stations, and walking, biking and safety improvements in older neighborhoods lacking safe ways to walk, bike and access bus stops	Brian Ditzler
6/29/2023	YES! I visualize 2050 as a year by which we will have a functioning Purple Line, a thriving MARC, WMATA, and express buses all ferrying folks to and fro efficiently, and creative solutions to auto traffic (reversible lanes, high tolls to pay for lane maintenance to further disincentivize private auto highway use, and charges for commercial trucking, etc). My real dream would be an elevated train circling the Beltway and making all	Nan Wellins

	the exit stops, where folks could connect with a fuel-efficient or electrified fleet of buses to take them to their destination.	
6/29/2023	WMATA bus priority projects such as Silver Hill Rd, Morgan Blvd Metro complete streets, Prince George's county packages of Metro, MARC and bus transfer station access improvements for walking, biking, local street connectivity and safety, Prince George's County-wide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Brendan Wray
6/30/2023	ALL BRT proposals must be incorporated into a workable network across the region. This is the only way to provide workers a way of commuting in a reasonable amount of time and cost.	Patty McGrath
6/30/2023	We need a complete overhaul of bus service making it QUICK and cost effective. Here are some of the BRT proposals for Maryland which I fully support: Bus Rapid Transit US 29 MD 355 Bus Rapid Transit MD 650 New Hampshire Avenue BRT North Bethesda Transitway Bus Rapid Transit (BRT) Project Randolph Road Corridor Bus Rapid Transit (BRT) Project Veirs Mill Bus Rapid Transit	Patty McGrath
6/30/2023	Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	Frances Stewart
6/30/2023	On 270 - more well designed, public transit, rapid rail, monorail.	sylvia diss
6/30/2023	More transit is needed	nanci wilkinson
7/1/2023	Extend metro stations all the way to Frederick, or build high speed rail between Frederick and metro stations.	
7/5/2023	- Packages of Metro, MARC and BRT station access improvements for walking, biking, local street connectivity and safety - Countywide package of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops	
7/9/2023	RED LINE IN BALTIMORE, MORE MARC TRAINS FROM NORTH AND SOUTH OF DC, MORE BIKE AND PEDESTRIAN ACCESS, SUPPORT MORE TELEWORKING, SUPORT MASS TRANSIT GENERALLY	Robert Soreng
7/10/2023	Please consider widening 270 at the existing 2 -lane bottle neck before burdening businesses and residents with tolls benefitting only third-parties.	Karen Olk
7/11/2023	Provide a transit connection to the Baltimore Washington International Airport. We used to have a Metro Bus. We need to be able to reach an important airport via public transit.	

Table 5. Virginia Project Comment

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

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

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

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

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

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

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

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

				<p>more trips to sustainable modes and create compact walkable communities - in addition to adopting electric vehicles - to meet its climate target. The climate study also showed that this is feasible but it requires urgent action starting this decade. TPB's Climate Change Mitigation Study found that the region must reduce per capita vehicle miles traveled of passenger cars by 20% by 2030 relative to pre-pandemic levels in addition to rapidly adopting electric vehicles to meet the COG climate target. • Virginia's Transportation Plan (VTrans) includes objectives to reduce per-capita vehicle miles traveled, reduce transportation-related NOX, VOC, PM, and CO emissions, and increase the number of trips traveled by active transportation (bicycling and walking.) • Local efforts in Virginia are underway to reduce parking requirement minimums, which necessitates more multimodal transit to move people, rather than more lanes to move cars. • Families and individuals desire safe ways to get to shopping, recreation and other destinations without constantly having to pile into a car. Highway expansion projects are the future we are trying to avoid. Route 7 BRT is one example of a project that meets the region's goals, as well as the needs of residents. However, the projects submitted by the member jurisdictions and agencies are too weighted toward road expansion, and do not integrate transit improvements or bicycling and pedestrian connections sufficiently. For example, improvements on Routes 50, 29, 123 and other arterial roads in Fairfax County should provide dedicated bus lines and BRT.</p>	
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5/30/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree		
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	In their final report to City Council, the DSIM Advisory Group stated that "The long-term plan for the corridor should include center running bus lanes for the entirety of Duke Street with separate spaces for pedestrians and cyclists." I am fully supportive of this recommendation. History shows that transit investments pay off and that, where built, high-quality transit improves equity.	Jonathan Krall
5/30/2023	Alexandria 4th Track (Any project that improves VRE)	Friend/colleague	Strongly agree	I want to more easily travel in Virginia by rail. Driving a car is boring and dangerous (a deadly combination) . I am not getting any younger and don't want to become a shut-in in my home because I am no longer willing to drive a car.	Jonathan Krall
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Expanding the DASH fleet is foundational to improving frequency of service. Increased frequencies have been proven in Alexandria and elsewhere to increase ridership.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Project webpage	Strongly agree	Designing and building the Duke Street BRT is the most important transportation project in Alexandria for the next decade. BRT infrastructure will improve safety, travel time and reliability for both local (DASH) bus service as well as regional (Metrobus) service that includes the Duke Street corridor.	JAMES DURHAM
5/30/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	Important for safety and other improvements on Duke Street	Bonnie ODay
5/30/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Need better bus service to encourage people not to drive	Bonnie ODay

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

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

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

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

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

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

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

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

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

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

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

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

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

				improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	
6/19/2023	Dulles Toll Road Collector	Advocacy organization	Strongly disagree	Outdated proposals that is unnecessary would undermine the region's major investment in the Silver Line. Money would be better used for improving bike-ped facilities in Herndon, Reston, Vienna, and McLean.	Steven Ward
6/19/2023	Magarity Road Widening	Advocacy organization	Strongly disagree	Project encourages even more high-speed and dangerous traffic while undermining the county's vision for walkable, bikeable and transit-friendly communities	Steven Ward
6/19/2023	Dulles Toll Road Expansion	News/media	Strongly disagree	Metro just opened a silver line to the airport. We need to move people out of cars into more environmentally friendly ways of traveling to the airport. Expanding vehicle capacity works against this	Mary Crowe
6/19/2023	Shirley Gate Road Improvements	News/media	Strongly disagree	Just moved to the area and this road handles traffic well- better design than other roads in the area. Have been on it during commute time- it is not at capacity	Mary Crowe
6/19/2023	Fairfax County Parkway Improvements	News/media	Agree		Mary Crowe
6/19/2023	New Guinea Road, Construct	News/media	Strongly disagree	You'll be destroying important natural areas without really alleviating the problem	Mary Crowe
6/19/2023	Multimodal Bridge to Van Dorn Metro Station		Strongly agree	We need safe ways for folks to walk bike and scooter to access the metro	Mary Crowe
6/23/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Kevin O'Brien
6/23/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree	Transit-focused project that also includes robust bike and pedestrian improvements. Exactly how we need to be thinking about our key transportation corridors.	Kevin O'Brien

6/23/2023	DASH Service Expansion	Advocacy organization	Strongly agree	More transit is the answer.	Kevin O'Brien
6/23/2023	Alexandria 4th Track	Advocacy organization	Strongly agree	More rail capacity is critical to expanding transit options in the region and further downstate.	Kevin O'Brien
6/23/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	These outdated proposals are unnecessary and would undermine the region's major investment in the Silver Line.	Kevin O'Brien
6/23/2023	Rte. 28 Bypass	Advocacy organization	Strongly disagree	No more highways.	Kevin O'Brien
6/23/2023	VA 7, Widen	Advocacy organization	Strongly disagree	We don't need wider highways. Invest limited dollars in transit, bike, and pedestrian improvements.	Kevin O'Brien
6/23/2023	Route 1 Improvements	Advocacy organization	Strongly disagree	Remove road widening and replace with high-capacity transit that is under study	Kevin O'Brien
6/23/2023	Long Bridge VA - DC	News/media	Strongly agree		
6/23/2023	Herndon Metrorail Intermodal Access Improvements	Advocacy organization	Strongly agree		
6/23/2023	US 1 Bus Rapid Transit	News/media	Strongly agree		
6/25/2023	I-495 Improvements		Strongly disagree	It is destroying the ecosystem and the community. VDOT changed the plans after the EA was completed, dramatically increasing the environmental impacts of the project and removing planned mitigations. It is an abomination.	Claudia M OBrien
6/25/2023	Long Bridge VA - DC	Friend/colleague		Generally, I'd like climate-focused investments and not investments in projects that expand cars and GHGs	
6/25/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Stephen D'Alessio
6/25/2023	Long Bridge VA - DC	News/media	Strongly agree	Adding a new crossing for rail and walking will promote greater use of mass transit rather than cars and enhance the improvement of rail for the	David Yaffe

				entire East Coast. This project is quite likely to slow the increase in GHG emitting forms of transportation for commuting as well as longer distance human and freight traffic	
6/25/2023	Dulles Toll Road Expansion	Advocacy organization	Strongly disagree	The toll road has relatively recently been expanded. What is greatly needed is more projects that will enhance use of Metro for this corridor as well as greater bus access. There is no crying need (other than to pay off road bonds) to increase the number of cars on this path with the commensurate increase in GHG emissions, addition of more nonpermeable blacktop that increases stormwater runoff rather than better recharging of groundwater, etc. There are various proposed overpass projects that will enhance access to Metro or multimodal transportation that will be much more effective than widening roads.	David Yaffe
6/26/2023	I-495 Improvements	Neighborhood/civic association	Strongly disagree	This project does not mitigate/solve traffic for drivers in general purpose lanes. Rather it increases traffic for all except for people in the LUXURY LANES. And its irreversible harm to our health and planet is appalling.	
6/27/2023	DASH Service Expansion		Strongly agree	We need to create more efficient ways of transporting people, and highway expansion just induces demand and sprawl.	
6/27/2023	Alexandria 4th Track		Strongly agree	We need to expand transit and alternative ways of getting places for those who don't and cannot drive. The fourth track will allow more frequent connections and increase viability of using VRE/Amtrak.	
6/27/2023	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance		Strongly agree		

6/27/2023	Duke Street BRT Design & Construction		Strongly agree	We need a BRT to make travel down route 7 by bus more realistic.	
6/27/2023	Battlefield Parkway/Route 15 Bypass Interchange		Strongly disagree		
6/27/2023	Union Station to Georgetown Streetcar Line		Strongly agree		
6/27/2023	Catharpin Road, Widening		Strongly disagree		
6/27/2023	Dale Blvd HOV Lanes		Strongly disagree		
6/27/2023	Dulles Toll Road Expansion		Strongly disagree	Add more rail instead of expanding a toll road (which only induces car demand)	
6/27/2023	Dulles Airport Access Road Project		Strongly disagree		
6/27/2023	Farrington Connector		Strongly disagree		
6/27/2023	Eisenhower Valley Access and Circulation Improvements		Strongly disagree	Stop widening roads!	
6/27/2023	Fairfax County Parkway Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Farmwell Road Intersection Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Franconia to Occoquan 3rd Track Project		Strongly agree		
6/27/2023	I-66 Improvements		Strongly disagree	Spend this money on transit, don't waste it on the highway	

6/27/2023	Alexandria 4th Track	News/media	Strongly agree	We need stronger a rail network. I am a retired scientist and the climate emergency is genuinely frightening	Jonathan Krall
6/27/2023	DASH Service Expansion	Friend/colleague	Strongly agree	We need stronger transit.	Jonathan Krall
6/27/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	We need strong transit. Car dependency is misery	Jonathan Krall
6/27/2023	Long Bridge VA - DC		Strongly agree	We need stronger rail networks. I hope this will include a bicycling/walking path	Jonathan Krall
6/27/2023	Herndon Metrorail Intermodal Access Improvements		Strongly agree		
6/27/2023	Herndon Metrorail Intermodal Access Improvements - Phase II		Strongly agree		
6/27/2023	I-95 SB Auxiliary Lane, between Route 123, Exit 160 and Route 294, Exit 158		Strongly disagree		
6/27/2023	I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.		Strongly disagree		
6/27/2023	King and Beauregard Intersection Improvements, Phases 1 and 2		Strongly agree		
6/27/2023	Alexandria 4th Track	News/media	Strongly agree	We need more rail service	Jason Schwartz
6/27/2023	DASH Service Expansion	News/media	Strongly agree	I strongly support better service for DASH!!	Jason Schwartz
6/27/2023	I-95 SB Auxiliary Lane, between	News/media	Strongly disagree	We don't need for vehicle lanes!!	Jason Schwartz

	Route 123, Exit 160 and Route 294, Exit 158				
6/27/2023	Op Lanes Maryland Phase 1	Advocacy organization	Strongly disagree	The project would be extremely destructive and ineffective - harming neighborhoods, parks, streams and tree cover. It would leave most people stuck in traffic or having to pay very high tolls.	Jason Schwartz
6/27/2023	Grant Avenue Road Diet		Strongly agree		
6/27/2023	Landmark Transit Center		Strongly agree	Very important to build this	
6/27/2023	Lee Highway Widening		Strongly disagree		
6/27/2023	Liberia Avenue widening		Strongly disagree		
6/27/2023	Long Bridge VA - DC		Strongly agree		
6/27/2023	Loudoun County Parkway		Strongly disagree		
6/27/2023	Loudoun County Parkway Interchange at US 50		Strongly disagree	Stop widening roads!	
6/27/2023	Loudoun County Parkway Interchange at US 50		Strongly disagree		
6/27/2023	McGraws Corner Drive		Strongly disagree		
6/27/2023	Multimodal Bridge to Van Dorn Metro Station		Strongly agree	This will improve ped and cyclist safety.	
6/27/2023	Rolling Road		Strongly disagree	Rolling road has accidents all the time and is very unsafe for pedestrians. The road needs to reduce its speed and put in protected bike lanes because	

				there are already too many memorials on this road for people who have been killed.	
6/27/2023	Route 1 Metroway Extension (Alexandria)		Strongly agree		
6/27/2023	Wellington Road Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	VRE Service Improvements (Reduce Headways)		Strongly agree	VRE service needs to be improved and more frequent to make it a viable transit option. This will help.	
6/27/2023	VA 7, Widen		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	US 50 Improvements		Strongly agree		
6/27/2023	Telegraph Road widening		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Stringfellow Roadway Improvements		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	Rolling Road widening project		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	US 29 Widening Project (ECL City of Fairfax (vic. Nutley St.) to Capital Beltway)		Strongly disagree	Widened road will only induce demand. That area needs better transit access.	
6/27/2023	VRE Service Improvements (Reduce Headways)	Friend/colleague	Strongly agree	I believe that mass transit is the best way to relieve traffic congestion and that Virginia has not created enough mass transit to make this possible. So, this project will help expand and maintain mass transit in Virginia	William Young
6/27/2023	Alexandria 4th Track	News/media	Strongly agree	Provides extra capacity for VRE and future MARC commuter train service.	Brian Glenn
6/27/2023	King and Beauregard	Project webpage (I drive in this area	Agree	Frustrated by traffic backups at this intersection. With new West End development it has only gotten	Brian Glenn

	Intersection Improvements, Phases 1 and 2	regularly and frustrated with traffic backups)		worse. These improvements should have been done in advance of or concurrent with the redevelopment.	
6/27/2023	Long Bridge VA - DC	News/media	Strongly agree	This project will provide additional capacity for VRE and future MARC commuter rail service.	Brian Glenn
6/27/2023	Route 1 Metroway Extension (Alexandria)	Friend/colleague (previous employment)	Agree	Primary North-South local commuter corridor, ideally suited for enhanced bus service parallel to the VRE commuter rail.	Brian Glenn
6/27/2023	Franconia to Occoquan 3rd Track Project	News/media	Agree		Brian Glenn
6/27/2023	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance (DASH Service Expansion)	Advocacy organization	Strongly agree	Anything transit to relieve congestion.	Niels Pemberton
6/28/2023	Long Bridge VA - DC	News/media	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Steve Wardell
6/29/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-west travel and freight. It will also provide an important new pedestrian and bicycle link.	Brendan Wray
6/30/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	We must provide efficient and cost effective alternatives to driving. We have too long neglected the huge resource we have in existing RAIL options. Let's upgrade and promote them! Virginia - Long Bridge VA-DC (Amtrak and commuter rail) Support (strongly agree with inclusion) This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also	Patty McGrath

				provide an important new pedestrian and bicycle link.	
6/30/2023	VA 7 (The planned Route 7 Bus Rapid Transit project.)	Advocacy organization	Strongly agree	The planned Route 7 Bus Rapid Transit project will significantly improve travel on Northern Virginia's second busiest bus corridor and support plans for walkable transit-friendly activity centers. But Fairfax County is saying they don't want to do it until years from now after Route 1 BRT is complete.	Patty McGrath
6/30/2023	Long Bridge VA - DC	News/media	Strongly agree	Building the separate commuter tracks connecting VA and DC at the Long Bridge will integrate economies of DC, MD & Va, reducing congestion for both freight and commuter rail, which in long run better, could include commuter rail from MD through to VA. It also includes bike and pedestrian lanes, improving commuting that does not involve cars and trucks and facilitates recreation.	
6/30/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	Frances Stewart
6/30/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	jan w greenberg
7/1/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree		
7/1/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project will make an important contribution to improving commuting, east-coast travel, and freight and will provide an important new pedestrian and bike link	
7/1/2023	Duke Street BRT Design & Construction	Advocacy organization	Strongly agree	Improvements in transit across the region are the best ways to deal with congestion and to reduce greenhouse gas emissions from transportation	
7/1/2023	DASH Service Expansion	Advocacy organization	Strongly agree	Improvements to transit across the region are the best way to address congestion and reduce greenhouse gas emissions from transportation	

7/1/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	Projects expanding capacity on the Dulles Access Rd and Toll Rd are unnecessary and undermine investment in the Silver Line	
7/5/2023	Long Bridge VA - DC	Friend/colleague	Strongly agree	Love the pedestrian and bike link, and appreciate the project for commuters, as well as freight and overall travel	
7/5/2023	VA 7, Widen	Advocacy organization	Strongly disagree	It would unnecessarily widen Route 7, when it has repeatedly been shown that road widenings are not a meaningful solution to congestion.	
7/5/2023	Dulles Toll Road Expansion	Advocacy organization	Strongly disagree	While infrastructure development is crucial for improving transportation in the region, the proposed Dulles Toll Road Expansion raises concerns about its potential negative consequences for Northern Virginia's investment in the Silver Line. The Silver Line has been a significant investment aimed at alleviating traffic congestion and promoting sustainable transportation options. Expanding the Dulles Toll Road without adequate consideration for the Silver Line's integration could undermine the progress made and discourage the use of public transportation. It is essential for policymakers to ensure that any infrastructure projects align with the long-term goals of promoting efficient and environmentally friendly transportation solutions in the region.	
7/5/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	I strongly support the Long Bridge VA-DC project as one of the region's most important endeavors for commuting, east-coast travel, and freight transportation. Its inclusion of a pedestrian and bicycle link demonstrates a commitment to sustainable and active transportation. This project will greatly enhance connectivity, reduce congestion, promote healthier lifestyles, and support economic vitality. It is a transformative milestone for the region's transportation system.	

7/5/2023	Duke Street BRT Design & Construction	Friend/colleague	Strongly agree	I wholeheartedly support the implementation of Bus Rapid Transit (BRT) in Duke Street, Virginia. BRT offers a cost-effective, efficient, and sustainable solution to address traffic congestion, enhance accessibility, and promote environmental sustainability. I urge you to prioritize and allocate resources to make this project a reality.	
7/5/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
7/5/2023	Long Bridge VA - DC		Strongly agree	This project is one of the region's most important projects for commuting, east-coast travel and freight. It will also provide an important new pedestrian and bicycle link.	
7/7/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	This project expands regional commuter service and will provide important pedestrian and biking infrastructure connecting DC and Virginia.	Joan McIntyre
7/7/2023	US 1 Bus Rapid Transit	Advocacy organization	Strongly agree	Project funding for transportation projects need to shift away from expanding roads and highways to supporting frequent and convenient public transit to offer an alternative to single occupancy vehicles to reduce carbon emissions, improve air quality and make our urban and suburban environments safer and more liveable communities	Joan McIntyre
7/14/2023	Long Bridge VA - DC	Project webpage	Strongly agree	This project is one of the region's most important projects for commuting and regional development. Reforming VRE into a proper regional rail system will enable development further from the city centers without suburban sprawl and that is good.	Luke Mueller-Oden
7/15/2023	Long Bridge VA - DC	Advocacy organization	Strongly agree	The improvements to rail, pedestrian and bicycle infrastructure that this project represents is very much needed in the region.	
7/15/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	

7/15/2023	Dulles Airport Access Road Project	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	
7/15/2023	Dulles Toll Road Expansion	Advocacy organization	Strongly disagree	The Silver Line extension was an extensive, and much needed investment. Expanding vehicle traffic to Dulles undermines it.	

Table 6. Virginia Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	BRT	
3/17/2023	A POTOMAC RIVER CROSSING to connect Loudon County VA to Montgomery County MD and stop the ridiculous commute down and into the beltway and then back out west simply to get to Dulles area or points west.	Greg Visscher
3/22/2023	1. Occoquan to Neabsco Creek 3rd/4th Track Project (VPRA TRV) - Phase 3 2. Neabsco Creek to Quantico 3rd/4th Track Project (VPRA TRV) - Phase 3 3. Alexandria to Springfield 4th Track Project (VPRA TRV) - Phase X 4. Franconia to Occoquan 4th Track Project (VPRA TRV) - Phase X 5. I-95 Bi-Directional Express Lanes Dale City to Springfield 6. I-95 Bi-Directional Express Lanes Stafford CL to Dale City 7. North Woodbridge to Potomac Mills Fixed Guideway Study (Bus Transit/Rail) 8. US 1 Bus Rapid Transit (Woodbridge to Dumfries) 9. VA28/Old Centreville Rd Bus Rapid Transit (Manassas to Centreville) 10. VA234 Business Bus Rapid Transit 11. Route 29 Alternate (Close Route 29/Remove Battlefield Bypass) 12. I-66 Trail over Bull Run 13. Active Transportation Interstate crossings 14. 2nd Rosslyn WMATA Station 15. Fair Oak WMATA Station	Mark Scheufler
6/14/2023	Yes, WMATA (Metro) or even competing transit systems to bring prices down, reduce traffic. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, dedicated SAFE bike lanes, transit.	
6/14/2023	There should be a package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, bus rapid transit stations, and stops along high-frequency bus lines. There should be more safe, dedicated bike lanes so people can commute easily within their own community!	Andy
6/14/2023	With the extension of the silver line, our transit options and stations should increase. Transit-oriented development will help people move to where they need to easier, faster, safer and reduce their carbon footprint. Make cities made for people, not cars!	

6/14/2023	Build more transit-oriented development projects, where the projects' focus is on providing communities alternatives to driving to get around. Such as metro, VRE, other transit systems such as BRTs. Dedicated and SAFE bike lanes. Widening roads only makes streets less safe for our kids, and separates communities!	
6/14/2023	Yes. Road diets everywhere, please and thank you.	Kripa Patwardhan
6/15/2023	BRT along Rt. 7	John Burke
6/19/2023	In general more funds towards bus, bike and pedestrian facilities	Mary Crowe
6/23/2023	National Landing to National Airport pedestrian bridge - this project is critical to knitting together the airport and multimodal hub in Crystal City. Route 1 boulevard conversion in National Landing - remaking this corridor as a people-friendly space is a key regional goal.	Kevin O'Brien
6/23/2023	Countywide packages of walking, biking and safety improvements, especially in older neighborhoods which lack safe ways to walk, bike and access bus stops. This should be funded in all Virginia counties.	Kevin O'Brien
6/27/2023	Expansion of metro rail access towards Burke and Fairfax City.	
7/7/2023	National Landing to National airport pedestrian bridge. This project will provide access for residents in National Landing and connect transit users to National Airport.	Joan McIntyre

Table 6. Multi-jurisdictional Project Suggestions

	Do you have any suggested projects that should be considered for the long-range transportation plan (Visualize 2050)?	Name
2/27/2023	Complete all unbuilt segments of the National Capital Trail Network by 2030. Each unbuilt trail segment should be listed as a separate project.	Allen Muchnick
3/3/2023	Complete all unbuilt segments of the TPB's National Capital Trail Network by 2030. The individual trail segments could be listed as separate, standalone trail projects. For Prince William County, the key projects would include 1) the East Coast Greenway (Occoquan River to Stafford County line), 2) the I-66 Trail (Route 15 to Bull Run Rd in Fairfax County, especially the crossing of Bull Run from the east end of Balls Ford Rd [and perhaps also from Vandoor Dr]), 3) the Rte 234/Manassas Bypass Trail from Brentsville Rd to I-66/VA-29 in Gainesville, 4) all Minnieville Rd shared-use path gaps, especially north of Rte 294 (erroneously depicted as existing), 5) Shared-use path crossings of I-95 and US-1, especially at Rte 234, Rte 294, Rte 123, Dale Blvd, and Opitz Blvd, 6) Rte 29 Trail (Fairfax Co. line to Fauquier Co. line), and 7) Signal Hill Rd from Liberia Ave to Signal View Dr (also erroneously depicted as existing). The other NCTN elements in PWC would presumably be built as part of concurrent road widening projects which are of otherwise dubious value.	Allen Muchnick

3/13/2023	Cancel all highway widening projects - they will only increase car pollution and greenhouse gas emissions, making our planet hotter and deadlier. All money should be invested in electrification and public transportation, as well as making towns and cities accessible by bike and on foot.	
3/14/2023	congestion pricing projects	Steve Wardell
3/18/2023	Incentives to continue and expand telecommuting for work, medical appointments, meetings and government hearings.	Nancy Soreng
6/14/2023	More money for bike and ped improvements.	JoAnne Fiebe

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

6/15/2023	Extend I-495 Express Lanes in Virginia into Maryland across the Woodrow Wilson Bridge to support access to National Harbor. Add express transit services across the Woodrow Wilson Bridge so that residents in Prince George's County can have direct transit access to Alexandria and up to Crystal City and the Pentagon.	
6/17/2023	Package of transit station access improvements to support safe, convenient walking and biking access to Metro, VRE, planned bus rapid transit stations, and stops along high-frequency bus lines	Ram V
6/19/2023	Hopefully, by 2045 and 2050, the region will be finishing up the transition to more, better, and safer biking and walking infrastructure that will have greatly reduced car trips and encouraged more use of transit. By these decades, there should be a region-wide connected bike lane and trail network that is world class in all respects. Widening and building more roads is not a viable plan for the future of the region or the planet.	Steven Ward
6/23/2023	TPB member agencies need to submit projects that better reflect regional and local policy goals to address climate change, reduce driving, increase access to jobs by transit, and address regional equity Increase funding to maintain, improve service, and expand our transit network. Support packages of local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations. Shift funding from wasteful highway and road expansion projects to both redesigning arterial roads to make them safer for walking, biking, transit AND protect our roads from increased flooding from climate change. Virginia Route 7 Bus Rapid Transit (BRT) project - include this important regional project. Oppose proposals for new Potomac River bridges and highways from Loudoun Co. to Montgomery Co. and from Prince William Co. to Charles Co.	Kevin O'Brien
6/25/2023	Overall, it's essential that we invest in transit and bike/ped options to cut back on our transportation generated GHGs. We're at a crisis moment on climate change and we absolutely must consider GHG reduction options in everything we do.	
6/26/2023	Whatever projects the region considers should prioritize public transportation solutions that are befitting a "Visualize 2050" narrative. You need to find ways to reduce car and truck traffic through densely populated areas.	
6/27/2023	More mass transit options to connect DC, MD and VA to provide viable alternatives to commuting by car.	
6/27/2023	Support local street and transit projects that support transit-oriented communities with safe, convenient walking and biking access and new mixed-use development close to Metro, rail and bus rapid transit stations.	Brian Glenn
6/27/2023	More transit in the outer suburbs. Better regional transit connections to places like Annapolis, Columbia, Frederick, Winchester etc.	Niels Pemberton

6/28/2023	Expansion of the MARC system by adding a third rail and adding service; running MARC and VRE in both Maryland and Virginia; creation of a light/heavy rail line that runs in the Beltway and 270 medians, including the Potomac River bridges; expansion of Metro and Bus Rapid Transit; on-demand jitney service	Edward Rich
6/30/2023	The last long-range plan dedicated twice as much investment to expanding highways as improving transit, pedestrian and bicycling facilities despite regional and local goals that prioritize walkable, transit-oriented communities and fighting climate change. TPB member agencies committed to reviewing projects and only including projects consistent with regional policy goals in Visualize 2050 and to make more progress in fighting climate change, which is why they voted to update the plan two years early. To do this, TPB member agencies need to make substantive changes in the types of projects that they submit for Visualize 2050. We should fund operations of systems we've already built before building new infrastructure. We need operating funding to address the transit "fiscal cliff" and to allow for the more frequent bus service provided by the regional Bus Network Redesign. Commuters will stick with driving cars if public transit takes much more time to commute. Visualize 2050 needs to keep our critical Metrorail, Metrobus and local providers running with the high service levels that riders need. Package and submit for inclusion in Visualize 2050 the many identified local unmet needs for safe street improvements for walking, biking, and transit access. Officials have been ignoring the benefits of these transit-oriented community investments which provide regional benefits by reducing driving demand and shifting more trips to walking, biking and transit. These packages deserve to be in the Visualize 2050 constrained element, as they are needed to achieve regional safety goals and adopted TPB priorities. Other regions include these in their plans, and Visualize 2045 included other types of small project groupings as well. Our arterial roads like Route 1 and Route 50 in Fairfax, Route 355 in Montgomery, and Pennsylvania Avenue and Central Ave in Prince George's are too wide and dangerous and should be redesigned to be safer for people walking, biking, and using transit. Pedestrian fatalities have increased and that is unacceptable. Also, prioritize maintaining and upgrading our roads, rails, trails and bridges to handle extreme weather, increased flooding and sea level rise. Currently, the proposed list of projects and allocation of funding in Visualize 2045 do not account for significant climate resilience needs.	Patty McGrath
6/30/2023	Maryland - Op Lanes Phase 1 (I-495/270 Express Toll Lanes)	jan w greenberg
6/30/2023	Public transit alternatives to expanding roadways in the DMV region such as bus rapid transit or monorail should be required before proceeding.	Patricia Tice
7/1/2023	Massive conservation and rationing is needed to address our planetary overshoot, per recent Nature article.	Jim Laurenson
7/7/2023	Overall, the project list is too focused on highway and road expansion projects have have repeatedly failed to reduce congestion and have only contributed to urban sprawl. Addressing climate change requires extensive transit infrastructure that provides convenient, reliable, and affordable transportation for everyone. Continued dependence on cars puts the highest burden on low income and other vulnerable population and undermines health from poor air quality.	Joan McIntyre

7/9/2023	I'd love to see a bus line that passes down Georgia Ave to 16th Street from Forest Glen or further north and goes to downtown DC that stays on 16th without stopping at Silver Spring Metro. Limited or no stops between the DC line and downtown DC would not duplicate S9 service. I live so close to DC but have to take at least two buses to get anywhere there. A more direct connection would be great.	Sarah Lanning
7/10/2023	Capital Trails Coalition network of multi-use trails	Paul Daisey

Marcela Moreno

From: Arlene Montemarano <mikarl@starpower.net>
Sent: Tuesday, June 27, 2023 8:00 PM
Subject: Adding road capacity is fruitless, another study finds – State Smart Transportation Initiative – UW–Madison

We are left to wonder, is our new State government as oblivious to undeniable realities as the former one was? Is it a case of new faces, same boxed-in thinking?

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"Fruitless"

<https://ssti.us/2023/06/26/adding-road-capacity-is-fruitless/>

And YET.....

MOORE TO CONTINUE HOGAN I-270/BELTWAY PROJECT: Under Gov. Wes Moore's (D) new administration, the Interstate 270 and Capital Beltway expansion project, dubbed Op Lanes Maryland, [will continue to be planned for the region](#). The project, a priority of former Gov. Larry Hogan (R), focuses on improving traffic congestion and delivering a new American Legion Bridge. **Elia Griffin/MoCo360.**

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Arlene Montemarano, 240-360-8691, Lawndale Drive

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

--

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Marcela Moreno

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Thursday, June 29, 2023 3:46 PM
To: TPBcomment
Subject: New poll - 82% of public doesn't believe widening highways is best solution for traffic congestion

Please see the Transportation for America poll discussed in their blog post here: <https://t4america.org/2023/06/29/new-survey-82-percent-of-voters-dont-believe-highway-expansions-are-the-best-solution-for-reducing-congestion/>

and the coverage in [Streetsblog](#)

Request that you share this information with the TPB members.

Thank you,

Stewart

Stewart Schwartz | Executive Director
Coalition for Smarter Growth

PO Box 73282

Washington, DC 20056

www.smartergrowth.net | @betterDCregion

stewart@smartergrowth.net | @csgstewart

(703) 599-6437 (cell)

Your gift helps keep CSG's advocacy going! [Donate today!](#)

Check out our [2022 ULI Changemaker Award](#)

Marcela Moreno

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Thursday, June 29, 2023 5:19 PM
To: TPBcomment
Subject: Fwd: 82 percent of voters don't believe highway expansions are the best solution for reducing congestion
Attachments: 2023_06%20Hattaway%20polling%20press%20release%201.pdf

TPB:

Following up on my previous email. Please see the release below and attached by Transportation for America on their poll of 2001 voters nationwide.

Please include the release in the next TPB packet as well. Thank you.

Stewart

Stewart Schwartz | Executive Director
Coalition for Smarter Growth

PO Box 73282

Washington, DC 20056

www.smartergrowth.net | @betterDCregion

stewart@smartergrowth.net | @csgstewart

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----- Forwarded message -----

From: **Steve Davis** <sdavis@smartgrowthamerica.org>

Date: Thu, Jun 29, 2023 at 4:32 PM

Subject: Fwd: 82 percent of voters don't believe highway expansions are the best solution for reducing congestion

To:

Also, up on our blog: <https://t4america.org/2023/06/29/new-survey-82-percent-of-voters-dont-believe-highway-expansions-are-the-best-solution-for-reducing-congestion/>

—
Steve Davis

Asst. VP of Transportation Strategy

sdavis@smartgrowthamerica.org

o: (202) 516-5343

Follow SGA: [@SmartGrowthUSA](#) | [LinkedIn](#)
smartgrowthamerica.org



FOR IMMEDIATE RELEASE

Transportation for America

Contact: Steve Davis

sdavis@smartgrowthamerica.org

202.569.8218

82 percent of voters don't believe highway expansions are the best solution for reducing congestion

National survey shows prioritizing road repair, improving transit, and reducing driving are more popular options for spending transportation dollars

Washington, D.C. (June 29) — A new nationwide survey of American voters' attitudes reveals a significant divide between voters' attitudes about the best short- and long-term solutions for reducing traffic, versus the actual priorities of their state and local transportation agencies.

[In 2021 *The Washington Post* estimated](#) that highway widening and expansion consumed more than a third of states' capital spending on roads (over \$19 billion). These projects were backed by promises to reduce congestion. The public isn't buying it. The results of a national survey of 2,001 registered U.S. voters—90 percent of whom own a car they drive regularly—underscores a widely shared belief that highway expansion doesn't work as a short- or long-term strategy for reducing traffic and that we should invest more in other options.

- **70 percent of respondents agree** that *“providing people with more transportation options is better for our health, safety, and economy than building more highways.”*
- **67 percent of respondents agreed** that *“expanding highways takes years, causes delays, and costs billions of dollars.”* The same percentage believes that *“widening highways attracts more people to drive, which creates more traffic in the long run.”* Only 11 percent felt state DOTs actually deliver congestion relief with highway expansions. In other words, the public understands the concept of [“induced demand,”](#) which is widely ignored by state legislatures, DOTs, Congress, and federal agencies.
- **69 percent of respondents agree** that *“it's more important to protect our quality of life than to spend billions of tax dollars on expanding highways. By removing a few miles of highway and adding more transportation options, like trains, buses, bike lanes, and sidewalks, we can have healthier communities.”*
- **71 percent of respondents agree** that *“no matter where you live, you should have the freedom to easily get where you need to go. Almost all government spending on transportation goes to highways. Instead, states should fund more options, like trains, buses, bike lanes, and sidewalks.”*

The survey revealed a deep dissatisfaction with the overall status quo of state and local transportation spending which overwhelmingly prioritizes spending on new roads, often at the expense of keeping roads and bridges in good condition, investing in transit and safe streets for walking or biking, or reducing the need to drive overall. Given seven choices for the best short- and long-term solutions for reducing traffic, the least popular option was “building new freeways and highways,” even as states are poised to spend tens of billions on new highways thanks to the 2021 federal infrastructure law.

“Our country remains on a highway spending spree while requests for basic investments in walkability and transit are given low priority. I hope this survey serves as a wake-up call to politicians that the public is clamoring for reasonable

investments in our health, climate and quality of life, not traffic-inducing polluting highways,” said **Mike McGinn, Executive Director of America Walks.**

Prioritizing the repair of existing roads and bridges first was the top option for how states should be investing their transportation funding (selected by 22 percent of respondents), though Congress has long agreed—in a strong bipartisan fashion—not to institute any binding requirements to prioritize repair first.

“We’re repeatedly told by leaders on Capitol Hill that requiring states to prioritize maintenance first is just too controversial,” said **Beth Osborne, director of Transportation for America.** “But this survey shows yet again that there’s no controversy among the people they serve—they’re beyond ready to retire the last generation’s playbook when it comes to improving mobility and getting them where they need to go.”

While “reducing congestion” is the top policy goal that shapes the spending decisions of most state DOTs, traffic is not a huge stumbling block for most people to access what they need. Just one in four said they find it difficult to get around.

Survey respondents expressed positive feelings about a range of messages about spending transportation money differently, demonstrating that voters are looking for new ideas, policies, and/or investments that address their problems and deliver meaningful benefits to people and communities—instead of just doing the same old things over and over again. (See attached PDF for full results on pages 19-22, all of which were supported by over 60 percent of respondents.)

“These results are clear: Americans are eager to see the transportation investments that can connect and repair their communities,” said **Rabi Abonour, a transportation advocate at NRDC (Natural Resources Defense Council).** “Federal, state and local leaders should follow the lead of the public and invest in the public transit and related projects that will really improve mobility, clean the air, and address climate pollution.”

[View a more detailed version of the survey data and findings.](#)

###

About the poll

Hattaway Communications, a strategic communications firm based in Washington D.C., was retained to conduct this survey of 2,001 registered voters and assess their awareness of relevant issues, attitudes toward transportation projects, and aspirations for their communities. The survey was fielded online, between February 23–March 7, 2023, and reflects the demographic and geographic composition of the United States.

This survey was supported by NRDC and a grant from the Summit Foundation.

###

Transportation for America is an advocacy organization made up of local, regional, and state leaders who envision a transportation system that safely, affordably, and conveniently connects people of all means and ability to jobs, services, and opportunity through multiple modes of travel. T4America is a program of [Smart Growth America](#). Learn more at t4america.org

America Walks is leading the way in advancing walkable, equitable, connected, and accessible places in every community across the U.S. We are the national voice for public spaces that allow people to safely walk and move. At the regional, state, and neighborhood levels, America Walks provides critical strategic support, training, and technical assistance to partner organizations and individuals to effectively advocate for change. <https://americawalks.org/>

The Natural Resources Defense Council (NRDC) works to safeguard the earth—its people, its plants and animals, and the natural systems on which all life depends. <https://www.nrdc.org/about>

This email was sent to sdavis@smartgrowthamerica.org
Smart Growth America, 1152 15th Street NW, Washington, District Of Columbia 20005, United States
[Unsubscribe](#)

EMBARGOED UNTIL THURSDAY JUNE 29 AT 7 AM ET

Transportation for America

Contact: Steve Davis

sdavis@smartgrowthamerica.org

202.569.8218

82 percent of voters don't believe highway expansions are the best solution for reducing congestion

National survey shows prioritizing road repair, improving transit, and reducing driving are more popular options for spending transportation dollars

WASHINGTON, D.C. (June 29) — A new nationwide survey of American voters' attitudes reveals a significant divide between voters' attitudes about the best short-and long-term solutions for reducing traffic, versus the actual priorities of their state and local transportation agencies.

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- 70 percent of respondents agree that *“providing people with more transportation options is better for our health, safety, and economy than building more highways.”*
- 67 percent of respondents agreed that *“expanding highways takes years, causes delays, and costs billions of dollars.”* The same percentage believes that *“widening highways attracts more people to drive, which creates more traffic in the long run.”* Only 11 percent felt state DOTs actually deliver congestion relief with highway expansions. In other words, the public understands the concept of [“induced demand.”](#) which is widely ignored by state legislatures, DOTs, Congress, and federal agencies.
- 69 percent of respondents agree that *“it's more important to protect our quality of life than to spend billions of tax dollars on expanding highways. By removing a few miles of highway and adding more transportation options, like trains, buses, bike lanes, and sidewalks, we can have healthier communities.”*
- 71 percent of respondents agree that *“no matter where you live, you should have the freedom to easily get where you need to go. Almost all government spending on transportation goes to highways. Instead, states should fund more options, like trains, buses, bike lanes, and sidewalks.”*

The survey revealed a deep dissatisfaction with the overall status quo of state and local transportation spending which overwhelmingly prioritizes spending on new roads, often at the expense of keeping

roads and bridges in good condition, investing in transit and safe streets for walking or biking, or reducing the need to drive overall. Given seven choices for the best short- and long-term solutions for reducing traffic, the least popular option was “building new freeways and highways,” even as states are poised to spend tens of billions on new highways thanks to the 2021 federal infrastructure law.

“Our country remains on a highway spending spree while requests for basic investments in walkability and transit are given low priority. I hope this survey serves as a wake-up call to politicians that the public is clamoring for reasonable investments in our health, climate and quality of life, not traffic-inducing polluting highways,” said **Mike McGinn, Executive Director of America Walks**.

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While “reducing congestion” is the top policy goal that shapes the spending decisions of most state DOTs, traffic is not a huge stumbling block for most people to access what they need. Just one in four said they find it difficult to get around.

Survey respondents expressed positive feelings about a range of messages about spending transportation money differently, demonstrating that voters are looking for new ideas, policies, and/or investments that address their problems and deliver meaningful benefits to people and communities—instead of just doing the same old things over and over again. *(See attached PDF for full results on pages 19-22, all of which were supported by over 60 percent of respondents.)*

“These results are clear: Americans are eager to see the transportation investments that can connect and repair their communities,” said **Rabi Abonour, a transportation advocate at NRDC (Natural Resources Defense Council)**. “Federal, state and local leaders should follow the lead of the public and invest in the public transit and related projects that will really improve mobility, clean the air, and address climate pollution.”

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The Natural Resources Defense Council (NRDC) works to safeguard the earth—its people, its plants and animals, and the natural systems on which all life depends. <https://www.nrdc.org/about>

Marcela Moreno

From: George Aburn <tadaburn@gmail.com>
Sent: Tuesday, July 11, 2023 8:04 AM
To: TPBcomment; Lyn Erickson; Marcela Moreno
Cc: eschaeffer@environmentalintegrity.org; Leah Kelly; anne@chesapeakeclimate.org; Fernandez.Cristina@epa.gov; Kanti Srikanth; Gordon, Michael; Rick Konrad; ittakesavillage2226@yahoo.com
Subject: Public Comment Request for 7/13 TPB CAC Meeting
Attachments: TPB CAC Letter on New Issues and Data Final 05172023 for 061523 (1).pdf; TPB Tech Letter on New Data Final 05172023 for 06022023 (1).pdf; TPB TC and CAC 062123 Request to Comment Final.pdf; TPB 051723 Final Written Comment .pdf; EPA FTA and OEJECR Letter 062523 Final federal funding and EJ.pdf

I am writing to request that the CAC Chair allow me to make short public comments at the meeting this Thursday evening.

The comment would focus on the issues raised in my letters to CAC over the past few months, the letter to federal agencies on environmental justice issues being ignored by TPB and the Title VI complaint.

I noticed that a discussion of the TPB public participation plan is on the agenda.

I would truly appreciate it if the letters to TPB CAC that I have written over the last few months could at least be made available to CAC members in the other documents section of the materials.

It also seems appropriate for the Chair or Staff to acknowledge receipt of these letters and comments and to see if CAC members feel that a discussion is appropriate.

I am concerned that the current public participation process for TPB CAC may be a violation of the federally approved plan.

Respectfully

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

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

May 17, 2023

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

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

Chairman Wallace, members of the TPB CAC:

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

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

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

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

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

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

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

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

George S. Aburn Jr.

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

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

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

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

May 17, 2023

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

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

Chairman Rawlings, members of the TPB Technical Committee:

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

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

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

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

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

The new data and analysis are briefly described below:

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

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

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

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

George S. Aburn Jr.

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

Cc: TPB Tech Members
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
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Phil Mendelson, DC Council
Cristina Fernandez, US EPA
Christopher Lawson, US FHWA

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

June 21, 2023

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

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

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

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

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

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

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

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

Please do not hesitate to contact me.

Respectfully,

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

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

Comments for the May 17, 2023 TPB Meeting

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

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

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

For the past six months, I have submitted comments and letters to TPB on three major issues that are now critical issues strongly linked to the transportation planning process:

- Environmental Justice at both the local and regional level,
- Climate Change, and
- Transparency

Additional details and examples of these issues are provided in earlier comments and letters and available to TPB and its Committees from COG staff and through the TPB website.

My comment today again asks TPB to provide a summary or a response to my earlier comments and letters by providing a response to two basic questions:

1. **“What is the TPB doing to address the way that regional transportation planning and projects are unintentionally creating very high-risk air pollution hot-spots in communities of color and other underserved communities.”**
2. **“What is the TPB doing to ensure that the climate change strategies that are now being developed to meet current (but weak and out of date) regional goals are sufficient ... and will also not result in an inefficient use of federal and state transportation dollars.”**

In closing, I respectfully request that TPB provide a summary of plans or actions to address the questions above. I would also like to ask TPB (per guidance from COG staff) to directly distribute the attached letters to the members of the TPB Technical Committee and the TPB Community Advisory Committee for their June meetings. I do not believe that my earlier letters to these two TPB Committees were ever sent directly to the Committee members. I do have concerns over this public participation/transparency policy as the TPB Committees should be able to receive public comment directly.

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July 10, 2023

Adam Ortiz, Regional Administrator
U.S. Environmental Protection Agency, Region 3
Four Penn Center
1600 JFK Boulevard
Philadelphia, PA 19103-2029

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

Marianne Engelman-Lado, Acting Principal Deputy Assistant Administrator
Mathew Tejada, Deputy Assistant Administrator for Environmental Justice
Lilian Sotolongo Dorka, Deputy Assistant Administrator For External Civil Rights
U.S. Environmental Protection Agency
Office of Environmental Justice and External Civil Rights (OEJEER)
1200 Pennsylvania Avenue
WJC Building North, Room: 1448K
Washington, DC 20460

Re: Federal Funding and Environmental Justice

Regional Administrators Ortiz and Crews, Acting Principal Deputy Assistant
Administrator Engelman-Lado and Deputy Assistant Administrators Tejada and Dorka :

I am writing for your assistance on an environmental justice issue in Prince George's
County Maryland and numerous other communities of color throughout the Metropolitan
Washington area. I am writing to you as a group ... as the issue cuts across several
federal agencies and involves federally approved air quality and transportation plans

and government supported environmental racism. There are also potential civil rights issues.

The issue can be summarized as follows:

- The Metropolitan Washington Council of Governments (MWCOCG) will soon be submitting air quality and transportation plans that require federal approval
- These plans will continue to support systemic environmental racism by ignoring how “business as usual” processes for implementing federally approved plans clearly create high-risk air pollution hotspots and environmental injustices in communities of color across the MWCOCG region.
- As federal policy on environmental justice continues to evolve, at a minimum, these federally approved plans must include enforceable language that ensures that implementation of federally approved plans, especially when implementation involves federal transportation funding, will not create environmental justice problems and that existing environmental justice problems are not made worse.
- This is currently happening in Prince George’s County and throughout the MWCOCG region.
- MWCOCG appears to be unconcerned about this problem.

Based on President Biden's policies I urge you to make sure that environmental justice is addressed aggressively in these federally approved plans.

By way of introduction, my name is Tad Aburn. Last year I was the Director of the Maryland Department of the Environment's Air and Radiation Management Administration. I was a member of the NACAA Board for many years and a 2-time President. I chaired the NACAA Criteria Pollutants Committee for over 15 years. I was a member of MWCOCG's air quality committee (MWAQC) and chaired the MWAQC technical committee many times. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I have many friends at EPA in Washington, Philadelphia and RTP. I am now retired and commenting today as a volunteer working for several Prince George's County environmental justice communities. I received my environmental engineering degree from Brown University.

Air quality improved dramatically during my career. Maryland’s efforts on climate change are amongst the best in the Country. I am proud of both of these accomplishments. Unfortunately, environmental justice has been overlooked for many, many years. I am not proud of that.

The issues I am raising at MWCOG are not uncommon ... They exist in many metropolitan areas. I am pushing these issues in the Washington, DC area, not because the region is inept, but because the area and its elected leadership have a long history of being environmentally progressive. For reasons that are not clear to me, MWCOG has chosen to ignore environmental justice problems resulting from transportation planning and projects creating air pollution hotspots in communities of color.

A few of the over 30 letters and public comments I have submitted to MWCOG are attached. Some of these letters provide sample language for including environmental justice from air pollution hotspots in federally approved air quality and transportation plans. Recent letters have also provided a simple framework for how MWCOG could begin to effectively address this serious issue. There has been no meaningful response. Knowing how strongly many of the elected members of MWCOG support the need to address environmental justice and racial equity, I believe there has been a significant communication breakdown between the MWCOG elected leadership and the MWCOG staff.

I have read the EPA legal analysis that identifies a long list of federal authorities and other federal tools to begin to more aggressively address environmental justice. It appears that both EPA and FHWA/FTA have ample authority to require areas like MWCOG to include enforceable requirements in their federally approved air quality and transportation plans to ensure that implementation of those plans does not create new environmental justice problems or make existing environmental justice problems worse.

I request that you use these authorities to require this in the air quality and transportation plans that will be submitted by MWCOG and the states over the next year.

I have already begun to work with Cristina Fernandez, the Air Director for EPA Region 3 on this issue. I would be happy to provide a more detailed briefing to the federal agencies who I believe can be a key driver for making real, timely progress on environmental justice.

I have also attached a civil rights complaint to MWCOG that is being pursued in parallel to this request for assistance from the federal government.

Respectfully,

George S. Aburn Jr

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

ccs:

Christian Dorsey, Chair, MWCOG Board
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Ted Dernoga, Vice Chair, MWAQC
Takis Karentionis, Chair CEEPC
Era Pandya, Chair, ACPAC
Julie Kimmel, Vice Chair, ACPAC
Cristina Fernandez, USEPA
Mike Gordon, USEPA
Angus Welch, USEPA
Eric Schaefer, EIP
Leah Kelly, EIP
Anne Havemann, CCAN
Shailen Bhatt, Administrator, US FHWA
Christophe Lawson, US FHWA
Nuria Fernandez, Administrator, FTA
Dr. Sacoby Wilson, UMCP CEEJH
Phil Mendelson, DC Council
Clark Mercer, MWCOG
Kanti Srikanth, MWCOG
Lyn Erikson, MWCOG TPB
Jeff King, MWCOG MWAQC

Attachments

Marcela Moreno

From: Bill Pugh <bill@smartergrowth.net>
Sent: Thursday, July 13, 2023 10:10 AM
To: TPBcomment
Cc: Stewart Schwartz
Subject: Comment for TPB board, Induced Demand survey & fact sheet
Attachments: Induced Demand Overview for Metro DC July2023.pdf

Dear TPB Chair Collins and Board members,

The Coalition for Smarter Growth shares these comments and materials:

- A national poll of voters (90% of whom are drivers) released last week revealed that two-thirds of Americans know highway expansions don't cure traffic.
- This is called induced demand, the well established phenomenon backed by decades of research, that expanding highways does not solve congestion and also increases the amount we drive.
- Attached is our new fact sheet on induced demand for the Metro DC region.
- This is timely as you review plans for 900 more lane miles of highway and arterial road expansion and whether to resubmit these for Visualize 2050.
- We urge you to shift funds from highway widening to transit, walking, biking, housing and climate resilience.
- Public comments submitted to date for Visualize 2050 also call for you to reprioritize investments in your project submissions.

Thank you for your consideration,

Bill Pugh, AICP CTP | Senior Policy Fellow
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
bill@smartergrowth.net

Message to DC Regional Officials: The Public Knows Highway Expansions Do Not Cure Traffic

CSG shares new polls and new fact sheet on induced demand
with the region's elected officials ahead of their annual retreat

Continues calls for Shifting Funds from Highway Expansion to Smart Growth,
Housing, Transit, Walking and Biking

With the region's elected officials gathering at their annual retreat this Friday and Saturday, the Coalition for Smarter Growth continued to urge reform of the region's transportation priorities.

A [national poll](#) of 2001 voters (90% of whom are drivers) released last week by Transportation for America revealed that two-thirds of Americans know highway expansions don't cure traffic. 67 percent of American voters polled agreed that widening highways attracts more people to drive, which creates more traffic in the long run, defeating the stated purpose for countless road expansion projects across the country.

In short, the public understands that "induced demand" is real, even if they are not aware of the term itself. Today, when officials in the DC region are planning for at least 900 more lane miles of highway and arterial

road expansion and amid the ongoing debate over high-occupancy toll lanes for 495/270 in Maryland and 495 through Alexandria, the Coalition for Smarter Growth (CSG) urged officials to reconsider these plans. “CSG’s [Induced Demand fact sheet](#) for local, regional, and state officials – released today – makes clear the failures of road expansion,” said Stewart Schwartz, Executive Director of the Coalition for Smarter Growth.

“**Induced demand** is the widely documented phenomenon in which widening major roads and highways results in more driving (vehicle miles traveled) that generally cancels out any congestion-reduction benefits in as little as five to ten years,” said Bill Pugh, Senior Policy Fellow for CSG and author of the fact sheet which draws upon numerous national and international studies and includes local DC area examples.

“Unfortunately, elected officials in the DC region continue to propose over 900 lane miles of major road expansion, and continue to ignore the reality that it won’t work,” said Schwartz. “They will end up wasting billions of tax dollars and make our quality of life worse, not better.”

The Council of Governments’ Transportation Planning Board is currently developing its [Visualize 2050](#) regional “constrained” long range transportation plan (the existing 2045 plan includes 900 lane miles in road expansion), and in Northern Virginia right now, counties and cities are submitting project applications for funding through the Northern Virginia Transportation Authority. CSG has previously shown in its “On the Wrong Road” report that the NVT Authority’s “unconstrained” Transaction 2050 plan would add 1000 lane miles of roads in Northern Virginia alone and induce growth in driving at 1.5 to 3 times the rate of population growth on major arterials in the outer suburbs. To date, the NVT Authority has allocated over half of its regional funding to road capacity expansion projects, even though the agency’s own Technology Strategic Plan acknowledges the reality of induced demand.

Bill Pugh continued, “In our research for our fact sheet we note that the expansion of I-270 in Maryland in 1991 from eight lanes to 12 lanes created a textbook case of induced demand as [documented by the Washington Post in this 1999 article](#). Traffic gridlock returned in just eight years. The National Capital Region Transportation Planning Board (TPB) later confirmed this finding.”

“As Governor Wes Moore and his Administration consider the massive expansion of I-270 and I-495 with proposed private toll lanes, it is important to note that these too will fail because of induced demand – filling up the general purpose lanes and many connecting roads as drivers seek to enter and exit the much wider highway,” said Schwartz.

The region’s Transportation Planning Board (TPB) has confirmed that HOT lanes induce additional vehicle travel and greenhouse gas emissions:

When adding capacity instead of converting existing capacity, HOV lanes induce new vehicle travel in urbanized areas. Regional simulation modeling studies suggest that the additional VMT will at least partially offset any emissions benefits resulting from smoother traffic flow, and in many cases will completely offset the emissions benefits. These conclusions are also supported by project-level analyses of emissions impacts of HOV and express lane additions reported in recent project environmental documents. [Climate Change Mitigation Study of 2021, Review of Climate Action Plans and Literature](#), July 2021, see page 61.

“TPB’s Climate study also shows that even with a rapid adoption of electric vehicles, [our region has to reduce per capita miles of driving by 20%](#) to meet its climate target,” said Pugh. “Unfortunately, the region’s currently adopted transportation plan, which spends roughly double on expanding roads compared to improving transit, walking and biking facilities, would only reduce per capita passenger vehicle miles of travel by 5% by 2045. But we must do much more and quickly, to reduce the amount we drive.”

“In contrast to ineffective road expansion, smart growth offers greater freedom through travel options and shorter trips centered in walkable, transit-oriented communities, frequent and expanded transit networks and dedicated bus lanes. These measures would reduce the amount we have to drive, provide more effective

alternatives, improve access to jobs and opportunity, reduce household transportation costs, and reduce emissions,” said Schwartz.

Americans understand that these solutions work! Again, according to the Transportation for America survey, more than 82 percent of Americans preferred congestion mitigation strategies other than America’s default approach of building bigger and bigger roads for drivers, and were about twice as likely to pick basic road repair and public transportation over building new lane miles.

Add to this the findings from the just released [national survey](#) by the National Association of Realtors (NAR) showing the significant demand for walkable communities and better proximity to daily needs:

- 78% of respondents would pay more to live in a walkable community.
- About half of the survey’s 2,000 respondents say they prefer a walkable community and shorter commute, even if it means living in an attached home, such as a townhome or condo, or having a smaller yard.
- Majority of survey respondents say they prefer a house with a small yard over one with a larger yard that is farther away from amenities.

“The time is long overdue for our region’s elected officials and transportation planners to change course and to adopt new regional transportation plans that match their expressed goals to focus development near high-capacity transit, provide more affordable housing, better transit, and safer roads, and slash our greenhouse gas emissions. It’s time to shift billions of dollars from fruitlessly expanding highways to supporting a more sustainable future,” concluded Schwartz.

Attachment: Induced Demand Overview for Metro DC

<https://smartergrowth.net/resources/induced-demand-an-overview-for-metro-dc/>

Why new and wider roads do not fix congestion

- Induced demand is well established and explains why adding more and more lanes has not fixed traffic congestion, instead increasing how much we drive.
- Transportation agencies still focus disproportionately on “congestion relief,” as measured by traffic speeds, as an end in itself rather than the desired outcome of better accessibility to jobs, services, schools, and housing.
- The failed strategy of never-ending road widening makes it impossible to meet our climate targets while also undermining strategies for walkable, transit-friendly communities with an affordable and safe mix of transportation options.

Overview

Induced demand, also referred to as **induced driving**, **induced travel**, and **generated travel**, is the widely documented phenomenon in which widening major roads and highways results in more driving (vehicle miles traveled) that generally cancels out any congestion-reduction benefits in as little as five to ten years. [Numerous academic studies](#) of highway expansion projects in the U.S. and abroad have demonstrated this and shown that it follows basic economic principles – when a good is provided for free, people consume more of it until the supply is exhausted.

Widening major roads entices people with transportation choices to **make longer and more frequent car trips, or to make those trips during busy times of day or on routes they would have avoided.** It also causes people to leave transit or carpools to drive alone, adding traffic right back to recently widened roads.

Right: [California Department of Transportation Infographic](#)

BIGGER ROADS, MORE TRAFFIC

1 For years, governments tried to tackle congestion by widening our roads.

ADD MORE LANES!

UGH.

2 Adding a lane often helps at first.

SMOOTH SAILING!

3 However, over time the wider highway creates even more traffic than before.

Why?

- MORE & LONGER TRIPS**
People may choose to drive more often than before, and to destinations farther away.
- MORE DRIVERS**
People who normally carpool, take transit, walk or bike decide to drive instead.
- DISPERSED LAND USES**
New development is built further from existing neighborhoods, forcing longer trips and reducing open space.

4 Building bigger roads often creates more traffic. And more traffic means more pollution, noise, crashes, and maintenance expense.

YUCK!

THERE'S GOT TO BE A BETTER WAY.

5 There ARE better solutions. If we make thoughtful decisions about transportation and land use, we can make it easier for people to take fewer and shorter car trips.

WHEEE!!!

For more information on how Caltrans is working to reduce Californians' time behind the wheel, visit dot.ca.gov/programs/sustainability/sb-743

These wider roads open up more land to development or are otherwise used to justify **auto-dependent development patterns**, which add even more vehicle trips. (see [pages 15-19 in this Transportation for America report](#)). Auto-dependent development patterns are low density, single use, with residential, retail, office, and public buildings oriented toward car users, and very wide streets with few connections and very long blocks.



Loudoun County, VA; Image: Hugh Kenny

Conversely, building out [well-connected, mostly two-lane street grids](#), rather than a few wide arterials and collector roads, can improve traffic flow, reduce auto trips and trip distances, and foster walking and biking trips.

Induced Demand Studies and Articles

The [National Center for Sustainable Transportation](#), a consortium of universities supported by the U.S. Department of Transportation, has two good primers on induced travel. Their 2015 and 2023 syntheses of the research concluded that:

- *The quality of the evidence linking highway capacity expansion to increased VMT [vehicle miles traveled] is high;*
- *Increased roadway capacity induces additional VMT in the short-run and even more VMT in the long-run;*
 - *A roadway capacity expansion of 10% is likely to increase VMT by 3% to 8% in the short-run and 8% to 10% or more in the long-run.*
- *Capacity expansion leads to a net increase in VMT, not simply a shifting of VMT from one road to another;*

- *The available empirical evidence suggests that new high-occupancy vehicle (HOV) and high-occupancy toll (HOT) lanes might have similar induced travel effects as general-purpose lane expansions;*¹
- *Increases in GHG emissions attributable to capacity expansion are substantial;*
- *Capacity expansion does not increase employment or other economic activity;*
- *Conversely, reductions in roadway capacity tend to produce social and economic benefits without worsening traffic congestion; and*
- *Induced travel happens in rural and uncongested areas, too.*^{2,3}

[Recent studies](#) continue to validate this “**global law of road congestion**,” and too many transportation agencies [continue to ignore it](#) for various reasons. One root of the problem is that so many local and state transportation agencies continue to [focus disproportionately on congestion relief](#), as measured by traffic speeds, rather than accessibility to jobs, services, schools, and housing, where accessibility can be achieved through proximity, faster transit, and walk and bike-friendly mixed-use communities. In January 2023, The New York Times detailed some of the [metro areas currently pursuing major highway expansion projects](#) despite acknowledging induced demand.

A [recent survey](#) by Transportation for America found that **82% of American voters don’t think highway expansion is the best solution for reducing congestion**. Over half responded that building new roads and highways, or adding lanes to existing lanes and highways either makes traffic worse or has no effect on traffic.

Induced Demand and the Alternative in the DC Region

I-270 a textbook case: The expansion of I-270 in Maryland in 1991 from eight lanes to 12 lanes created a textbook case of induced demand as [documented by the Washington Post in this 1999 article](#). Traffic gridlock returned in just eight years. The National Capital Region Transportation Planning Board (TPB) later confirmed this finding.

HOV/HOT lanes and induced demand: More recently, the TPB’s literature review concluded:

When adding capacity instead of converting existing capacity, HOV lanes induce new vehicle travel in urbanized areas. Regional simulation modeling studies suggest that the additional VMT will at least partially offset any emissions benefits resulting from smoother traffic flow, and in many cases will completely offset the emissions benefits.

¹ Pricing and repurposing existing lanes can help reallocate trips to more efficient modes and provide travel time benefits to all users, including drivers as well as transit users while still providing discounts to low-income commuters who need to drive. The San Francisco Bay Area is [studying this approach](#), with proposed [ways to ensure equitable outcomes of road pricing](#).

² Handy, Susan. 2015. [Increasing Highway Capacity Unlikely to Relieve Traffic Congestion](#). UC Davis and National Center for Sustainable Transportation Policy Briefs.

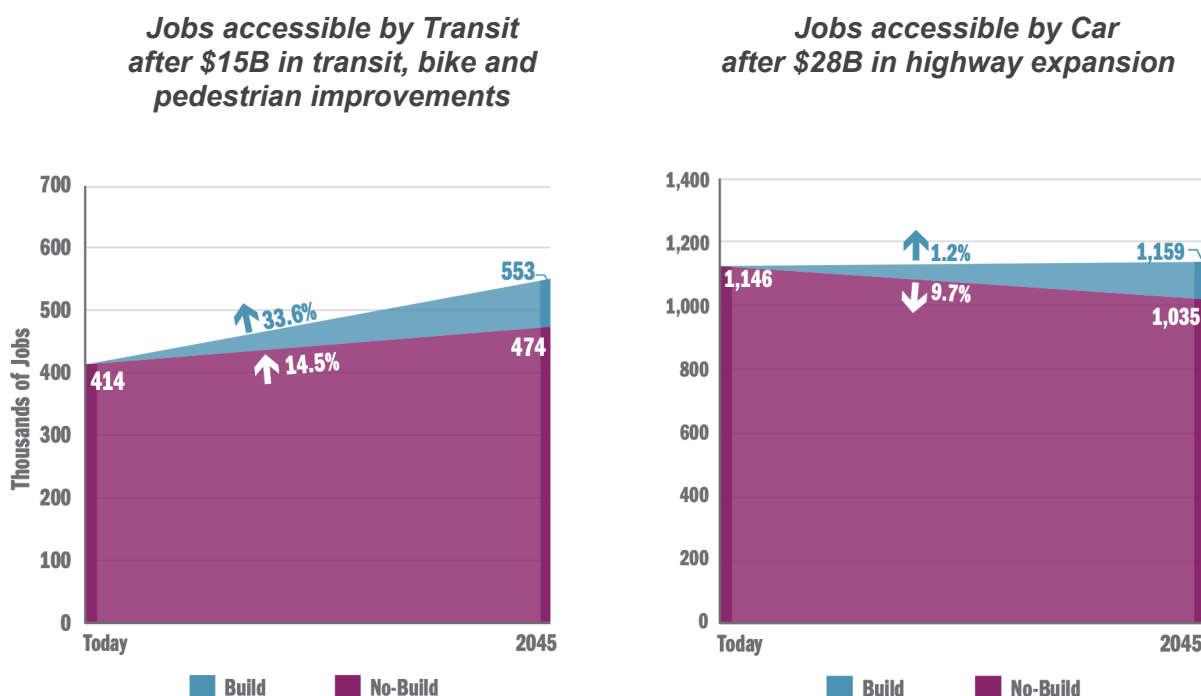
³ Volker, Jamey, and Susan Handy. 2023. [Increasing Highway Capacity Induces More Travel](#). UC Davis and National Center for Sustainable Transportation Policy Briefs.

These conclusions are also supported by project-level analyses of emissions impacts of HOV and express lane additions reported in recent project environmental documents. [Climate Change Mitigation Study of 2021, Review of Climate Action Plans and Literature](#), July 2021, see page 61.

“On the Wrong Road in NoVA” report: The Coalition for Smarter Growth analyzed [Northern Virginia road expansion plans](#) using the [State Highway Induced Frequency of Travel \(SHIFT\) calculator](#), finding that plans to increase arterial highway lanes miles faster than forecast population growth in Loudoun, Prince William and Fairfax Counties, would likewise lead to increases in driving faster than population growth.

Regional Transportation Plan Shows Limited Benefit of Road Expansion: Our region’s transportation plan, Visualize 2045, includes 900 miles of new highway and arterial lanes at a cost of \$28 billion, yet access to jobs by car would only improve 1.2%. In contrast, \$15 billion in transit, bicycle and pedestrian improvements – combined with transit-oriented land use plans – would increase jobs accessible by these modes by 33.6%.

Forecast change in Job Access under the DC region’s transportation plan



Forecast number of jobs within 45-minute transit and car commutes. “No-Build” scenario includes future conditions with adopted local land use plans; “Build” scenario includes local land use plans and Visualize 2045 planned transportation investments. Source: [Visualize 2045](#) long-range transportation plan (June 2022).

In short, even the modest shifts toward more transit-oriented job locations under current adopted local plans, accompanied by transit investments, would result in much bigger job

access gains than massive proposed spending to expand highways and arterials, and at half the cost.

Housing in the right locations reduces congestion: The TPB has also estimated that achieving the region's housing goals to put more housing in accessible places and make it more affordable would [reduce congestion by 20%](#). No highway expansion scenario comes close to achieving those accessibility and equity benefits.

Success stories in Northern VA suburbs: [Arlington](#) and [Falls Church](#) have focused millions of square feet of development in mixed-use, walkable, transit-oriented locations, AND their traffic volumes on major corridors for local travel have declined significantly (10 to 40%). In Fairfax County, which is also seeking to shift to more transit-oriented communities, [major new developments](#) subject to Travel Demand Management requirements have generated significantly fewer car trips than their maximum targets – even before the pandemic – due to the multiple travel options provided.

Not only more driving, but more carbon pollution

Contrary to [claims by many highway agencies](#), studies show that [road widening typically results not only in more driving but also more emissions](#). Reducing traffic congestion can lower a car's tailpipe pollution per mile driven, but expanding highways and roads generally induces more people to drive more miles and offsets those carbon emissions benefits – worsening our climate problem. This [Urban Mythbusters article](#) discusses and refutes the widespread “road capacity expansion reduces congestion which reduces GHG emissions” argument used by road-building transportation agencies.

As noted above, the TPB's [Climate Change Mitigation Study of 2021](#) found that express toll lanes projects that widen highways typically don't help reduce climate pollution either, because they add more lanes. TPB's Climate study also showed that even with a rapid adoption of electric vehicles, [our region has to reduce per capita miles of driving by 20%](#) to meet its climate target. Unfortunately, the region's currently adopted transportation plan, which adds 900 miles of new highway and arterial lane miles as well as transit projects, would only reduce per capita passenger vehicle VMT by 5% by 2045.

Conclusion

Induced demand is real and undermines the billions of tax dollars being spent to add and widen highways and arterial roads in the DC region and in metro areas across the U.S. It contributes to increased driving, air pollution, and greenhouse gas emissions. In contrast, demand reduction solutions centered in walkable, transit-oriented communities, frequent and expanded transit networks including dedicated bus lanes, pricing tools for parking and tolling existing highway lanes (with equity provisions) would improve access to jobs and opportunity, reduce household transportation costs, and reduce emissions.

Resources

California Department of Transportation [induced demand infographic](#)

[Video](#) illustrating the general concept of induced demand.

Summaries of the research

[Increasing Highway Capacity Induces More Auto Travel](#), Volker and Handy, UC Davis, National Center for Sustainable Transportation, Jan. 2023.

[Generated Traffic and Induced Travel: Implications for Transport Planning](#). Todd Litman, Victoria Transport Planning Institute, Nov. 2022.

National perspective on induced demand, policy and local communities, with graphics

[The Congestion Con](#), by Transportation for America, 2020. See pp. 15-19 on the land use impacts of highway expansion and how it makes induced demand even worse.

Public opinion survey

[Nationwide survey of American voters' attitudes](#). Transportation for America, June 29, 2023.

Local analysis, Washington, DC region

[On the Wrong Road: A Massive Program of Highway Widening will Increase Driving Faster than Population Growth in Northern Virginia](#). Bill Pugh, Coalition for Smarter Growth. April 2022.

[Md.'s Lesson: Widen the Roads. Divers Will Come](#). Alan Sipress. *Washington Post*. January 4, 1999.

Sampling of recent articles for general audiences

[Adding road capacity is fruitless, another study finds](#). Chris McCahill, State Smart Transportation Initiative. June 26, 2023.

[A Serious Critique of Congestion Costs and Induced Vehicle Travel Impacts](#). Todd Litman. *Planetizen*. March 14, 2023.

[More induced travel denial](#). Joe Cortright. *City Observatory*. Feb. 27, 2023.

[Widening Highways Doesn't Fix Traffic. So Why Do We Keep Doing it?](#) Eden Weingart. *The New York Times*. Jan. 6, 2023.

[Spreading the Gospel of Induced Demand: Induced demand is commonly misunderstood, and planners need to help](#). Nicholas Klein, Kelcie Ralph, Calvin Thigpen, and Anne Brown. *Transfers*. June 2022.

[Why the Concept of Induced Demand Is a Hard Sell: Both the public and policymakers have trouble understanding why building more roads and highways does not reduce congestion](#). Jake Blumgart. *Governing*. Feb. 28, 2022.

[The Unstoppable Appeal of Highway Expansion: U.S. transportation authorities have spent billions widening urban freeways to fight traffic delays. What makes the "iron law of congestion" so hard to defeat?](#) David Zipper. *Bloomberg CityLab*. September 28, 2021.

[Urban myth busting: Congestion, idling, and carbon emissions](#). Joe Cortright. *City Observatory*. June 26, 2017.

Analysis tools

[State Highway Induced Frequency of Travel \(SHIFT\) calculator](#). Developed by RMI in partnership with transportation organizations, the SHIFT calculator enables users to calculate the additional miles of travel (VMT) and GHG emissions anticipated due to proposed highway and principal arterial widenings in U.S. metro areas and counties.

California Department of Transportation Induced Demand Infographic

BIGGER ROADS, MORE TRAFFIC

1 For years, governments tried to tackle congestion by widening our roads.

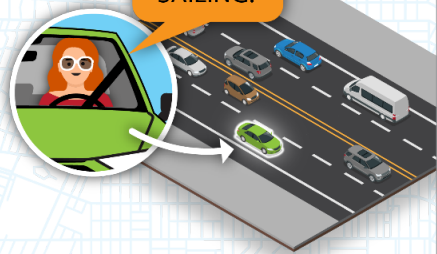


UGH.



2 Adding a lane often helps at first.

SMOOTH SAILING!



3 However, over time the wider highway creates even more traffic than before.

Why?



MORE & LONGER TRIPS
People may choose to drive more often than before, and to destinations farther away.

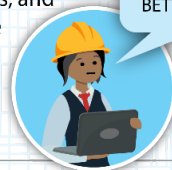


MORE DRIVERS
People who normally carpool, take transit, walk or bike decide to drive instead.



DISPERSED LAND USES
New development is built further from existing neighborhoods, forcing longer trips and reducing open space.

4 Building bigger roads often creates more traffic. And more traffic means more pollution, noise, crashes, and maintenance expense.

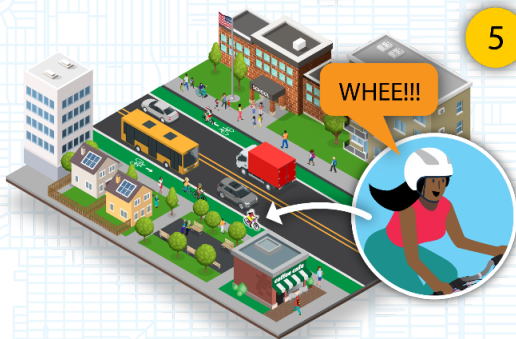


YUCK!



5 There ARE better solutions. If we make thoughtful decisions about transportation and land use, we can make it easier for people to take fewer and shorter car trips.

WHEE!!!



For more information on how Caltrans is working to reduce Californians' time behind the wheel, visit dot.ca.gov/programs/sustainability/sb-743



Source: <https://dot.ca.gov/-/media/dot-media/programs/sustainability/images/sb-743-infographic.png>

Marcela Moreno

From: George Aburn <tadaburn@gmail.com>
Sent: Tuesday, July 18, 2023 7:41 AM
To: TPBcomment; Lyn Erickson
Cc: Kanti Srikanth; Fernandez.Cristina@epa.gov; Anita Bonds; collinsr@charlescountymd.gov; tedernoga@co.pg.md.us; Jeffrey King; Takis Karantonis; anne@chesapeakeclimate.org; eschaeffer@environmentalintegrity.org; Leah Kelly; Sacoby Wilson; Ortiz.adam@epa.gov; welch.angus@epa.gov; ejhotline@epa.gov; Tejada.mathew@epa.gov; FHWA.PressOffice@dot.gov; MWAQCPublic Comment
Subject: Item 1 Virtual Comment Opportunity
Attachments: TPB 071923 Final Written Comment .pdf; TPB Letter 07192023 Final Concerns over public participation process (1).pdf; TPB TC and CAC 071923 Final request for response.pdf; EPA FTA and OEJECR Letter 062523 Final federal funding and EJ.pdf

Please register me to provide virtual public comment at the 7/19/23 TPB meeting. Could you please confirm receipt of my request?

My short written comments are attached. The more detailed letter and attachments mentioned in the short comments are also attached.

Thanks again for your help. Please do not hesitate to contact or call me.

Tad

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

Comments for the July 19, 2023 TPB Meeting

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

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

My comments today focus on the TPB's failure to meaningfully address certain public comments. There has been no meaningful response to my earlier comments and letters that are critical of TPB's policies on environmental justice and climate change.

TPB's federally required and approved participation plan states that "The TPB will give thoughtful consideration to how public input might affect its decisions and how input might improve TPB plans and products. The TPB will acknowledge the comments that were received and how they were considered."

This simply has not happened.

I recognize that the issues I have raised ,,,

1. That TPB is ignoring the data and analyses that show how transportation plans and projects are creating high-risk air pollution hotspots in environmental justice communities of color ... and
2. That TPB is planning to build a multi-million dollar greenhouse gas emission reduction plan based upon climate change goals that are wrong ... goals that are weak, inconsistent with the science and not in line with the more aggressive goals in other leadership areas ...

... are both politically and technically challenging. That does not mean they can be ignored.

I have offered to provide public input on the data and analyses supporting these concerns to the TPB Technical Committee. That has been ignored.

I have offered to provide input to TPB CAC and ACPAC on which communities of color, scientists and other experts to work with on the issue of transportation driven, high risk air pollution hotspots in environmental justice areas. That has been ignored.

I find this very disappointing, and given the clear priority placed on transparency, open process, racial equity and climate change by the elected members of TPB, very surprising. Is there a communication problem between staff and the elected membership?

In closing, my July 19, 2023 letter to the TPB Chairman provides additional information on this issue. It also provides information on my recent letter to federal transportation, air quality and environmental justice agencies asking those agencies to ensure that federally required transportation and air quality plans include requirements to address the environmental justice issues associated with transportation driven air pollution hotspots.

Tad Aburn
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Fenwick Island, DE 19944
tadaburn@gmail.com
(443) 829-36/52

July 19, 2023

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

Chairman Rawlings and Wallace:

The purpose of this letter is very simple ... I am respectfully requesting that you respond to the comments and letters that I have written over the past several months. TPB's federally required and approved public participation plan requires a response.

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

Earlier letters and comments to you provide a significant amount of additional information on the issues that I am concerned over and an offer to work with MWCOG staff to provide briefings to TPB Tech and TPB CAC. I will not repeat that information ... but, if necessary, you should ask the MWCOG staff for copies of my recent letters.

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

Please do not hesitate to contact me.

Respectfully,

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

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

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July 19, 2023

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

RE: Additional Information for the 07/19/2023 TPB Meeting

Chairman Collins, Board members, thank you for providing the opportunity to provide public comment for the July 19, 2023 TPB meeting.

This letter is the letter containing the additional information mentioned in my short written public comments for the 07/19/2023 TPB meeting. The letter also includes a letter that provides public comment to the TPB Tech and CAC Committees. For these two TPB Committees there is no direct, or meaningful way for the public to provide comment or to participate in Committee activities. I have also attached a recent letter to federal agencies that must approve TPB and MWCOG plans.

My letter today focuses on the TPB's failure to meaningfully address certain public comments, letters and other public input. Since November 2022, there has been no meaningful response to my earlier comments and letters. My letters address two technically and politically difficult issues and are critical of TPB's inadequate policies on environmental justice and climate change.

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

TPB's federally required and approved participation plan states that "The TPB will give thoughtful consideration to how public input might affect its decisions and how input

might improve TPB plans and products. The TPB will acknowledge the comments that were received and how they were considered.” This simply has not happened.

I recognize that the issues I have raised are very challenging, politically and technically. That does not mean they can be ignored.

The issues can be summarized as:

1. That TPB is ignoring the data and analyses that show how transportation plans and projects are creating high-risk air pollution hotspots in environmental justice communities of color, and
2. That TPB is planning to build a multi-million dollar greenhouse gas emission reduction plan based upon climate change goals that are wrong ... goals that are weak, inconsistent with the science and not in line with the more aggressive goals in other leadership areas.

I have also offered to provide public input on the data and analyses supporting these concerns to the TPB Technical Committee. I have a technical background. That has been ignored.

I have offered to provide input to TPB CAC and ACPAC on which communities of color, scientists and other experts to work with on the issue of transportation driven, high risk air pollution hotspots in environmental justice areas. During my 40 years with the Maryland Department of the Environment, I worked with many public advisory committees. That has been ignored.

I find this very disappointing, and given the clear priority placed on transparency, open process, racial equity and climate change by the elected members of TPB, very surprising. There appears to be a serious communication problem between MWCOG staff and the elected membership.

I have continued to push these issues as there are negative things happening right now because of these TPB failures. There is a true sense of urgency.

For environmental justice, there are transportation projects being implemented by TPB members to implement TPB's transportation plans that create high-risk air pollution hotspots in environmental justice communities of color. The data on this is clear and compelling. TPB and its members need to act quickly to rethink business-as-usual land use, zoning, air quality and transportation implementation policies to fix this very serious problem.

For climate change, TPB is developing a plan to reduce greenhouse gas emissions based upon goals that need to be significantly strengthened. MWCOG staff is now acknowledging that this is true. A plan that is designed to meet weak goals will not only fail to adequately address climate change, but it will also waste millions of federal transportation dollars ... as the plan to meet scientifically appropriate climate change goals will need to include more and different types of strategies.

MWCOGs current climate change goals are a fifty percent reduction in greenhouse gas emissions by 2030. As explained in earlier letters, these goals should be strengthened to achieve a sixty to sixty five percent reduction by 2025 to 2030 and ... most importantly ... the goals should also drive emission reductions and other programs to achieve a very deep goal of twenty to twenty-five percent beyond net-zero by 2045. These are significantly different goals.

This should be very important to TPB as the plan to achieve the scientifically correct goals will require additional smart growth, transit, VMT reduction and sequestration strategies. I urge you to quickly fix this problem.

There is much at stake. The science on the need to act quickly and aggressively is powerful. I recognize that TPB members are very busy and may not be able to find the time to read the huge number of scientific documents. Much easier to see ... and much scarier ... is the reality that the climate is changing ... fires in Canada creating high risk "code purple" air quality conditions in the Mid-Atlantic ... Much more intense rain that routinely creates severe flooding ... High heat records (and the serious health risks associated with heat) being broken over and over again ... Forest fires in the West that seem to get worse every year ... and on and on. It is virtually impossible to ignore that climate change is happening.

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

In closing, this letter also attaches my recent letter to federal transportation, air quality and environmental justice agencies asking those agencies to ensure that federally required transportation and air quality plans include requirements to address the environmental justice issues associated with transportation driven air pollution hotspots. A letter to the TPB Tech and TPB CAC Chairs, that simply asks for a response to the

letters that I have written to them over the past few months is also attached. I urge TPB to act quickly. I also respectfully request that the TPB Chair respond to this letter consistent with the TPB federally required and approved public participation plan.

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

Respectfully,

George S. Aburn Jr.

Tad Aburn

tadaburn@gmail.com

(443) 829-3652

Cc: TPB Members

Anita Bonds, Chair, MWAQC

Ted Dernoga, Vice Chair, MWAQC

Takis Karentionis, Chair CEEPC

Clark Mercer, MWCOG

Adam Ortiz, Regional Administrator, USEPA Region 3

Cristina Fernandez, Air Director, USEPA Region 3

Angus Welch, Environmental Justice Coordinator, USEPA Region 3

Mathew Tejada, Deputy Assistant Administrator, USEPA OEJEER

Shailen Bhatt, Administrator, US FHWA

Christopher Lawson, US FHWA

Nuria Fernandez, Administrator, FTA

Dr. Sacoby Wilson, UMCP CEEJH

Anne Haverman, CCAN

Leah Kelly, EIP

Eric Schaefer, EIP

Phil Mendelson, DC Council

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July 10, 2023

Adam Ortiz, Regional Administrator
U.S. Environmental Protection Agency, Region 3
Four Penn Center
1600 JFK Boulevard
Philadelphia, PA 19103-2029

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

Marianne Engelman-Lado, Acting Principal Deputy Assistant Administrator
Mathew Tejada, Deputy Assistant Administrator for Environmental Justice
Lilian Sotolongo Dorka, Deputy Assistant Administrator For External Civil Rights
U.S. Environmental Protection Agency
Office of Environmental Justice and External Civil Rights (OEJEER)
1200 Pennsylvania Avenue
WJC Building North, Room: 1448K
Washington, DC 20460

Re: Federal Funding and Environmental Justice

Regional Administrators Ortiz and Crews, Acting Principal Deputy Assistant
Administrator Engelman-Lado and Deputy Assistant Administrators Tejada and Dorka :

I am writing for your assistance on an environmental justice issue in Prince George's
County Maryland and numerous other communities of color throughout the Metropolitan
Washington area. I am writing to you as a group ... as the issue cuts across several
federal agencies and involves federally approved air quality and transportation plans

and government supported environmental racism. There are also potential civil rights issues.

The issue can be summarized as follows:

- The Metropolitan Washington Council of Governments (MWCOG) will soon be submitting air quality and transportation plans that require federal approval
- These plans will continue to support systemic environmental racism by ignoring how “business as usual” processes for implementing federally approved plans clearly create high-risk air pollution hotspots and environmental injustices in communities of color across the MWCOG region.
- As federal policy on environmental justice continues to evolve, at a minimum, these federally approved plans must include enforceable language that ensures that implementation of federally approved plans, especially when implementation involves federal transportation funding, will not create environmental justice problems and that existing environmental justice problems are not made worse.
- This is currently happening in Prince George’s County and throughout the MWCOG region.
- MWCOG appears to be unconcerned about this problem.

Based on President Biden's policies I urge you to make sure that environmental justice is addressed aggressively in these federally approved plans.

By way of introduction, my name is Tad Aburn. Last year I was the Director of the Maryland Department of the Environment Air and Radiation Management Administration. I was a member of the NACAA Board for many years and a 2-time President. I Chaired the NACAA Criteria Pollutants Committee for over 15 years. I was a member of MWCOG's air quality committee (MWAQC) and chaired the MWAQC technical committee many times. I have considerable experience with the transportation conformity process and transportation related air pollution problems. I have many friends at EPA in Washington, Philadelphia and RTP. I am now retired and commenting today as a volunteer working for several Prince George's County environmental justice communities. I received my environmental engineering degree from Brown University.

Air quality improved dramatically during my career. Maryland’s efforts on climate change are amongst the best in the Country. I am proud of both of these accomplishments. Unfortunately, environmental justice has been overlooked for many, many years. I am not proud of that.

The issues I am raising at MWCOG are not uncommon ... They exist in many metropolitan areas. I am pushing these issues in the Washington, DC area, not because the region is inept, but because the area and its elected leadership have a long history of being environmentally progressive. For reasons that are not clear to me, MWCOG has chosen to ignore environmental justice problems resulting from transportation planning and projects creating air pollution hotspots in communities of color.

A few of the over 30 letters and public comments I have submitted to MWCOG are attached. Some of these letters provide sample language for including environmental justice from air pollution hotspots in federally approved air quality and transportation plans. Recent letters have also provided a simple framework for how MWCOG could begin to effectively address this serious issue. There has been no meaningful response. Knowing how strongly many of the elected members of MWCOG support the need to address environmental justice and racial equity, I believe there has been a significant communication breakdown between the MWCOG elected leadership and the MWCOG staff.

I have read the EPA legal analysis that identifies a long list of federal authorities and other federal tools to begin to more aggressively address environmental justice. It appears that both EPA and FHWA/FTA have ample authority to require areas like MWCOG to include enforceable requirements in their federally approved air quality and transportation plans to ensure that implementation of those plans does not create new environmental justice problems or make existing environmental justice problems worse.

I request that you use these authorities to require this in the air quality and transportation plans that will be submitted by MWCOG and the states over the next year.

I have already begun to work with Cristina Fernandez, the Air Director for EPA Region 3 on this issue. I would be happy to provide a more detailed briefing to the federal agencies who I believe can be a key driver for making real, timely progress on environmental justice.

I have also attached a civil rights complaint to MWCOG that is being pursued in parallel to this request for assistance from the federal government.

Respectfully,

George S. Aburn Jr

Tad Aburn

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(443) 829-3652

ccs:

Christian Dorsey, Chair, MWCOG Board
Reuben Collins, Chair, TPB
Anita Bonds, Chair, MWAQC
Ted Dernoga, Vice Chair, MWAQC
Takis Karentionis, Chair CEEPC
Era Pandya, Chair, ACPAC
Julie Kimmel, Vice Chair, ACPAC
Cristina Fernandez, USEPA
Mike Gordon, USEPA
Angus Welch, USEPA
Eric Schaefer, EIP
Leah Kelly, EIP
Anne Havemann, CCAN
Shailen Bhatt, Administrator, US FHWA
Christophe Lawson, US FHWA
Nuria Fernandez, Administrator, FTA
Dr. Sacoby Wilson, UMCP CEEJH
Phil Mendelson, DC Council
Clark Mercer, MWCOG
Kanti Srikanth, MWCOG
Lyn Erikson, MWCOG TPB
Jeff King, MWCOG MWAQC

Attachments

**TRANSPORTATION PLANNING BOARD
MEETING MINUTES**

June 21, 2023

MEMBERS AND ALTERNATES PRESENT *IN-PERSON*

Reuben Collins, TPB Chair – Charles County
Marc Korman – Maryland House
Takis Karantonis – Arlington County
James Walkinshaw – Fairfax County
John Lynch – VDOT
Bill Cuttler – VDOT

MEMBERS AND ALTERNATES PRESENT *VIRTUALLY*

Charles Allen – DC Council
Christina Henderson – DC Council
Heather Edelman – DC Council
Sandra Marks – DDOT
Anna Chamberlin – DDOT
Kelly Russell – City of Frederick
Dennis Enslinger – Gaithersburg
Emmett V. Jordan - Greenbelt
Marilyn Balcombe – Montgomery County
Gary Erenrich – Montgomery County Executive
Eric Olson – Prince George’s County
Oluseyi Olugbenie – Prince George’s County Executive
Cindy Dyballa – Takoma Park
Heather Murphy – MDOT
Kris Fair – Maryland House
Canek Aguirre - Alexandria
Dan Malouff – Arlington County
Tom Ross – City of Fairfax
Walter Alcorn – Fairfax County
David Snyder – Falls Church
Adam Shellenberger – Fauquier County
Kristen Umstattd – Loudoun County
Pamela Sebesky – City of Manassas
Jeanette Rishell – City of Manassas Park
Paolo Belita – Prince William County
Maria Sinner - VDOT
Amir Shahpar - VDOT
Mark Phillips - WMATA
Sandra Jackson – FHWA
Daniel Koenig – FTA
Julia Koster – NCPD

MWCOG STAFF AND OTHERS PRESENT

Kanti Srikanth
Lyn Erickson
Kim Sutton

Leo Pineda
Allison Schnur
Nick Ramfos
Jamie Bufkin
Mark Moran
Steve Kania
Lindsey Martin
Amanda Lau
Andrew Meese
Jeff King
Paul DesJardin
Andrew Austin
Marcela Moreno
Sergio Ritacco
Cristina Finch
Rachel Beyerle
Katherine Rainone
Richard A. Wallace - CAC Chair
Joy Schaefer – Frederick County
Steve Pittard – VPRA
Peggy Tadej – Northern Virginia Regional Commission
Chris Landgraf – Northern Virginia Regional Commission
Christine Fix - VPRA
Malcolm Watson – Fairfax County
Sam Brooks – DDOT
Kari Snyder – MDOT
Bill Orleans
Bill Pugh
Mahmoud Arafat

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

Chair Reuben Collins called the meeting to order. He said the meeting was being conducted in a hybrid format. He described the procedures for conducting the meeting.

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

Bill Pugh from the Coalition for Smarter Growth provided comments in person. He noted the urgency of the climate crisis and he highlighted two items on the agenda – items 9 and 10 – that were relevant to this concern. He said he hoped the TPB would prioritize climate strategies that TPB member agencies have control over and that require regional coordination, including parking cash-out programs, increasing housing near transit and activity centers, faster buses, improving access to transit from walking and biking, and equitable road pricing.

Lyn Erickson said that between noon Tuesday, May 16 and noon June 20, the TPB received 225 individual project comments from the Visualize 2050 initial project list feedback forum and six comments submitted via email. She reiterated that staff has created a project list feedback forum on the TPB comment page to help share specific project comments with project sponsors. She said that staff is sharing the comments twice a month, at the Technical Committee and at TPB. She said these comments were attached to the memo. She said a short summary of them was provided at the front of the memo and then provided in full.

Lyn Erickson summarized the rest of the comments. She said Arlene Montemarano provided five comments, including invitation to meetings of the Action Committee and three articles. She said that George Aburn, a resident of Delaware, followed up on his previous comments, and expressed his own concern that environmental justice and climate change are not being adequately addressed in transportation plans.

2. APPROVAL OF THE MAY 17, 2023 MEETING MINUTES

Approval of the minutes was moved by Takis Karantonis and seconded by James Walkinshaw. The minutes were approved with two abstentions from Tom Ross and Cindy Dyballa.

3. TECHNICAL COMMITTEE REPORT

Lyn Erickson delivered the Technical Committee report because the chair of the committee was not present. Referring to the posted meeting summary, she said the committee met on June 2 and reviewed three items on the TPB agenda: the intercity bus and rail travel overview; the Northern Virginia Regional Commission Military Installation Resiliency review; and the update on projects in the UPWP. She said other items were presented for information and discussion, including the following: a monthly Visualize 2050 report; a presentation on state of the practice recommendations for household surveys; a presentation on the Commuter Connections Bike to Work Day Survey results; and follow-up on an evaluation of public participation activities.

4. COMMUNITY ADVISORY COMMITTEE REPORT

Referring to the posted report, Richard Wallace said the CAC met on June 15. He said the committee received a presentation from the District Department of Transportation staff about their funding and project prioritization process. The committee discussed DDOT's public involvement process and DDOT's equity assessment tool. The committee also asked about the zero-based budgeting process and the potential impact it will have on DDOT's project list. He said the committee also received a presentation from TPB staff on their work on intercity travel. Members asked how intercity providers are addressing public safety and accessibility issues, as well as equity concerns.

5. STEERING COMMITTEE ACTIONS AND REPORT OF THE DIRECTOR

Referring to the posted material, Kanti Srikanth said the Steering Committee met on June 9. He said the committee approved two amendments, which were included in the posted material. He said the material also includes letters of support provided by the TPB for grant applications. He also called attention to three grant opportunities that were announced in the materials: the Enhanced Mobility grant program, the Transit Within Reach program, and Virginia's pre-application period for the Transportation Alternatives Set-Aside program.

Kanti Srikanth noted a couple of items not in the posted report. He noted that the TPB had just received a copy of the federal certification review report, which found that the TPB completely complies with all of the federal regulations for metropolitan planning. There were no corrective actions. There were three recommendations and seven commendations. He thanked everyone who participated in the review process.

Kanti Srikanth thanked Ms. Henderson for agreeing to participate in the Commuter Connections Employer Recognition Awards ceremony on June 30.

6. CHAIR'S REMARKS

Chair Collins emphasized the importance of the grant opportunities that Kanti Srikanth highlighted in his report. He also noted that the recent Code Red days had highlighted importance of air quality.

ACTION ITEM

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

Referring to the agenda materials, Andrew Austin stated that the Virginia Department of Transportation (VDOT) is requesting a Transportation Improvement Program (TIP) amendment for two projects. He said that the Alexandria 4th Track will add \$25.5 million to the TIP with a total of \$210 million total for the project. He said that the Long Bridge Virginia to D.C. project will be adding approximately \$2 billion, for a total of \$2.27 billion for that project. He noted that both projects (the service on the track, not the bridge itself) have been included in the Air Quality Conformity analysis of Visualize 2045, and the 2023-2026 TIP and that full funding for both projects was also included in the financial analysis of the long-range plan and the TIP. Austin recommended approval of the amendment, stating that the amendment was reviewed by the TPB Steering Committee at its meeting on June 2, and the Steering Committee also recommended its approval.

John Lynch moved adoption of Resolution R12-2023 to amend the FY 2023-2026 TIP as requested by VDOT. Pamela Sebesky seconded.

Chair Reuben Collins asked if there were comments on the item.

Takis Karantonis said that both investments are foundational and transformational, and the importance of the 4th Track should not be underestimated. He said that the 4th Track will allow more capacity on the line and connect to critical assets like National Airport.

Kanti Srikanth said that although the project is for a rail bridge, the project also includes a new pedestrian bridge across the Potomac River connecting trails from Virginia into D.C. and Maryland. He said that the project is a critical element of the TPB National Capital Trail Network.

John Lynch said that these projects are just two that are part of the larger Northern Virginia core capacity improvements included.

Resolution R12-2023 was approved unanimously.

INFORMATIONAL ITEMS

8. INTERCITY BUS AND RAIL TRAVEL OVERVIEW

Andrew Meese and Pierre Gaunard referred to the presentation materials to provide an overview of intercity bus and rail travel for the National Capital region. Meese stated that the TPB studies intercity travel as part of a federal requirement and also to understand the economic impacts, connectivity, business travel and how it overlaps with commuter transit, and equity.

Pierre Gaunard explained that TPB staff compiled updated information on intercity bus and rail

operations using a variety of different sources including online news articles, social media posts, and open source data, such as the published schedules that providers have online on their websites as well as the travel aggregator websites.

Pierre Gaunard said that the key findings show similar trends seen in the previous 2016 intercity study. He stated that Northeast corridor routes continue to make up the majority of trips for intercity bus and rail travel from the region, and Fridays continue to be the busiest travel day on average. He said that Amtrak's ridership is recovering quickly compared to local transit. He noted that intercity bus companies have had to reorganize their routes, close, and bus lines are dealing with workforce issues and shortages to offer the same amount of service they did before the pandemic.

Andrew Meese said that the TPB plans to complete a detailed study in FY 2024 to get more information and put together a report to find out about traveler behavior and not just about providers. He said that the federal requirements ask MPOs to look at intermodal facilities, and TPB staff plans to bring the topic back in the fall to include several presenters representing intermodal facilities, providers, and the intercity bus association to that the board can have a more direct discussion about their plan investments and activities.

Eric Olson stated that New Carrollton is going to see an uptick when Union Station goes through its renovation and asked if the TPB has data or projections on the ridership expected to be happening in other places during the renovations.

Kanti Srikanth said that the TPB plans to have a panel discussion in the fall with a focus on Union Station by inviting the Union Station Redevelopment Corporation along with Amtrak, and the American Bus Association to talk about expanding services into and through the region with a particular focus on the plan for Union Station expansion. He said that the NEPA study has been released for Union Station's plans.

Takis Karantonis said he found the overview extremely interesting and that a very important element has to do with a business model of intercity travel. He asked whether the TPB has thought about looking at the fare structure of intercity travel. He stated that companies such as Amtrak have a structure where the fare is more expensive closer to the travel date and asked if this would be part of the analysis at some point.

Andrew Meese said that TPB staff can look into pricing in the detailed study next year.

Gary Erenrich said the Silver Spring Transit Center was built with a bus bay for intercity bus and Montgomery County has worked with Peter Pan and Metro for years for services at Silver Spring. He asked whether the TPB could focus a future study on how to better coordinate services at Metrorail stations for intercity bus.

Andrew Meese said that the TPB can also look into that topic.

9. MILITARY INSTALLATION RESILIENCE REVIEW (MIRR) OVERVIEW: NORTHERN VIRGINIA REGIONAL COMMISSION AND MWCOG

Jeff King, referring to the presentation materials, provided an overview of COG's work related to the Military Installation Resilience Review (MIRR) for Joint Base Anacostia Bolling, Washington Navy Yard, and the Naval Research Laboratory in Fort McNair. He said that additional MIRR sites being looked at in the region are Fort Belvoir, Joint Base Myer Henderson Hall, and Quantico in Virginia, Indianhead in Charles County, Walter Reed National Medical Center in Montgomery County, and Prince George's County's Andrews Air Force Base.

Chris Landgraf provided an overview of NVRC's work with three installations. He said that NVRC's MIRR project included an asset inventory and vulnerability analysis of over 100,000 assets, divided into the 11 asset categories. He said that 129 strategies across the region were developed with 46 being primarily regional focused, and prioritization criteria was used in the process to weight strategies into low, medium, and high tiers.

Chris Landgraf said that the next steps are to socialize the MIRR report and identify funding sources for project planning.

Chair Reuben Collins commented that the presentation made reference to Joint Base Andrews and the lack of rail accessibility. He stated that one of the earlier projected stations for Southern Maryland Rapid Transit, the light rail project being touted in Charles County, along with partners in Prince George's County, includes within its alignment a station for Joint Base Andrews. He said that NVRC might want to consider this station when looking at future projections.

10. FY 2024 UPWP PROJECTS UPDATE

Item 11 was deferred until another TPB board meeting.

NOTICE ITEM

11. VDOT REQUEST TO AMEND THE FY 2023-2026 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

Andrew Austin said that the VDOT has requested an amendment to update the Virginia section of the FY 2023 - 2026 Transportation Improvement Program (TIP). He said that VDOT will be modifying approximately 83 records, which will increase the program total for VDOT's projects from \$1.96 billion to about \$8.8 billion, an increase of approximately \$6.9 billion. John Lynch stated that the changes will be done to align VDOT's draft FY 2024-2027 Statewide Transportation Improvement Program (STIP) with the TPB's TIP.

Andrew Austin said that the projects are included in the Air Quality Conformity Analysis and that there are no new projects entered into the TIP with this request.

12. ADJOURN

There being no other business, the meeting was adjourned at 1:51 P.M. The next meeting will be on July 19.

Meeting Highlights TPB Technical Committee – July 7, 2023

The Technical Committee met on Friday, July 7, 2023. Meeting materials can be found here:
<https://www.mwcog.org/events/2023/7/7/tpb-technical-committee/>

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

TPB AGENDA ITEM 7 – CAR FREE DAY PROCLAMATION

In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.

TPB AGENDA ITEM 8 – FY 2024 MARYLAND TRANSPORTATION ALTERNATIVES SET ASIDE PROGRAM PROJECT APPROVAL

A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in suburban Maryland. The committee was briefed on projects recommended for funding, which will be acted on by the TPB in July.

TPB AGENDA ITEM 10 – DRAFT NATIONAL CAPITAL REGION FREIGHT PLAN

The draft 2023 National Capital Region Freight Plan was presented for committee review, in preparation for the presentation at the July 19 TPB meeting. The new plan will succeed the regional Freight Plan approved by the TPB in 2016.

TPB AGENDA ITEM 11 – ENHANCED MOBILITY GRANT SOLICITATION

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

TPB AGENDA ITEM 12 – TRANSPORTATION PLANNING CERTIFICATION REVIEW FOR THE WASHINGTON REGION

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a federally required certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA) in March 2023. The committee was briefed on the major findings in the summary report.

The following items were presented for information and discussion:

VISUALIZE 2050: COMMENTS RECEIVED TO DATE, OTHER UPDATES

Staff reported on public comments received to date and provided an update on the project inputs submission status and upcoming training(s) on entering info into the PIT.

REGIONAL COORDINATION ON TRANSIT ON-BOARD SURVEYS

The Committee was briefed on staff activities to undertake a regionally coordinated effort among more than 20 public transportation providers to collect transit trip data needed to support regional travel demand forecasting.

COG ROUND 10 COOPERATIVE FORECASTS OF POPULATION, HOUSEHOLDS, AND EMPLOYMENT

Staff presented the Round 10 Cooperative Forecasts, adopted by the COG Board of Directors on June 14, 2023.

OTHER BUSINESS

- VDOT Amendment for TPB approval – to update the TIP to match the FY 2024-2027 STIP
- Vehicle Probe Data Users Group Bottlenecks Workshop Update
- Transit Within Reach deadline August 3
- Staff Update

COMMUNITY ADVISORY COMMITTEE MONTHLY REPORT

July 13, 2023

Richard Wallace, CAC Chair

The July meeting of the 2023 - 2024 TPB Community Advisory Committee (CAC) was held on Thursday, July 13. The committee received a presentation from WMATA about their funding and project prioritization process and an update about the 2022 Participation Plan Evaluation. The meeting was held virtually on WebEx.

WMATA FUNDING & PROJECT PRIORITIZATION PROCESS

Mark Phillips, Metro's Director of Regional Mobility Planning, and Erica Tompkins, Metro's Director of Capital Plan and Program Development, provided an overview of their Capital Program and Capital Improvement Program (CIP), annual budget process, and Metro's role in the TPB process. This presentation is part of a series from the various state agencies to TPB's advisory committees to inform them about the state and local processes, and how they coordinate at the TPB.

Member comments and questions included:

- **An interest in how the CAC can support Metro, including through their public participation process.** Several members asked questions related to Metro's public participation process and how individuals can get involved. One member asked how they could advocate for dedicated funding for Metro in their home jurisdiction. Metro staff said that they receive dedicated funding and system performance funding from jurisdictions. They added that CAC members could express their support by contacting their elected officials. Another member asked about how Metro balances the length of transportation projects and public engagement processes. Metro staff said that often it is a balance of hearing community voices and reasonable use of resources. One member asked about how they could engage with Metro outside of events at bus stops or rail stations. Metro staff responded that they work closely with community leaders, have public meetings, and a social media and online presence.
- **Questions about potential impacts of funding gaps, and current funding streams.** One member asked about effects of the funding gap on planning efforts. Metro staff mentioned that the near-term focus was on the operating gap but noted a future capital gap. They added future discussions will cover what capital needs can be met, and which capital needs could be executed if funding was available. Another member asked if the size/cost of a project is considered when prioritizing projects. Metro staff said that cost is a consideration, but the primary constraint for the capital program is the ability to execute while maintaining system operations. After the FY25 six-year CIP, cost constraint will become a more important consideration. Two members asked about funding streams, including impacts from the Infrastructure Investment and Jobs Act and how joint-development projects fit into the CIP. Metro staff said there is a joint-development program and revenue from those projects can contribute to the operational or capital budget. Another member asked if project evaluation is considered when identifying future needs. Metro staff stated that their 10-year plan includes a new section that includes anticipated outcomes based on level of investment. Future iterations of this section will be expanded to publicly demonstrate the results of these investments.

- **Question about Blue, Orange, Silver Optimization study status and incorporating its findings in the long-range transportation plan.** One member asked about the status of the Blue, Orange, and Silver Optimization study and how it could be incorporated into Visualize 2050. Metro staff noted that the study will begin a public engagement period on July 17 until September. They also encouraged CAC members to participate in the engagement process by visiting the project website, attending public meetings, or writing letters to the Metro Board of Directors.

UPDATE ON PARTICIPATION PLAN EVALUATION RECOMMENDATION IMPLEMENTATION

Marcela Moreno, TPB Transportation Planner, updated the committee on the staff implementation of recommendations from the 2022 Participation Plan Evaluation. She presented on the actions taken to date, including recommendations under consideration and actively being implemented.

Member comments and questions included the following:

- **Desire to improve dialogue with the TPB board.** Several members expressed support for improving the CAC report out to TPB, both at the monthly board meeting and through the annual report. Committee members discussed how to best express member feedback to the TPB. One member recalled the CAC proposing a resolution, and that approach could be re-examined. The CAC Chair emphasized the importance of the committee’s voice being communicated to the Board.

OTHER BUSINESS

- Chair Wallace announced the 2023 CAC Vice-Chairs, Ra Amin from the District of Columbia and Ashley Hutson from Virginia.
- Chair Wallace announced that the next CAC meeting will take place on September 14 as a hybrid meeting held with an in-person option at COG and virtual option on WebEx.

ATTENDEES

Members

Richard Wallace, *Chair*
 Allison Horn
 Ashley Hutson
 Christina Farver
 Daniel Papiernik
 Felipe Millían
 Gail Sullivan
 Heather Gaona
 Jacqueline Overton Allen
 Jeffery Parnes
 Kalli Krumpas
 Larkin Turman
 Maribel Wong

Nancy Abeles
 Noell Evans
 Rick Rybeck
 Tafadzwa Gwitira
 Timothy Davis

Staff

Lyn Erickson
 Cristina Finch
 Marcela Moreno
 Rachel Beyerle

Other

Mark Phillips, WMATA
 Erica Tompkins, WMATA

ACCESS FOR ALL ADVISORY COMMITTEE REPORT

June 26, 2023

Christina Henderson, Chair

The Access for All Advisory Committee (AFA) met in a hybrid format on Monday, June 26. The committee discussed the District of Columbia's funding and project prioritization process, OmniRide's microtransit program (OmniRide Connect), the 2023 Enhanced Mobility solicitation, and the implementation of recommendations from the 2022 Participation Plan Evaluation. The AFA advises the Transportation Planning Board (TPB) on transportation issues and services important to low-income communities, underrepresented communities, people with limited English proficiency, people with disabilities, and older adults.

DISTRICT OF COLUMBIA FUNDING AND PROJECT PRIORITIZATION PROCESS

Samuel Brooks of the District Department of Transportation (DDOT) presented on the District of Columbia's funding and project prioritization process. He provided an overview of the federal requirements of regional and statewide planning, DDOT's project selection process, and DDOT's approach for Visualize 2050. Comments and questions from the committee included:

- **Discussion about DDOT's Equity Assessment Tool (EAT)'s methodology to incorporate the needs of people with disabilities and coordination with the Office of Racial Equity.** Several members of the committee asked about DDOT's Equity Assessment Tool (EAT) and how it is used in project selection. One member asked if the Mayor's Office of Racial Equity is involved in this process. Another member asked how the needs of people with disabilities are accounted for in the EAT. Several members asked about how data and project prioritization process is used to assess gaps in accessible right-of-way (ROW) and funding needs. A committee member referred DDOT staff to the AFA's scooter concern list as a resource. DDOT staff noted that their Equity, Diversity, and Inclusion Division coordinates with the Mayor's Office of Racial Equity and could provide detailed information about the EAT.
- **Questions about the role of public input in project selection and opportunities to engage.** Committee members asked about how public input shapes project development and selection. Another member asked where public input could shape wayfinding and signage for bicycle projects. DDOT staff said that projects include a community input process and community feedback (ex. 311 submissions, ANC meetings and reports, requests and resolutions, other DDOT studies) is used to shape project scopes.

OMNIRIDE CONNECT OVERVIEW

Perrin Palistrant of OmniRide provided an update of OmniRide's microtransit operations. He covered the background of the program, recent service expansion in Prince William County, and future plans. Comments and questions from the committee included:

- **Microtransit services should consult with organizations representing people with disabilities.** A member asked if OmniRide Connect had wheelchair accessible vehicles (WAV) and connected with groups representing people with disabilities. OmniRide staff stated that the OmniRide fleet consisted of WAV and were working with the Center for the Blind and Prince William County social services for travel training. The committee member suggested the Center for Independent Living considering their work with people with different disabilities.
- **Clarification about OmniRide's paratransit v. microtransit services.** One member asked about the differences between microtransit and paratransit. OmniRide staff responded that paratransit has a larger service area. He added that the microtransit service was open to all,

including registered paratransit users. He stated that microtransit does not replace paratransit but is another option for riders.

- **Questions and concerns about taxi reliability.** OmniRide staff noted that Yellow Cab was a partner in providing their microtransit service. A committee member asked if OmniRide faced issues with taxi reliability and wait times like issues experienced in Fairfax County. OmniRide staff said that their operations have not been impacted, but they continue to monitor wait time data. The member asked if the fleet included wheelchair accessible vehicles (WAV). OmniRide staff stated that their fleet includes all WAV, and the Yellow Cab taxi fleet includes about 5 WAV.
- **Question about fare structure.** One member asked about the fare structure and payment system. OmniRide staff stated that their system is currently zero-fare, but should they charge a fare in the future, riders could pay via the app. If fares are reinstated, they would also include an option for riders who do not have a smartphone to purchase rides.

2023 ENHANCED MOBILITY SOLICITATION

Mohammad Khan, TPB Enhanced Mobility Program Manager, presented an overview of the upcoming Enhanced Mobility grant solicitation to prepare interested applicants in applying. Comments and questions from the committee included:

- **Questions about the pre-application conference requirement and schedule.** The AFA chair sought to clarify whether the pre-application conferences were mandatory for potential applicants. TPB staff confirmed that agencies must attend the pre-application conference to be eligible to apply. She also asked about TPB's motivation to move from seven online events to three events (one hybrid, two in-person). TPB staff stated that they are providing in-person options to foster better relationship building.
- **Seeking insight on best practices from successful applications.** One member asked TPB staff about best practices from past applicants for a successful application. TPB staff said that the past Enhanced Mobility Program Manager noted that applicants have capacity to handle the financial obligations of the grant and meet insurance requirements.

2022 PARTICIPATION PLAN EVALUATION IMPLEMENTATION

Marcela Moreno, TPB Transportation Planner, presented an overview of the upcoming Enhanced Mobility grant solicitation to prepare potential applicants. Comments and questions from the committee included:

- **Feedback on assessing internal language capacity and ensuring accurate translation.** A committee member noted the importance of proof reading translated materials to ensure the website and other translated materials are conveying the right message whether they are professional translated or using an online tool like Google Translate. They added that it is important to understand the organization's internal language capacity for proofreading.
- **Recommended resources for staff to consider while implementing recommendations.** Several members suggested staff review several examples from across the region to support implementation of evaluation recommendations. These resources included the Metropolitan Washington Council of Government's Regional Fair Housing plan outreach, the DC Department of Aging's Future of Aging survey incentives, and federal plain language guidelines. Another committee member suggested that Gallaudet University could be a resource to ensure that written and oral communication is accessible to native American Sign Language users.

OTHER BUSINESS

- Chair Christina Henderson announced that the next AFA meeting would be held on Monday, September 18th in a hybrid format with an in-person option at the Metropolitan Washington Council of Governments (COG) and virtual option on WebEx.

District of Columbia

Rosa Carrillo
Heather Edelman
Heather Foote
Nechama Masliansky
Bill Orleans
Brenda Richardson

Maryland

Doreen Brown
William Clements
Deborah Fisher
Peter Flandrau
Sara Fought
Robert Malone
Sherri Mohebbi

Virginia

Cynthia Alarico
Clemon Hammie
Roger Hoskin
Valesca Maldonado

Regional

Janine Ashe
Glenn Millis

TPB Staff

Rachel Beyerle
Cristina Finch
Pierre Gaunard
Mohammad Khan
Marcela Moreno
Sergio Ritacco
Kanti Srikanth
Justine Velez

Guests

Samuel Brooks, DDOT
Perrin Palistrant, OmniRide

Chair

Christina Henderson, Council of the District of
Columbia



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Steering Committee Actions and Report of the Director
DATE: July 13, 2023

The attached materials include:

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



MEMORANDUM

TO: Transportation Planning Board
SUBJECT: Steering Committee Actions
FROM: Kanti Srikanth, TPB Staff Director
DATE: July 13, 2023

At its meeting on July 7, 2023, the TPB Steering Committee reviewed and approved two resolutions approving amendments to the FY 2023-2026 Transportation Improvement Program (TIP) as requested by the District Department of Transportation (DDOT), and the Maryland Department of Transportation (MDOT) on behalf of Prince George's County, as described below:

- TPB SR1-2024 – requested by DDOT to add \$92 million in Bridge Investment Program (BIP), Bridge Formula Program (BFP), and District funding for the Rehabilitation of the I-395 Northbound Bridge over the Potomac River (Federal Bridge #170-1). This project does not increase capacity on the facility and is exempt from the air quality conformity requirement, as defined in the Environmental Protection Agency's (EPA) Transportation Conformity Regulations as of April 2012.
- TPB SR2-2024 – requested by MDOT, on behalf of Prince George's County to reprogram funds shown in previous years and to add \$1.56 million in BFP and local bond funding for the Governor's Bridge Road Bridge Reconstruction project. Prince George's County jointly owns and is sharing the cost of the project with Anne Arundel County. This project does not add capacity to the facility and is similarly exempt from the air quality conformity requirement.

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

Attachments:

- Adopted resolution SR1-2024 approving an amendment to the FY 2023-2026 TIP, as requested by DDOT,
- Adopted resolution SR2-2024 approving an amendment to the FY 2023-2026 TIP, as requested by MDOT.

TPB Steering Committee Attendance – July 7, 2023
(only voting members and alternates listed)

TPB Chair/MD rep.: Reuben Collins
TPB Vice Chair/DC Rep.: Heather Edelman (Alt.)
TPB 2nd Vice Chair/VA Rep.: James Walkinshaw
DDOT/Tech. Cmte. Chair: Samuel Brooks (Alt.)
Past TPB Chair: Pamela Sebesky
MDOT: Kari Snyder
VDOT: Amir Shahpar
WMATA: Mark Phillips

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

RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-21.1 WHICH ADDS
FUNDING FOR THE REHABILITATION OF THE I-395 NORTHBOUND BRIDGE
OVER THE POTOMAC RIVER PROJECT, AS REQUESTED BY
THE DISTRICT DEPARTMENT OF TRANSPORTATION (DDOT)

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

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

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

WHEREAS, DDOT has requested an amendment to the FY 2023-2026 TIP to include TIP Action 23-21.1 which adds \$92 million for the **Rehabilitation of the I-395 Northbound Bridge over the Potomac River (Bridge #170-1)** project (T5347), as described in the attached materials; and

WHEREAS, the attached materials include:

ATTACHMENT A) a Program Overview report showing how the project will appear in the TIP following approval, and

ATTACHMENT B) a letter from DDOT dated June 27, 2023, requesting the amendment; and

WHEREAS, this project has been entered into the TPB's Project InfoTrak database under TIP Action 23-21.1, creating the 21st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

WHEREAS, this project is exempt from the air quality conformity requirement; and

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-21.1 which adds \$92 million for the **Rehabilitation of the I-395 Northbound Bridge over the Potomac River (Bridge #170-1)** project (T13562), as described in the attached materials.

Adopted by the TPB Steering Committee at its meeting on Friday, July 7, 2023.
Final approval following review by the full board on Wednesday, July 19, 2023.



National Capital Region
Transportation Planning Board

ATTACHMENT A
 Program Overview Report for
 TIP Action 23-21.2: Formal Amendment to the
 FY 2023-2026 Transportation Improvement Program
 Requested by the District Department of Transportation
 Approved by TPB Steering Committee on July 7, 2023

<i>TIP ID</i>	T13562	<i>Lead Agency</i>	District Department of Transportation	<i>Project Type</i>	Bridge - Rehab
<i>Project Name</i>	Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge # 170-1)	<i>County</i>	Washington	<i>Total Cost</i>	\$92,000,000
<i>Project Limits</i>		<i>Municipality</i>	District of Columbia	<i>Completion Date</i>	2027
		<i>Agency Project ID</i>			

Description The Rehabilitation of the I-395 NB Bridge over the Potomac River Project includes the replace the existing deteriorated bascule span with a fixed span, repair cracks and modify bascule span bridge piers for the new fixed span, replace the deteriorated and structurally deficient steel barriers on the bridge with current MASH crash-tested barriers, replace the fender system and dolphins, and other work including concrete repair, steel repair, and other bridge preservation actions.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	-	-	\$560,000	-	-	-	\$560,000	\$560,000
PE	BIP	-	-	\$5,520,000	-	-	-	\$5,520,000	\$5,520,000
PE	State (NM)	-	\$1,300,000	-	-	-	-	\$1,300,000	\$1,300,000
PE	DC/STATE	-	-	\$1,520,000	-	-	-	\$1,520,000	\$1,520,000
	<i>Total PE</i>	-	\$1,300,000	\$7,600,000	-	-	-	\$8,900,000	\$8,900,000
CON	BIP	-	-	-	\$66,480,000	-	-	\$66,480,000	\$66,480,000
CON	DC/STATE	-	-	-	\$16,620,000	-	-	\$16,620,000	\$16,620,000
	<i>Total CON</i>	-	-	-	\$83,100,000	-	-	\$83,100,000	\$83,100,000
	<i>Total Programmed</i>	-	\$1,300,000	\$7,600,000	\$83,100,000	-	-	\$92,000,000	\$92,000,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.1 Amendment 2023-2026		07/19/2023	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

Government of the District of Columbia

Department of Transportation



June 27th, 2023

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

Dear Chair Collins,

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

1. **Rehabilitation of I-395 NB Bridge over the Potomac River (Bridge # 170-1) (T13562)**
 - a. Increase DCSTATE - Non-Match funding for PE by \$1,300,000 in FY 2023
 - b. Increase Formula/BFP funding for PE by \$700,000 in FY 2024
 - c. Increase Discretionary/BIP funding for PE by \$6,900,000 in FY 2024
 - d. Increase Discretionary/BIP funding for Construction by \$83,100,000 in FY 2025

The amendments do not add additional capacity for motorized vehicles and do not require conformity analysis or public review and comment. The funding sources have been identified, and the TIP will remain fiscally constrained. Therefore, DDOT requests that the TPB Steering Committee approve these amendments at its July 7th meeting.

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

Sincerely,

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

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

**RESOLUTION ON AN AMENDMENT TO THE FY 2023-2026 TRANSPORTATION
IMPROVEMENT PROGRAM (TIP) THAT IS EXEMPT FROM THE AIR QUALITY
CONFORMITY REQUIREMENT TO INCLUDE TIP ACTION 23-21.2 WHICH ADDS FUNDING FOR THE
GOVERNOR'S BRIDGE ROAD BRIDGE RECONSTRUCTION PROJECT AS REQUESTED BY
THE MARYLAND DEPARTMENT OF TRANSPORTATION (MDOT) ON BEHALF OF PRINCE
GEORGE'S COUNTY**

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

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

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

WHEREAS, MDOT has requested an amendment on behalf of Prince George's County to the FY 2023-2026 TIP to include TIP Action 23-21.2 which reprograms funding that was included for the **Governor's Bridge Road Bridge Reconstruction** project (**T6509**) in the FY 2019-2024 TIP for planning and engineering and right-of-way acquisition, and construction from fiscal years 2016 through 2019 and program an additional \$1.56 million in funding to FY 2024 through FY 2028, and as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Programming Overview reports showing how the projects and programs will appear in the TIP following approval,
- ATTACHMENT B) an Amendment Summary report showing the changes in total project cost or four-year program total, reason for the amendment, and a Change Summary providing line-item changes to every programmed amount by fund source, fiscal year, and project phase,
- ATTACHMENT C) a letter from MDOT dated June 30, 2023 and a letter from Prince George's County dated June 29, 2023 requesting the amendments; and

WHEREAS, these projects and programs have been updated in the TPB's Project InfoTrak database under TIP Action 23-21.2, creating the 21st amended version of the FY 2023-2026 TIP, which supersedes all previous versions of the TIP and can be found online at www.mwcog.org/ProjectInfoTrak; and

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

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

NOW, THEREFORE, BE IT RESOLVED THAT the Steering Committee of the National Capital Region Transportation Planning Board amends the FY 2023-2026 TIP to include TIP Action 23-21.2 which adds a net total of \$1.56 million to the **Governor's Bridge Road Bridge Reconstruction** project (T6509), as described in the attached materials.

**Adopted by the TPB Steering Committee at its meeting on Friday, July 7, 2023.
Final approval following review by the full board on Wednesday, July 19, 2023.**



TIP ID T6509	Lead Agency Prince Georges County	Project Type Bridge - Replace
Project Name Governor's Bridge Road Bridge Reconstruction	County	Total Cost \$5,768,000
Project Limits West side of Patuxent River to East Side of Patuxent River	Municipality	Completion Date 2028
	Agency Project ID	

Description This project replaces the existing structure. It is a single lane Pratt through-truss bridge with steel stringers and steel beams with an open grid steel deck. The structure is load posted for 4,000 pounds and carries a sufficiency rating of 2. Federal funding will be utilized for design and construction of the project at a 80/20 federal/local funding ratio. This structure is jointly owned by Prince George's County and Anne Arundel County.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	BFP	-	-	-	-	\$1,600,000	\$2,400,000	\$1,600,000	\$4,000,000
CON	LBD	-	-	-	-	\$17,000	\$600,000	\$17,000	\$617,000
	Total CON	-	-	-	-	\$1,617,000	\$3,000,000	\$1,617,000	\$4,617,000
PLANNING	BFP	-	-	\$140,000	\$260,000	-	-	\$400,000	\$400,000
PLANNING	LBD	-	\$651,000	\$35,000	\$65,000	-	-	\$751,000	\$751,000
	Total PLANNING	-	\$651,000	\$175,000	\$325,000	-	-	\$1,151,000	\$1,151,000
	Total Programmed	-	\$651,000	\$175,000	\$325,000	\$1,617,000	\$3,000,000	\$2,768,000	\$5,768,000



Version History

TIP Document	MPO Approval	FHWA Approval	FTA Approval
23-21.2 Amendment 2023-2026	07/19/2023	Pending	N/A

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Schedule Change(s)

Funding Change(s):

Total project cost increased from \$4,210,000 to \$5,768,000

ATTACHMENT B
Summary Report for TIP Action 23-21.2 Formal Amendment to the
FY 2023-2026 Transportation Improvement Program
Requested by Maryland Department of Transportation on behalf of Prince George's County

TIP ID	PROJECT TITLE	COST BEFORE	COST AFTER	COST CHANGE	% CHANGE	CHANGE REASON	CHANGE SUMMARY
T6509	Governor's Bridge Road Bridge Reconstruction	\$4,210,000	\$5,768,000	\$1,558,000	37	Schedule Change(s)	<p>PROJECT CHANGES (FROM PREVIOUS VERSION):</p> <p>LOCAL</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in PE for \$30,000 ▶ Delete funds in FFY 17 in PE for \$60,000 ▶ Delete funds in FFY 18 in PE for \$60,000 ROW for \$10,000 CON for \$300,000 ▶ Delete funds in FFY 19 in PE for \$10,000 CON for \$300,000 <p>LBD</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 23 in PLANNING for \$651,000 ▶ Add funds in FFY 24 in PLANNING for \$35,000 ▶ Add funds in FFY 25 in PLANNING for \$65,000 ▶ Add funds in FFY 26 in CON for \$17,000 ▶ Add funds in FFY 27 in CON for \$600,000 <p>BFP</p> <ul style="list-style-type: none"> ▶ Add funds in FFY 24 in PLANNING for \$140,000 ▶ Add funds in FFY 25 in PLANNING for \$260,000 ▶ Add funds in FFY 26 in CON for \$1,600,000 ▶ Add funds in FFY 27 in CON for \$2,000,000 ▶ Add funds in FFY 28 in CON for \$400,000 <p>HBRRP</p> <ul style="list-style-type: none"> ▶ Delete funds in FFY 16 in PE for \$120,000 ▶ Delete funds in FFY 17 in PE for \$240,000 ▶ Delete funds in FFY 18 in PE for \$240,000 ROW for \$40,000 CON for \$1,200,000 ▶ Delete funds in FFY 19 in PE for \$40,000 CON for \$1,200,000 <p><i>Total project cost increased from \$4,210,000 to \$5,768,000</i></p>
TOTAL		\$4,210,000	\$5,773,768	\$1,563,768			

*ACCP is not part of the Total..

June 30, 2023

The Honorable Reuben Collins
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, NE, Suite 300
Washington DC 20002

Dear Chairman Collins:

The Maryland Department of Transportation (MDOT) requests the following amendment to the Maryland portion of the National Capital Region Transportation Planning Board’s (TPB) Fiscal Year (FY) 2023-2026 Transportation Improvement Program (TIP) for one new Prince George’s County Department of Public Works and Transportation (DPW&T) project as described below and in the attached memo.

This action reflects DPW&T’s updated programmed expenditures and project schedule from FY 2023 to FY 2026 for the project below. This project is not enhancing capacity and therefore, does not need air quality conformity analysis. The purpose of this amendment is to reprogram funding for the Governor’s Bridge Road Bridge Reconstruction project that was previously funded in the FY 2019–2024 TIP (ID T6509). Additionally, this project will be amended in the Baltimore Metropolitan Council’s (BMC) Long Range Transportation Plan and TIP that reflects the local share from Anne Arundel County and federal aid appropriation.

TIP ID	Project	Amount of New Funding (In 000s)	Comment
6509	Governor’s Bridge Road Bridge Reconstruction project	\$2,768	Adds new project and funds for planning, preliminary engineering, right-of-way, and construction.

The MDOT requests that this amendment be approved by the TPB Steering Committee at its upcoming meeting.

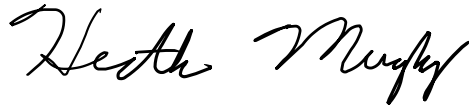
This project is using new, previously unencumbered funds, and it will not impact scheduling or funding availability for other projects in the current TIP, which continues to be fiscally

The Honorable Reuben Collins
Page Two

constrained. The cost does not affect the portion of the federal funding which was programmed for transit, or any allocations of state aid in lieu of federal aid to local jurisdictions.

We appreciate your cooperation in this matter. Should you have additional questions or concerns, please contact Ms. Kari Snyder, MDOT Office of Planning and Capital Programming (OPCP) Regional Planner at 410-865-1305, toll free 888-713-1414 or via e-mail at ksnyder3@modt.maryland.gov. Ms. Snyder will be happy to assist you. Of course, please feel free to contact me directly.

Sincerely,

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

Heather Murphy
Director
Office of Planning and Capital Programming

Attachment

cc: Ms. Kari Snyder, Regional Planner, OPCP, MDOT



PRINCE GEORGE'S COUNTY GOVERNMENT

Department of Public Works and Transportation
Office of the Director



Angela D. Alsobrooks
County Executive

Michael D. Johnson, P.E.
Director

June 29, 2023

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

Dear Chairman Collins:

The Prince George's County Department of Public Works and Transportation (DPW&T) requests an amendment to the National Capital Region Transportation Planning Board's (TPB) FY 2023-2026 Transportation Improvement Program (TIP), as identified in the attachment. This project is not a capacity enhancement project and therefore, does not need air quality conformity analysis. The purpose of this amendment is to reprogram funding for the Governor's Bridge Road Bridge Reconstruction project that was previously funded in the FY 2019-2024 TIP (ID T6509). The reconstruction project is funded from the federal Highway Bridge Rehabilitation and Reconstruction Program (HBRRP) at an 80/20 split with the remaining funding to come from local governments. The local share and federal aid appropriation will be split equally between Prince George's and Anne Arundel Counties.

The Governor's Bridge Road bridge over the Patuxent River connects Prince George's County and Anne Arundel County. It is considered a shared resource between the counties; however, Prince George's County maintains the structure. Per agreement, any repair costs are to be shared equally between the two counties. This bridge was built in 1920 and has been designated as a historic structure. It is prone to flooding and the river overtopping the deck. It is considered structurally deficient. This condition is very serious and has progressed since its last inspection. If one of the critical members fails, then the whole bridge would fail catastrophically. Therefore, the bridge was closed in March of 2015, and will remain so until restored to a safe condition.

This amendment will reprogram funding for planning and engineering (PE) and right-of-way (ROW) acquisition, and construction from fiscal years 2016 through 2019 and program an additional \$1.56 million in funding to FY 2024 thru FY 2028. This will increase the total project cost and programmed amount from \$4.21 million to approximately \$5.77 million. This "total project cost" reflects the local share and federal aid appropriation for which Prince George's County is responsible. Anne Arundel County will be adding a TIP amendment of equal amount that reflects the local share and federal aid appropriation that relates to Anne Arundel County as submitted through the Baltimore Metropolitan Council (BMC). The true total cost of the full bridge reconstruction project shared by the two counties is \$11.536 million.

Full funding for the Prince George’s County share of the project was included in the Financial Analysis of the Visualize 2045 Long Range Transportation Plan as updated in 2022. While there was a previously existing record for this project in the Air Quality Conformity Analysis of the LRTP and TIP (CON ID 415), it was designated as “not regionally significant” as there is no capacity increase associated with this project. Therefore, the delayed completion of this project from 2020 to 2028 is exempt from the conformity requirement, and the associated conformity record will be dropped from the conformity analysis inputs moving forward.

Prince George’s County requests that this amendment be approved by the TPB Steering Committee at its July 7, 2023, meeting. Following approval of the TIP amendment, we will request that the Maryland Department of Transportation amend its Statewide Transportation Improvement Program (STIP) so that we may begin obligating federal aid funding. We appreciate your cooperation in this matter. If you have any questions or comments, please do not hesitate to contact Victor Weissberg at (240) 508-9813 or vweissberg@co.pg.md.us.

Sincerely,



Michael D. Johnson, P.E.
Director

Attachment

cc:

- Oluseyi Olugbenle, Deputy Director, DPW&T
- Kate Mazzara, P.E., Associate Director, Office of Engineering & Project Management, (OE&PM) DPW&T
- Erv T. Beckert, Chief, Highway and Bridge Design Division, OE&PM, DPW&T
- Victor Weissberg, Special Assistant to the Director, DPW&T
- Kari Snyder, Regional Planner, Office of Planning and Capital Programming MDOT
- Lyn Erickson, Plan Development and Coordination Program Director, MWCOG
- David Braun, P.E., Anne Arundel County, Department of Public Works
- Brian Ulrich, P.E., Anne Arundel County, Office of Planning & Zoning,
- Kanti Srikanth, Director of Transportation, MWCOG



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Letters Sent/Received
DATE: July 13, 2023

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



National Capital Region
Transportation Planning Board

June 20, 2023

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

Re: FY 2023 Safe Streets and Roads for All (SS4A) Program Grant Application grant application by Montgomery County, Maryland for the Germantown Safe Roads for All Project

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by Montgomery County, Maryland for a FY 2023 Safe Streets and Roads for All (SS4A) Program grant to provide implementation for the Germantown Safe Roads for All (GSR4A) Project.

Grant funding for the GSR4A project will be used to build new sidewalks, provide safer crossings, improve lighting, and add speed control near the Seneca Valley High School and the Germantown Town Center community. This diverse location is one of the County's Equity Focus Areas and has been identified as an area with a critical need for roadway safety improvements in accordance with the County's Vision Zero 2030 Action Plan. As an additional benefit, the high school students will be included in planning for the project which will reinforce community involvement and education and provide an introduction to safety and engineering design.

The GSR4A safety project is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in safety improvements, particularly in communities with traditionally disadvantaged residents that suffer from inequitable safety outcomes. In July 2021 the TPB adopted a resolution that identified equity as a fundamental value and integral part of all of the board's work activities; this grant would directly support such regional activities.

The TPB requests your favorable consideration of this request by Montgomery County, Maryland. Upon a successful SS4A grant award, subject to the availability of the required matching funding, the region's transportation improvement program (TIP) will be amended to include the grant funding for the GSR4A project.

Sincerely,

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

Reuben Collins
Chair, National Capital Region Transportation Planning Board

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



National Capital Region
Transportation Planning Board

July 6, 2023

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

Re: FY 2023 Safe Streets and Roads for All (SS4A) Program Grant Application by the Maryland-National Capital Park and Planning Commission – Montgomery County to create Multimodal Parking Lot Design Guidelines

Dear Secretary Buttigieg:

I am writing to express the support of the National Capital Region Transportation Planning Board (TPB), the Metropolitan Planning Organization (MPO) for the National Capital Region, for an application by the Maryland National Capital Park and Planning Commission – Montgomery County for a Safe Streets and Roads for All (SS4A) Program planning grant to create Multimodal Parking Lot Design Guidelines for Montgomery County, Maryland.

The Multimodal Parking Lot Design Guidelines will be a resource for developing or retrofitting parking lots for safe, multimodal access. The Guidelines will clarify parking lot design options and provide a user-friendly framework for users to make informed decisions regarding lot layout, services, amenities, and green infrastructure. This planning effort will introduce design solutions to parking lots across Montgomery County, ensuring that new or rebuilt lots prioritize safety and pedestrian access and provide parking for people with disabilities, bicycles, and micro-mobility devices.

This planning effort is consistent with the regional transportation goals adopted by the TPB in our Regional Transportation Priorities Plan and as identified in the Washington region's long-range transportation plan, Visualize 2045. The TPB has long supported investment in safety improvements, in pedestrian and bicycling infrastructure, and in active transportation options to provide a broad range of transportation choices for our region. This grant would advance the region's long-term transportation priorities in accordance with the TPB's Vision and plans.

The TPB requests your favorable consideration of this request by Montgomery County, Maryland. I anticipate that upon a successful SS4A grant award, subject to the availability of the required matching funding, the region's Transportation Improvement Program (TIP) will be amended to include the grant funding for this project.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Reuben Collins', written over a horizontal line.

Reuben Collins
Chair, National Capital Region Transportation Planning Board

cc: Tanya Stern, Acting Planning Director, Montgomery Planning



National Capital Region
Transportation Planning Board

July 7, 2023

American Planning Association
205 N. Michigan Ave., Suite 1200
Chicago, IL 60601-5927

Re: Letter of Support for American Planning Association (APA) National Planning Award

Dear APA Awards Committee:

On behalf of the National Capital Regional Transportation Planning Board (TPB), I am writing to offer my enthusiastic support for the nomination of a project in Montgomery County, Maryland, for a National Planning Award. This project performed innovative work to better integrate the voices and needs of people with vision disabilities into the transportation planning process. We believe it is highly deserving of national recognition.

In 2020, the Montgomery County Department of Transportation (MCDOT) received funding for this project from the TPB through our Transportation Land Use Connections (TLC) Program. Toole Design Group was the lead consultant. The resulting toolkit and report, “Planning and Designing Streets to be Safer and More Accessible for People with Vision Disabilities,” was based on an extensive and targeted engagement process that greatly enhanced the quality of the final products and achieved buy-in from the disability community, which, too often, has felt excluded from the planning process. The project not only identified best practices and developed guidance; it also applied its findings to a concept design for an intersection in downtown Silver Spring. The intersection includes a floating bus stop and other features that pedestrians with vision disabilities often find challenging.

As the Washington region’s Metropolitan Planning Organization (MPO), the TPB has long sought to address the needs of individuals with disabilities and ensure their voices are part of the planning process. This Montgomery County TLC project provided the opportunity to show how these needs can be addressed at the community level and also provided a model for other jurisdictions to follow. In recent years, we have featured the project in presentations to our members, and we are pleased that Montgomery County planners have been sharing the study’s findings within our region and across the nation.

Since its inception in 2007, the TPB’s TLC Program has funded more than 170 small projects that build local capacity, demonstrate innovation, and promote regional policies to build vibrant communities with emphasis on expanding mobility options while promoting safety, equity, and sustainability. Montgomery County’s toolkit project is an outstanding example of the principles of this program. It is not simply a local project; it is regional— and indeed national— in scope.

We commend Montgomery County and Toole Design for this outstanding work, and we are hopeful it will be favorably considered by the APA awards committee.

American Planning Association
July 7, 2023

Thank you for your consideration. Please feel free to contact me with any questions.

Sincerely yours,

Handwritten signature of Kanti Srikanth in green ink, with the initials "K.S." written to the right of the signature.

Kanti Srikanth, Executive Director
National Capital Region
Transportation Planning Board



MEMORANDUM

TO: Transportation Planning Board
FROM: Kanti Srikanth, TPB Staff Director
SUBJECT: Announcements and Updates
DATE: July 13, 2023

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



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Solicitation for Applications: The Transit Within Reach Program
DATE: July 13, 2023

The deadline for applications for the TPB's Transit Within Reach Program is Friday, August 4. The application period opened on May 26.

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

PROGRAM OVERVIEW

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

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

Cost estimates of improvements

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

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

The program complements the Transportation Land-Use Connections (TLC) Program, which also funds technical assistance for local governments throughout the region. But unlike Transit Within

Reach, the TLC Program funds planning projects, as well as design. And, while the TLC Program also promotes access to transit, its projects typically address other topics as well.

BACKGROUND

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

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

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

APPLICATION PROCESS

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

The current application period, which is the second round for the program, opened on May 26, 2023 and will close on August 4, 2023. Applicants may submit an optional abstract by June 23, 2023. TPB staff will provide preliminary feedback on the abstracts approximately one week after their submittal. In advance of convening a selection panel, TPB staff will ask state and regional agencies to comment on the applications.

The selection panel will include individuals with pedestrian, bicycle, and transit expertise. The panel will be encouraged to select projects representing a variety of different types of transit – Metrorail, commuter rail, bus rapid transit, etc. The TPB is scheduled to approve projects for funding in October or November of 2023.

SCHEDULE

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

FUNDING PRIORITIES

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

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

FOR MORE INFORMATION

The Transit Within Reach application can be downloaded at:

www.mwcog.org/transportation/programs/transit-within-reach-program

For more information, contact

- John Swanson, jswanson@mwcog.org



MEMORANDUM

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

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

FOCUS AREA - CLIMATE CHANGE

CLIMATE CHANGE MITIGATION PLANNING – IMPLEMENTATION SUPPORT

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

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

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

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

TRANSPORTATION RESILIENCE STUDY PHASE II

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

REGIONAL ELECTRIC VEHICLE (EV) INFRASTRUCTURE DEPLOYMENT

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

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

BUS DECARBONIZATION (TRANSITION TO ZEVs)

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

FOCUS AREA – EQUITY AND ACCESS

EQUITY EMPHASIS AREAS (EEAs)

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

ACCESS TO BUS SERVICES

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

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

FOCUS AREA – DATA COLLECTION AND ANALYSIS

INTERCITY BUS AND RAIL PASSENGER TRAVEL

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

COORDINATED TRANSIT ON-BOARD DATA COLLECTION

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

ENHANCED CONGESTION ANALYSIS

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

TRAVEL MONITORING AND TRENDS ANALYSIS

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

Summary Select New UPWP Activities

1. Assist in development of statewide Carbon Reduction Strategy Plans
2. Participate in development of MSA level Priority Climate Action Plan.
3. Study examining implementation considerations associated with TPB Climate Change Mitigation Strategies
4. Develop (jointly with COG), a Regional EV Infrastructure Deployment Plan
5. Develop a regional Transportation Resiliency Improvement Plan (TRIP)
6. Study to better understand mobility and accessibility issues within TPB's Equity Emphasis Areas
7. Compare / reconcile TPB EEAs with federal Justice40 areas
8. Study examining local bus service and walk/bike access to High Capacity Transit stations (HCTs)
9. Regional survey of intercity bus and rail passengers
10. Coordinated transit (bus and rail) on board surveys
11. Identify current travel patterns and trends using "big data".





MEMORANDUM

TO: Transportation Planning Board
FROM: Nicholas Ramfos, Director, Transportation Operations Programs **NR**
SUBJECT: 2023 Commuter Connections Employer Recognition Awards
DATE: July 13, 2023

The intent of this memorandum is to provide a summary of the 2023 Commuter Connections Employer Recognition Awards.

Each fiscal year, COG/TPB staff coordinates the annual Commuter Connections Employer Recognition Awards for employers showing commitment towards voluntarily implementing commute alternative programs and telecommuting at their respective worksite.

During FY 2023, nominations for the awards categories of Incentives, Marketing and Telework were received in January and reviewed by a selection committee in March held at COG's offices and chaired by DC Councilmember and TPB Vice Chair Christina Henderson.

The 2023 Employer Recognition Awards was held at the National Press Club on June 30, 2023. The event was emceed by TPB Vice Chair Christina Henderson. Award presenters included Matt Caywood, Chief Executive Officer with Actionfigure, who presented the Incentives Award; Drew Morrison, Policy Advisor for Planning and Project Affairs with the Maryland Department of Transportation, who presented the Telework Award; Sandra Jackson, Community Planner, USDOT Federal Highway Administration, and Ex-Officio member of the TPB, who presented the Marketing Award; and Commissioner President with the Charles County Board of Commissioners and TPB Chair Rueben Collins who presented two Commuter Connections Employer Services program awards.

Awards recipients included:

Incentives: George Mason University, Arlington, Fairfax, and Manassas, VA

Telework: Abt Associates, Rockville, MD

Marketing: Freddie Mac, McLean, VA

Employer Services Sales Team Achievement Award: Montgomery County Commuter Services

Employer Services Organization Achievement Award: Reston Town Center Association

Additional information on the 2023 Commuter Connections Employer Recognition Awards can be found at: <https://www.commuterconnections.org/past-winners-2023/>

ITEM 7 – Action

July 19, 2023

Car Free Day Proclamation

Action: Approve the Car Free Day 2023 Proclamation.

Background: In an effort to create awareness and encourage residents to go car free by using public transportation, bicycling or walking, or go car lite and carpool, Regional Car Free Day events are being organized in the region for September 22. These events will encourage the community and regional decision-makers to support car free policies and initiatives.



2023

Proclamation

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington, DC region; and

WHEREAS, the TPB through its Commuter Connections program organizes and promotes the annual Car Free Day event along with its jurisdictional network members throughout the region; and

WHEREAS, Car Free Day invites those who live and work in the region to telework and try alternative forms of transportation such as transit, bicycling, scootering, walking, and “car-lite” methods such as carpools and vanpools; and

WHEREAS, Car Free Day benefits the National Capital Region through improved air quality, mobility, energy conservation, and reduced parking demands; and

WHEREAS, Car Free Day corresponds with the culmination of European Mobility Week’s celebration of sustainable mobility from September 16-22, 2023.

NOW THEREFORE, be it resolved that the National Capital Region Transportation Planning Board:

1. Proclaims Car Free Day throughout the Washington Metropolitan region to be observed on Friday, September 22, 2023; and
2. Encourages those who live and work in the region to take the pledge to be Car Free or car-lite at www.CarFreeMetroDC.org; and
3. Acknowledges TPB member jurisdictions who have adopted similar proclamations in support of Car Free Day 2023.

Chair, National Capital Region Transportation Planning Board



National Capital Region
Transportation Planning Board

ITEM 8 – Action

July 19, 2023

FY 2024 Maryland Transportation Alternatives Set Aside Program Project Approvals

Action: Adopt Resolution R1-2024 to approve a project for funding under the Federal Transportation Alternatives Set Aside Program for Suburban Maryland for FY 2024.

Background: A portion of the federal Transportation Alternatives Set-Aside Program (TAP) is sub-allocated to the TPB for project selection in suburban Maryland. The board will be briefed on recommended projects and asked to approve them for funding.

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

**RESOLUTION TO APPROVE PROJECTS IN MARYLAND FOR TRANSPORTATION
ALTERNATIVES SET-ASIDE PROGRAM FUNDING UNDER THE SURFACE
TRANSPORTATION BLOCK GRANT PROGRAM FOR FY 2024**

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

WHEREAS, the FAST Act's Transportation Alternatives Set-Aside (TA Set-Aside) Program, which is part of the Surface Transportation Block Grant Program of the Federal Highway Administration (FHWA), provides a portion of funding based on the relative share of the total State population sub-allocated to large urbanized areas, and the MPO is required "to develop a competitive process to allow eligible entities to submit projects for funding ... in consultation with the relevant State"; and

WHEREAS, the TA Set-Aside Program provides funding for transportation programs and projects defined as eligible per Section 1109 of the FAST Act; and

WHEREAS, the District of Columbia Department of Transportation (DDOT), the Maryland Department of Transportation (MDOT), and the Virginia Department of Transportation (VDOT) are responsible for determining the total federal funding amount allocated to the TPB, determining project eligibility, project implementation, and project oversight; and

WHEREAS, the TA Set-Aside Program provides an opportunity to fund projects that implement regional policies reflected in the Regional Transportation Priorities Plan, in the Equity Emphasis Areas, and related to the seven initiatives endorsed by the TPB in December 2017 and January 2018, which include promoting Regional Activity Centers, improving pedestrian and bicycle access to transit, and completing the National Capital Trail Network; and

WHEREAS, a solicitation for TA Set-Aside applications for FY 2024 was conducted by the Maryland Department of Transportation between April 14 and May 15, 2023; and

WHEREAS, the TPB's TA Set-Aside Selection Panel for Maryland met on June 28 and June 30, 2023, and recommended funding for six applications based on project readiness for construction and the projects' ability to meet regional selection criteria; and

WHEREAS, on July 7, 2023, the TPB Technical Committee was briefed on the recommended projects.

NOW, THEREFORE, BE IT RESOLVED THAT the National Capital Region Transportation Planning Board approves the projects for funding under the Transportation Alternatives Set-Aside Program for FY 2024 in Maryland, as described in the attached materials and as listed below:

- \$1,442,589 - La Plata Bikeway: Radio Station Road Sidepath, Town of La Plata
- \$679,000 - Forest Glen Road Sidewalk, Montgomery County
- \$480,000 - New Design Road Sidepath Phase 2, Frederick County
- \$400,000 - Industrial Drive Path Connection, City of Gaithersburg
- \$224,000 - Fleet and Monroe Complete Streets, City of Rockville
- \$60,000 - Brunswick Comfort Station, City of Brunswick



MEMORANDUM

TO: Transportation Planning Board
FROM: John Swanson, TPB Transportation Planner
SUBJECT: Project recommended for funding in FY 2024 in Maryland under the Transportation Alternatives Set-Aside Program
DATE: July 13, 2023

SUMMARY

Under the federal Transportation Alternatives Set-Aside (TA Set-Aside) Program, the TPB is responsible for selecting projects using sub-allocated funding for Suburban Maryland, Northern Virginia, and the District of Columbia. The TA Set-Aside, which is part of the Surface Transportation Block Grant Program, was previously known as the Transportation Alternatives Program (TAP).

For FY 2024 in Maryland, a total of \$3,523,060 was made available for TPB decision-making. The TPB’s selection panel has recommended funding for six projects, totaling \$3,285,589. The projects are listed below and described later in this memorandum.

At the TPB meeting on July 19, 2023, the board will be asked to adopt Resolution R1-2024 to approve the recommendations below.

Project Name	Sponsor	Project Type	Recommended TAP Funding	Local Match	Total Project Cost
La Plata Bikeway: Radio Station Road Sidepath*	Town of La Plata	Construction	1,442,589	396,712	1,983,560
Forest Glen Road Sidewalk	Montgomery County	Design	679,000	169,750	848,750
New Design Road Sidepath Phase 2	Frederick County	Design	480,000	120,000	600,000
Industrial Drive Path Connection	City of Gaithersburg	Design	400,000	100,000	500,000
Fleet and Monroe Complete Streets (Design)	City of Rockville	Design	224,000	56,000	280,000
Brunswick Comfort Station	City of Brunswick	Design	60,000	15,000	75,000
TOTAL			\$3,285,589	\$857,462	\$4,287,310

* Total project cost includes additional SHA grant management cost for construction projects.

BACKGROUND

The Transportation Alternatives Set-Aside (TA Set-Aside) Program was established by federal law to fund a variety of smaller-scale transportation projects such as pedestrian and bicycle facilities, trails, safe routes to school (SRTS), community improvements, historic preservation, and environmental mitigation. MAP 21, the surface transportation legislation enacted in 2012, established the program as the Transportation Alternatives Program (TAP). The FAST Act of 2015 renamed the program the Transportation Alternatives Set-Aside (TA Set-Aside) Program. The Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL), enacted in 2021, reaffirmed the federal commitment to the program and increased funding for it. Information on the TA Set-Aside is available from FHWA at: https://www.fhwa.dot.gov/environment/transportation_alternatives/.

The program provides sub-allocated funding for large metropolitan planning organizations (MPOs) like the TPB (those MPOs classified as “Transportation Management Areas”) to fund local projects. In addition to these sub-allocated funds, a portion of the TA Set-Aside funding is reserved for statewide project selection, which is conducted by the state departments of transportation.

For the National Capital Region, the program offers an opportunity to support and enhance regional planning activities. At the direction of the TPB, our region’s TA Set-Aside is framed as a complementary component of the TPB’s local technical assistance programs, including the Transportation Land Use Connections (TLC) Program, the Regional Roadway Safety Program, and the Transit Within Reach Program.

The TA Set-Aside offers the region the ability to fund projects that support regional priorities and goals based on Visualize 2045 and the TPB’s other policy documents. Applicants from the National Capital Region are asked to show how their projects will serve these priorities when they seek TA Set-Aside funds. The priorities also provide the basis for the selection criteria that the TPB’s selection panel uses when it reviews TA Set-Aside applications and recommends projects for funding.

Since the establishment of this program in 2012, the TPB has combined its solicitations with the state departments of transportation in the District of Columbia, Maryland, and Virginia. As part of this process, TPB staff works with the DOTs to conduct the selection processes.

FY 2024 SOLICITATION FOR MARYLAND

Maryland conducts its solicitation on an annual basis. This year’s solicitation period opened on April 14 and closed on May 15, 2023. For jurisdictions in the National Capital Region, the MDOT application included a supplementary form requesting information about how proposed projects responded to the TPB’s regional priorities related to roadway safety, Activity Centers, Equity Emphasis Areas, transit station access, the National Capital Trail Network, and multimodal transportation options.

For the portion of Maryland in the TPB’s planning area, MDOT received seven eligible applications (see Attachment 1) representing a total of \$4,885,589 in requested funding. An eighth project, the Seneca Bluffs Trail Bridge, which was submitted by the Mid-Atlantic Off-Road Enthusiasts, was deemed ineligible for consideration because the applicant did not secure the required public sponsor.

PROJECT SELECTION PROCESS

Consistent with past practice, the TPB convened a selection panel to determine funding recommendations for Maryland's TA Set-Aside funds. TPB staff invited representatives from state DOTs in our region, along with representatives from COG/TPB staff, to participate on this panel.

This year's selection panel participants included:

- Noah Hagen, District Department of Transportation
- Brittany Voll, Virginia Department of Transportation
- Michael Farrell, COG/TPB Staff
- John Swanson, COG/TPB Staff

MDOT staff member Christy Bernal participated in the panel meetings, and served as a technical resource for the discussion.

Prior to the panel meetings, individual panelists reviewed and scored applications for a maximum of 160 points. The total score for each project combined each reviewer's professional assessment (80 points) and regional selection criteria (80 points). The professional assessment is based on each panel member's transportation planning expertise, knowledge of transportation planning in the region, evaluation of the project budget, and project management experience. The regional criteria are rooted in TPB policies and programs, with the understanding that some projects would not meet all criteria.

The regional selection criteria are listed below:

- *Improve roadway safety (Max 10 points):* Does the application make a compelling case that the project will reduce fatal and serious crashes on the region's roadways? Does the project have a focus on reducing pedestrian fatalities?
- *Expand transportation options (Max 10 points):* Will the project significantly increase transportation options for pedestrians, bicyclists and other non-drivers? Will the transportation benefits of the project be more than just recreational?
- *Support for Regional Activity Centers (Max 10 points):* Does the project enhance walkability and accessibility within or between the region's 141 Activity Centers? Regional Activity Centers are places where jobs and housing are concentrated and it should be easy to walk, bike, or take transit.
- *Access to high-capacity transit and, in particular, in Transit Access Focus Areas (TAFAs) (Max 10 points):* Does the project improve pedestrian and bicycle access in high-capacity transit station areas, and in particular, in Transit Access Focus Areas? Nearly 300 high-capacity transit stations are anticipated in the region by 2045. The TAFAs are a subset of that list. The TAFAs comprise 49 high-capacity station areas that the TPB has prioritized as opportune locations for improving ped/bike access.
- *Access for low-income communities and people of color (Max 10 points):* Does the project promote accessibility for low-income communities and communities of color? In particular, is the project located in Equity Emphasis Areas (EEAs)? EEAs are locations that the TPB has identified as having high concentrations of low-income and/or minority populations.

- *Support the National Capital Trail Network (Max 10 pts):* The project supports connections to and completion of the National Capital Trail Network, which is a regional trail network that the TPB approved in 2020.
- *Safe access to schools (10 points):* Does the project enhance safe ped/bike access to schools? (If you believe the project improves access to schools, you may still allocate points under this criterion, even if it is not specifically submitted as an SRTS project.)
- *Increased access for people with disabilities (10 points):* Does the project promote accessibility for people with disabilities?

The selection panel for Maryland met on June 28 and June 30. To provide a basis for discussion, each panel member provided their scores in advance of the meeting. Staff developed average scores for each project and ranked them accordingly. It should be emphasized, however, that the final recommendations listed below are the result of discussion and consensus and are not simply based on a sum of the panelists' individual scores.

FUNDING RECOMMENDATIONS

The selection panel is recommending six projects for funding, totaling \$3,285,589. The federally required local of match of at least 20% will be provided by the applicants.

These recommendations leave \$237,471 unallocated. MDOT has informed TPB staff that it intends to roll over these funds into the statewide TA Set-Aside funding, which will be used to select projects in September. Unfunded projects in the Washington region will be eligible to receive those funds.

Consistency with Regional Priorities

The six recommended projects described below will serve many of the TPB's key regional policies. Five of the projects are in Activity Centers and four are in Equity Emphasis Areas. Three of the projects are in proximity to high-capacity transit stations and one of these (Rockville) is a Transit Access Focus Area (TAFA). Five projects support the National Capital Trail Network (NCTN).

Many of the projects are directly or indirectly focused on safety. As a result of the work that will be funded through these grants – including improvements in sidewalks, trails, and crosswalks – fewer pedestrians and cyclists will die or get hurt on our roads. This is particularly true for children, older adults and people with disabilities.

Finally, several of the projects are related to previous work funded by the TPB. Three projects (Industrial Drive Path, Fleet and Monroe Streets, and New Design Road) build upon planning studies that were previously funded by the TPB's Transportation Land Use (TLC) Program. The Forest Glen project and Phase I of the New Design Road project were funded through the TPB's TAP suballocations in previous years.

Project Descriptions

- **La Plata Bikeway: Radio Station Road Sidepath**
Town of La Plata, \$1,442,589 (construction)
Connecting schools, neighborhoods, and a variety of recreational and natural areas, this project will construct a continuous 10-foot-wide buffered bikeway/shared-use path for 2.25 miles. The new trail will also provide wider connections to existing/planned trails in Charles County. When completed, every school-aged child east of downtown La Plata will be able to walk, ride, or roll to school or to the park without assistance.
- **Forest Glen Road Sidewalk**
Montgomery County, \$679,000 (design)
Providing safer pedestrian connections to the Metro Station, medical center, hospital, and park, this project will complete 100% design for a six-foot wide concrete sidewalk for half mile along the north side of Forest Glen Road from Woodland Drive to Sligo Creek Parkway. It will also design a separated bike lane on the south side of the street with a connection to Sligo Creek Trail, a segment of the National Capital Trail Network. This project will build upon previous TAP design work funded by the TPB in 2018.
- **New Design Road Sidepath Phase 2**
Frederick County, \$480,000 (design)
This key segment of the National Capital Trail Network will undergo 100% design funding with this TAP grant and will be ready to move toward implementation. The 3.2-mile Phase 2 trail segment is between Greenfield Road and Manor Woods Road. This is the second of three phases for a side path along New Design Road, which eventually will tie Frederick City with the C&O Canal National Park. The project will build upon Phase I design work funded through TLC (FY 2020) and TAP (FY 2022).
- **Industrial Drive Path Connection**
City of Gaithersburg, \$400,000 (design)
This project will create designs for a bike/ped connection across a major expressway – I-370— and will provide connections to Montgomery County’s wider trail system and to three regional Activity Centers. The funding will complete 100% design for half-mile ten-foot shared-use path. The TLC program funded a feasibility and 10% design study in FY 2020, which provides the basis for this new project.
- **Fleet and Monroe Complete Streets**
City of Rockville, \$224,000 (design)
The grant will fund 100% construction-ready design plans to convert Fleet and Monroe to “complete streets” with a separated bike/shared-use facility, as well as new signals and bus stops. The project will build upon a FY 2023 TLC feasibility study that was just completed last month, in June 2023. The recommended improvements will increase access to the Metrorail, MARC, and Amtrak stations, as well as Richard Montgomery High School.

- **Brunswick Comfort Station**

City of Brunswick, \$60,000 (design)

This grant will fund the design of a modern comfort station for users of the C&O Canal National Park, as well as MARC train commuters, and other area visitors. The project will provide a trailhead amenity at this key stop along the C&O trail, a core segment of the National Capital Trail Network.

NEXT STEPS

The TPB will be asked to approve the selection panel's recommendation at the board meeting on July 19, 2023.

Following the board's action, TPB staff will forward information regarding the approved project to MDOT for actions at the state level. In Maryland, as noted above, unfunded projects in our region are eligible for funding using the statewide TA Set-Aside funds. In August, MDOT will conduct a process to select projects using the statewide TA funds.

Once all selections are finalized, MDOT staff will work with applicants to administer funding.

For more information regarding the TPB's role in these processes, please contact John Swanson (jswanson@mwkog.org; 202-962-3295).

Attachment A: FY 2024 Maryland TAP Requests

Project Name	Sponsor	Type of Request	TA Funding Request	Match	10% SHA Mgmt. Cost	Total TA Request (w/ 10%)	Total Project Cost	Design Status
Bradley Boulevard Intersection Improvements	Montgomery County Department of Transportation	Construction*	\$1,600,000	\$440,000	\$160,000	\$1,760,000	\$2,200,000	60%
Brunswick Comfort Station	City of Brunswick	Design	\$60,000	\$15,000	\$0	\$75,000	\$75,000	0%
Fleet and Monroe Complete Streets (Design)	City of Rockville	Design	\$224,000	\$56,000	\$0	\$224,000	\$280,000	0%
Forest Glen Road Sidewalk	Montgomery County Department of Transportation	Design	\$679,000	\$169,750	\$0	\$679,000	\$848,750	30%
Industrial Drive Path Connection	City of Gaithersburg	Design	\$400,000	\$100,000	\$0	\$400,000	\$500,000	10%
La Plata Bikeway: Radio Station Road Sidepath	Town of La Plata	Construction*	\$1,442,589	\$396,712	\$144,259	\$1,983,560	\$1,983,560	65%
New Design Road Sidepath Phase 2	Frederick County Government	Design	\$480,000	\$120,000	\$0	\$480,000	\$600,000	0%

* Construction projects include an additional SHA grant management cost in "Total Project Costs."

ITEM 9 – Action

July 19, 2023

Virginia Department of Transportation (VDOT) Request to Amend the FY 2023-2026 Transportation Improvement Program (TIP)

Action: Adopt Resolution R2-2024 to amend the Northern Virginia section of the FY 2023-2026 TIP to update project and funding information to align with VDOT's Draft STIP.

Background: VDOT is requesting an amendment to update project and funding information in its portion of the FY 2023-2026 TIP to align funding with its Draft FY 2024-2027 Statewide Transportation Improvement Program (STIP). Notice of this request was provided at the June 21 TPB meeting and the Board will be asked to approve the amendment on July 19.



MEMORANDUM

TO: Transportation Planning Board
FROM: Andrew Austin, TPB Transportation Planner
SUBJECT: Request to Amend the FY 2023–2026 Transportation Improvement Program to Update Project and Funding Information for the Virginia Department of Transportation’s Section
DATE: July 14, 2023

The Virginia Department of Transportation (VDOT) has requested a set of amendments to update its section of the TPB’s FY 2023–2026 Transportation Improvement Program (TIP) to align project, program, and funding information with the Commonwealth’s Six Year Improvement Program (SYIP) and Draft FY 2024–2027 Statewide Transportation Improvement Program (STIP). Notice of this request was provided in June, initiating a 30-day public comment and inter-agency review period that formally closes on July 15, 2023. As of the date of this memo, no comments have been received from the public. VDOT has provided some updates to the set of amendments which are detailed below and in the attached errata report. TPB staff reviewed the amendments proposed in this document and have confirmed that all projects and programs were either included in the Air Quality Conformity Analysis of the 2022 Update to Visualize 2045 Long-Range Transportation Plan (LRTP) and the FY 2023–2026 TIP or are exempt from the conformity requirement. Staff also worked with VDOT to verify the fiscal constraint of the TIP. Based on this review, staff recommends the adoption of Resolution R2-2024 approving amendments to the FY 2023–2026, as requested by VDOT.

Proposed Updates to Amendments Requested by VDOT

Based on consultations with Fairfax County, the Northern Virginia Transportation Authority (NVTA), the Virginia Department of Rail & Public Transportation (DRPT), and others held during the inter-agency review period, VDOT has requested to include the following updates to the amendment materials originally released in June. These updates are described below and in the attached errata report.

- VDOT is seeking to include two additional project records in this set of amendments:
 - Ryan Road, Widen from Evergreen Mills Road to Beaverdam Drive (TIP ID T13560) – Adds \$3.165 million to the 4-year TIP program using Revenue Sharing and local funding. Total project cost, \$37.846 million. This project will widen a 300’ long segment from 2 to 4 lanes with shared use paths within the cited limits to complete the widening of the western end of Ryan Road between Northstar Boulevard and Evergreen Mills Road, the majority of which has already been constructed by private developer. TPB staff have reviewed this project and determined it is not regionally significant and is therefore exempt from the air quality conformity requirement.
 - US 1 Bus Rapid Transit – DRPT (TIP ID T13563) - \$254.25 million in Congestion Management and Air Quality program, National Highway Performance Program, Regional Surface Transportation Program, Sect. 5309, NVTA, state, and local funding. The total project cost is \$937,69 million. This project is already in the TIP (T6680)

and the currently approved conformity analysis, but this record is to be broken out with a different project ID (UPC 115550) for DRPT's transit STIP.

- Two project records were revised to include missing NVTA funding:
 - Richmond Highway Corridor Improvements, Phase 2 (TIP ID 11602) – Project total increased by \$104,084,213 to \$308,595,000.
 - Northstar Boulevard, Widen to 4 Lanes (TIP ID T12002) – Project total increased by \$61,916,544 to \$64,805,000.
- The 21 remaining proposed edits are minor in nature. Generally, they consist of updates to project IDs, limits and/or descriptions, phases funded, and funding sources used. No changes were made to the funding amounts programmed on these records.

Including these proposed changes, the Amendment Summary Report (Attachment B to TPB Resolution R2-2024 shows that the amendments will update 29 existing project or program records (grouped in the blue bracket) and add 57 records that had not previously been included in the in the FY 2023–2026 TIP as of June 2023 (grouped in the green bracket). There are an additional 61 records in VDOT's section of the TIP that are not impacted by the amendments (yellow bracket). The total amount of funds programmed in VDOT's portion of the TIP between FY 2023 and FY 2026 will increase from \$1.95 billion by approximately \$7 billion to \$8.99 billion. Please also note that this amendment covers only projects for which VDOT is listed as the Sponsor Agency. Projects and programs from several Virginia transit agencies are listed separately and are not a part of this action.

Attachments

- Errata Report Submitted by VDOT
- Draft TPB Resolution R2-2024 to approve amendments to the FY 2023–2026 TIP requested by VDOT, with attachments:
 - Attachment A: a Letter from VDOT dated July 13, 2023 requesting the amendments including updates
 - Attachment B: Amendment Summary report providing a list of projects and with a summary of the changes to funding amounts programmed in the 4 years of the TIP
 - Attachment C: Program Overview report showing how the 87 new and updated project and program records will appear in the TIP after approval (Attachment C).

ERRATA REPORT

Updates Submitted by VDOT to be Made in Advance of
the Adoption of TPB Resolution R2-2024 Approving Amendments
to the FY 2023 - 2026 TIP, as Requested by VDOT

TIP ID	PROJECT TITLE	VDOT UPC	VDRPT UPC	Locality	CHANGE NOTES
New Record Additions					
T13560	Ryan Road	121757		Loudoun	Added To TIP
T13563	US 1 Bus Rapid Transit	115549	115550	DRPT	Added To TIP
Additional Funding Programmed					
T11602	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	120800.		Fairfax	Update NVTA (Project Total Changed From \$204,510,787 to \$308,595,000). Previous Total Did Not Include NVTA Funding
T12002	NORTHSTAR BOULEVARD WIDEN TO 4 LANES	108187			Update UPC and NVTA (New Project Total Changed From \$2,888,456 to \$64,805,000). Previous Total Did Not Include NVTA Funding, TIP ID changed from CE3737 to T12002
T12002	NORTHSTAR BOULEVARD WIDEN TO 4 LANES	121756		Loudoun	
Minor Edits and Updates					
T13534	Route 7 George Washington Boulevard Overpass	105584		Loudoun	Updated Description and Limits
T13548	G STREET SIDEWALK IMPROVEMENTS	122041		Loudoun (Town of Purcellville)	Updated Completion Date
T6539	#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2	106917		Fairfax	Updated UPC
T13550	TOKEN FOREST DRIVE SIDEWALK	121561		Prince William	Updated Description and Limits
T6583	Soapstone Drive 4-Lane Overpass	112479		Fairfax	Updated NVTA Funding Source
T13540	VA 28 Centreville Road (widen from 4-6 lanes divided)	108720		LAP (Fairfax Co.)	Updated NVTA Funding Source
T6692	#SMART22 - ROUTE 1 (FRALEY BLVD) WIDENING	119481		Prince William (Town of Dumfries)	Updated NVTA Funding Source
T6695	UNIVERSITY BLVD EXTENSION (DEVLIN RD TO WELLINGTON)	118313		Prince William	Updated Limits
T6680	US 1 Bus Rapid Transit	115549	115550	DRPT	No Changes To This TIP Entry (New TIP Entry Submitted For UPC 115500)
T6547	HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES	110378		Fairfax	Updated UPC
T6665	Rock Hill Road Overpass (CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE)	114098		Fairfax	Updated Phases
T13558	#ITTF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE	120783		Prince William (City of Manassas)	Updated Limits
T6604	#SMART18 - ROUTE 29 WIDENING - PH II	120509, 110329		Fairfax	Update UPC
T13527	VA 638 Rolling Road Widening	5559		Fairfax	Updated NVTA Funding Source
T11607	SYCOLIN ROAD-LOUDOUN CENTER PL to CROSSTRAIL BLVD	120774		Loudoun	Updated UPC
T12001	VA 28 Widening	96721		Prince William (City of Manassas)	Updated NVTA Funding Source. Updated TIP ID From CE3219 to T120001
T6302	PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. RT 28 Widen to Four Lanes Including RT	92080		Prince William	Updated Name and Limits
T6310	US 1/RT 123 Interchange Construction Phase-I (Route 1	94102		Prince William	Updated Limits. Updated NVTA Funding Source
T6335	PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. VA 659 Reconstruct to 4 Lanes	76244		Loudoun	Updated NVTA Funding Source
T6353	PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CREEK	16422		Prince William	Updated Limits. Updated NVTA Funding Source
T6449	Frontier Dr Extension	106742		Fairfax	Updated Description

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

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

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

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

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

WHEREAS, VDOT has requested that the FY 2023-2026 TIP be amended to update its section of the TIP to align projects and funding with its draft FY 2024-2027 STIP, adding approximately \$7 billion in funding, as described in the attached materials; and

WHEREAS, the attached materials include:

- ATTACHMENT A) Letter from VDOT dated July 13, 2023 requesting the amendment,
- ATTACHMENT B) Amendment Summary report that provides an abbreviated list of records and a breakdown of funding changes by fiscal year,
- ATTACHMENT C) Programming Overview report showing how the program records will appear in the TIP following approval; and

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

WHEREAS, following a 30-day public comment and inter-agency review period, during which no comments were received from the public and VDOT submitted an Errata Report detailing additional updates to be included in the amendment; and

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

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

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



COMMONWEALTH of VIRGINIA

DEPARTMENT OF TRANSPORTATION

Stephen C. Brich, P.E.
Commissioner

1401 East Broad Street
Richmond, Virginia 23219

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

July 13, 2023

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

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

Dear Chair Collins:

At the June 21, 2023 Transportation Planning Board (TPB) meeting, the Virginia Department of Transportation (VDOT) requested amendments for 83 transportation projects, however during the 30-day comment period which began on June 15 and will conclude on July 14, two new projects have been submitted (Richmond Highway BRT and Ryan Road Widening) for amendments. Also, during this period, VDOT made minor corrections to update descriptions and/or funding allocations for 25 projects.

Therefore, VDOT requests amendments to the FY 2023 – 2026 Transportation Improvement Program (TIP) to update financial information of 85 transportation projects based on the Virginia's FY 2024 – 2027 Statewide Transportation Improvement Program (STIP). These projects are already included in the current Long-Range Transportation Plan (LRTP) known as Visualize 2045.

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

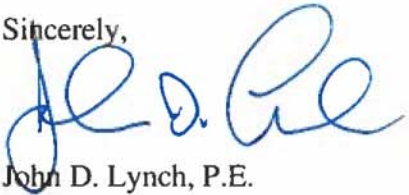
The updated proposed TIP Amendment funds in the amount of \$6,133,725,091 reflects the planned federal funding obligations listed in the VDOT's proposed FY 2024 – 2027 STIP. The amendment adds funding based on Virginia's FY 2023 – 2028 Six Year Improvement Program approved by the Commonwealth Transportation Board. The regional significant projects included in this proposed TIP amendment are already included in the most recently approved regional air quality conformity analysis of the LRTP and TIP.

The Honorable Reuben Collins
July 13, 2023
Page Two

The attached Northern Virginia TIP report tables and errata document provides detailed on the updated funding information about the individual projects included in the TIP update.

VDOT requests that this TIP update be considered and acted upon by the TPB Board at its meeting on July 19th, 2023. VDOT's representative will be in attendance to answer any questions about the amendment request. Thank you for your consideration of this matter.

Sincerely,

A handwritten signature in blue ink, appearing to read "John D. Lynch". The signature is fluid and cursive, with the first name "John" being the most prominent.

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

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

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

TIP ID	PROJECT/PROGRAM TITLE	VDOT UPC	PRIOR	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	FUTURE	PROJECT TOTAL
T6548	#HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES	110375	\$3,673		\$5,402			\$5,402		\$9,075
T6546	#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE	110377	\$9,942		\$19,923			\$19,923		\$29,865
T6539	#HB2.FY17 Rte 7 Corridor Improvements - Phase 2	106917	\$64,348		\$48,727			\$48,727		\$113,076
T6707	BRADDOCK ROAD S-CURVE	T21255			\$550		\$1,000	\$1,550	\$2,145	\$3,695
T6449	Frontier Dr Extension	106742	\$10,000		\$2,600			\$2,600		\$12,600
T6547	HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES	110377, 110378	\$6,426		\$8,289			\$8,289		\$14,715
T11609	#ITF22 HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE			\$274				\$274		\$274
T6273	HOT Lanes Bicycle/Pedestrian Facilities - Phase II	104005	\$8,129		\$4,399			\$4,399		\$12,528
T11577	I-495 EXPRESS LANES NORTHERN EXTENSION	115401	\$559,324							\$559,324
T11576	I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan	116754			\$57,400			\$57,400		\$57,400
T6361	I-495 Northern Section Shoulder Use Debt Service	106025	\$13,168		\$8,228			\$8,228		\$21,396
T5930	I-66 / Route 15 IINTERCHANGE RECONSTRUCTION	100566	\$33,048		\$23,690			\$23,690		\$56,739
T6543	I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES	110376	\$9,926		\$4,339			\$4,339		\$14,265
T6544	I-66 Inside of the Beltway Initiatives	108424	\$25,155	\$29,118	\$56,237			\$85,356		\$110,511
T6545	I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES	110392	\$18,736	\$2,730	\$11,798			\$14,527		\$33,263
T6265	I-95 HOV/HOT Lanes Debt Service UPC 103222	103222 (T11619)	\$117,209		\$7,119			\$7,119		\$124,328
T11607	Sycolin Road Widening Project (PE Only)	120774			\$3,878		\$17,188	\$21,066	\$21,530	\$42,596
T6604	Lee Highway Widening Phase II	120509,	\$1,451		\$95,570			\$95,570		\$97,021
T6605	Lee Highway Widening Phase II - GARVEE DEBT SERVICE	111986	\$1,186		\$150	\$630		\$780		\$1,965
T6682	I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294	115999	\$23,580		\$141			\$141		\$23,721
T11617	NORTH WOODBRIDGE MOBILITY IMPROVEMENTS (MARINA WAY EXTENDED)	120778			\$3,570		\$10,071	\$13,641	\$11,669	\$25,310
T11602	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2	120800	\$114,488	\$194,107				\$194,107		\$308,595
T6692	Route 1 Widening (Fraleigh Blvd)	119481	\$83,648		\$128,837			\$128,837		\$212,485
T6583	Soapstone Connector	112479	\$1,460		\$233,540			\$233,540		\$235,000
T6695	UNIVERSITY BLVD EXTENSION (DEVLIN RD TO WELLINGTON)	118313				\$7,000		\$7,000	\$18,000	\$25,000
T6680	US 1 Bus Rapid Transit - VDOT	115549	\$2,290							\$2,290
T6659	VA Route 645 Extended - Westwind Drive	111670	\$4,654				\$7,600	\$7,600	\$31,025	\$43,278
T6701	VA286 POPES HEAD RD INTERCHANGE GARVEE DEBT	111987				\$2,884	EXISTING FY 23	\$3,207	\$305	\$3,511
T6699	VRE MANASSAS LINE CAPACITY EXPANSION	113526			\$105,013			\$105,013		\$105,013
T13552	#SGR23VB-RTE0 S.ABINGDON STOVER I-395 BRIDGE REHAB(FED ID 5)	122017			\$9,550			\$9,550		\$9,550
T13557	ARCOLA MILLS DRIVE - SEGMENT 1 WIDEN TO 4 LANES	121755			\$4,955			\$4,955		\$4,955
T13553	COUNTRY CLUB COMMONS CONNECTOR TRAIL (SMART 22)	119479			\$990			\$990		\$990
T13559	DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY	121761			\$4,999			\$4,999		\$4,999
T6255	Eisenhower Avenue Widening WIDENING TO SIX LANE; rem/rep ex TC w/ TS at T-int'x. Incl. two thru lanes west and east, grassed median, RTI, Holland Lane, LTI, John Carlisle	77378	\$6,809		\$3,962			\$3,962		\$10,771
T13548	G Street Sidewalk Improvements	122041			\$693		\$914	\$1,607		\$1,607
T6280	GEC Design Services I495/DAAH Interchange Improvements	94611	\$45,035		\$5,058			\$5,058		\$50,093
T13558	HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 234	120783			\$274			\$274		\$274
T6589	I-395 AUXILIARY LANE - SOUNDWALLS	110729	\$6,300		\$350			\$350		\$6,650
T6588	I-395 NORTHERN EXTENSION MULTI-MODAL ACCESS TO PENTAGON (2B)	110728	\$6,000		\$250			\$250		\$6,250
T6587	I-395 Project owner's cost	108361	\$25,000		\$350			\$350		\$25,350
T6624	I-495 Express Lanes Northern Extension	113414	\$6,000		\$13,800			\$13,800		\$19,800
T6279	I-495 Hot Lane Support	89486	\$34,293		\$17,742			\$17,742		\$52,034
T11601	I-495 Next Transit Investment - Monitoring Funds	120823	\$5,200							\$5,200
T13537	I-66 Corridor Improvements Project	105500, 110496, 110741	\$12,000		\$3,059,804			\$3,059,804		\$3,071,804
T13547	I-81 Operational Improvements - Program UPC	117220			\$9,618			\$9,618		\$9,618
T6723	I-95 CIP Advanced Work Zone Technology - Program UPC	116659			\$950			\$950		\$950
T6725	I-95 CIP Corridor Tech Improvements Program UPC	116661			\$3,203			\$3,203		\$3,203
T6722	I-95 CIP Geofenced Emerg Notifications- Program UPC	116658			\$200			\$200		\$200
T6721	I-95 CIP Ramp Metering Program UPC	116657			\$5,700			\$5,700		\$5,700
T6720	I-95 CIP Variable Speed Limits - Program UPC	116656			\$4,913			\$4,913		\$4,913
T6264	I-95 HOV/HOT Lanes Construction	103106	\$785,756							\$785,756
T6261	I-95 HOV/HOT Lanes Project PPTA Develop and Mgt. Oversight	102711	\$29,790		\$16,152			\$16,152		\$45,941
T6314	Mulligan Rd Realign Rt. 235 and Widen Rt. 619	77404	\$12,992							\$12,992
T13536	Neabscos Mills Road widen to 4 lanes	107947	\$9,691		\$16,872			\$16,872		\$26,563
T12002	Northstar Boulevard - TIP	121756	\$64,805							\$64,805
T6697	POTOMAC YARD METRO RAIL STATION INCLUDING SOUTHWEST ENTRANCE	115667	\$20,000							\$20,000
T13549	PWCS Safe Routes To School Program	122014			\$175			\$175		\$175
T6353	REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CREEK	16422	\$24,811							\$24,811

EXISTING FY 23-26 TIP RECORDS UPDATED BY THIS ACTION

PROJECT OR PROGRAM RECORDS ADDED TO FY23-26 TIP BY THIS ACTION

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

TIP ID	PROJECT/PROGRAM TITLE	VDOT UPC	PRIOR	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	FUTURE	PROJECT TOTAL
T6665	ROCK HILL ROAD OVERPASS (CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE)	114098	\$1,000							\$1,000
T13555	Route 15 Roundabout and Braddock Road	T23869			\$1,000		\$1,200	\$2,200	\$5,700	\$7,900
T6301	Route 7 - Widen to Six Lanes	99478	\$54,092		\$132,054			\$132,054		\$186,146
T13534	Route 7 George Washington Boulevard Overpass	105584	\$20,119		\$5,594			\$5,594		\$25,713
T6302	RT 28 WIDEN TO 6 LNS & RT 215 REALIGN (Ph1) & TO 4 LNS	92080	\$34,086		\$1,032			\$1,032		\$35,118
T6574	RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W	51135	\$23,832							\$23,832
T6554	RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN	68627	\$11,290		\$50			\$50		\$11,339
T5926	Rte 7/ Rte 659 Interchange	99481	\$9,565		\$62,738			\$62,738		\$72,303
T13560	Ryan Road Widening to Four Lanes With Shared Use Paths	121757				\$1,581	\$1,584	\$3,165	\$16,000	\$19,165
T13556	Seven Corners Ring Road (Phase 1A Segment 1A)	T26956					\$4,252	\$4,252		\$4,252
T13530	Springfield Commuter Parking Garage	106274	\$40,524		\$7,718			\$7,718		\$48,242
T13546	Statewide Technology for Operations	115869			\$2,000			\$2,000		\$2,000
T6203	Sycolin Road	102895	\$7,747		\$1,729			\$1,729		\$9,476
T13550	Token Forest Drive Sidewalk	121561			\$303	\$105	\$491	\$899		\$899
T6585	TRANSFORM66 OUTSIDE THE BELTWAY (P3 Project)	110741			\$3,031,404			\$3,031,404		\$3,031,404
T6310	US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening on)	94102	\$44,534		\$11,514		\$3,000	\$14,514		\$59,049
T13563	US 1 Bus Rapid Transit (DRPT)	115550	\$88,400	\$20,500	\$106,558	\$57,630	\$69,567	\$254,255	\$595,039	\$937,694
T4637	US 50 - 6-Lane Widening from Sully Rd. to Poland Rd.	68757	\$77,669		\$10,110			\$10,110		\$87,779
T13540	VA 28 Centreville Road (widen from 4-6 lanes divided)	108720	\$58,959		\$20,498			\$20,498		\$79,457
T12001	VA 28 Widening	96721	\$14,299		\$3,075			\$3,075		\$17,374
T13527	VA 638 Rolling Road Widening	5559	\$68,668		\$764			\$764		\$69,432
T6335	VA 659 Reconstruct to 4 Lanes	76244	\$51,386							\$51,386
T13551	VDOT OVERSIGHT - ROUTE 1 (FRALEY BLVD) WIDENING	120060			\$427	\$15		\$442		\$442
T6696	Virginia Statewide Vehicle Fuel Conversion Program	T20741			\$360			\$360		\$360
T6041	Virginia Statewide Vehicle Fuel Conversion Program	T11802	\$1,970		\$6,177			\$6,177		\$8,147
T6204	Widen US Route 1	90339	\$3,497			\$251		\$251		\$3,748

PROJECT OR PROGRAM RECORDS ADDED TO FY23-26 TIP BY THIS ACTION

T6519	#HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 1 & PHASE 2	99478	\$167,021	\$23,725				\$23,725		\$190,746
T8968	#SMART18 - POTOMAC TOWN CENTER GARAGE - GARVEE DEBT SERVICE	111985			\$8,736			\$8,736		\$8,736
T6671	Alexandria Potomac Yard Metro Station Improvements, Including Southwest Entrance	ALXPYMSTA	\$354,154	\$15,842				\$15,842	\$4	\$370,000
T6328	Amenities			\$650	\$1,924			\$2,574		\$2,574
T6447	Belmont Ridge Road (Route 659), South of the Dulles	113189		\$40,618				\$40,618		\$40,618
T5965	Boundary Chanel Drive Modifications	104323	\$27,270							\$27,270
T5768	BRAC -Economic Development	81738 linked to 96257, 99181	\$5,692							\$5,692
T11626	Bus Shelter Program			\$300				\$300		\$300
T6700	CLEAN AIR PARTNERS	T21450		\$210				\$210		\$210
T6627	COMMUTER ASSISTANCE PROGRAM	T21240		\$7,107	\$878			\$7,985		\$7,985
T6681	CONNECTOR BRIDGE CRYSTAL CITY TO WASHINGTON NATIONAL AIRPORT	115562			\$2,500			\$2,500	\$24,000	\$26,500
T5503	Construction: Bridge	TIPGRP001		\$2,408				\$2,408		\$2,408
T6670	Crystal City Metro Station East Entrance	T22443	\$59,543		\$37,589			\$37,589		\$97,133
T6672	Crystal City Potomac Yard BRT Expansion	115668	\$6,087	\$1,500	\$1,000			\$2,500		\$8,587
T6602	Dulles West Boulevard Phase III		\$22,700							\$22,700
T6520	Fairfax County Parkway widen from 4 to 6 lanes	122982		\$8,132				\$8,132	\$106,904	\$115,036
T6628	FAIRFAX COUNTYWIDE TRANSIT STORES	T21448		\$650	\$650			\$1,300		\$1,300
T6664	FARMWELL ROAD WIDENING FROM 4 TO 6 LANES (PE ONLY)	106996	\$1,000						\$31,100	\$32,100
T4489	Grant and Project Management	VRE0008		\$1,950	\$650	\$650	\$650	\$3,900		\$3,900
T11614	I-495 Southside Express Lanes Advance Activities	122608		\$6,000				\$6,000		\$6,000
T11510	I-95 Reversible Ramp to/from Express Lanes @ Optiz Blvd.	115198	\$60,000							\$60,000
T11581	L'Enfant Station and Fourth Track			\$73,467	\$11,123			\$84,590		\$84,590
T11616	Minnieville Road/Prince William Parkway Interchange			\$14,500				\$14,500	\$3,531	\$18,031
T6541	NEABSCO MILLS ROAD - Widen to 4 lanes	107947	\$16,404	\$11,605	\$1,377			\$12,982		\$29,385
T6687	NORTHSTAR BLVD EXTENSION	106994, 106995	\$14,700						\$1,971	\$16,671
T6634	Northstar Blvd. Extension	106994	\$109,130	\$61,714				\$61,714		\$170,844
T5707	PRTC Security Enhancements	PRTC0006		\$62				\$62		\$62
T6443	RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS	107187	\$74,783	\$79,714				\$79,714	\$104,452	\$258,949
T6662	Riverside Parkway (VA Route 7 North Collector Road)	105784	\$14,027							\$14,027
T6247	Rolling Road	5559	\$39,381	\$54,078				\$54,078		\$93,459
T6309	Route 123/ Route 1 Interchange in PWC	14693	\$56,037						\$45,543	\$101,580
T6298	Route 28 Widening	96721	\$17,281						\$3,678	\$20,959
T6553	ROUTE 7/GEORGE WASHINGTON BLVD OVERPASS	105584	\$18,882						\$14,588	\$33,471
T6618	ROUTE 7/ROUTE 690 INTERCHANGE SMART18	111666	\$9,075		\$43,610			\$43,610		\$52,685
T6693	RTE 15 IMPROVEMENT WITH RAILROAD OVERPASS	T17496	\$5,195		\$2,065			\$2,065	\$37,740	\$45,000
T6623	Rte 621 BALLS FORD ROAD WIDEN TO 4 LANES	T20903	\$67,405							\$67,405

EXISTING TIP RECORDS NOT UPDATED BY THIS ACTION.

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

TIP ID	PROJECT/PROGRAM TITLE	VDOT UPC	PRIOR	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL	FUTURE	PROJECT TOTAL
T4277	Security Enhancements Systemwide	VRE0003		\$1,894	\$105	\$105	\$105	\$2,209		\$2,209
T6281	Springfield CBD Commuter Parking Garage	106274	\$58,373							\$58,373
T6663	STERLING BOULEVARD - 4 LANE CONSTRUCTION ON NEW ALIGNMENT	105783	\$7,900						\$16,200	\$24,100
T6346	Syscolin Road Paving and Widening	58923	\$3,878							\$3,878
T5525	TIP Grouping for Preventive Maintenance for Bridges	TIPGRP006	\$17,453	\$8,529	\$9,078			\$17,607		\$35,060
T5506	TIP Grouping project for Construction: Safety/ITS/Operational Improvements	TIPGRP003		\$99,700	\$49,964			\$149,664		\$149,664
T5523	TIP Grouping project for Construction: Transportation Enhancement Bypass Non-Traditional	TIPGRP004		\$6,580	\$16,510			\$23,089		\$23,089
T5526	TIP Grouping project for Maintenance: Traffic and Safety Operations	TIPGRP007	\$26,188	\$14,989	\$7,077			\$22,066		\$48,254
T5524	TIP Grouping project for Preventive Maintenance and System Preservation	TIPGRP005	\$42,285	\$35,157	\$16,947			\$52,104		\$94,389
T6549	TRANSFORM I-66 OVERSIGHT PROJECT	110496	\$15,000		\$25,400			\$25,400	\$114,800	\$155,200
T6333	Transit : Access			\$6,250	\$17,023			\$23,273		\$23,273
T6331	Transit : Vehicles			\$3,500	\$14,973			\$18,473		\$18,473
T6330	Transit Ridesharing			\$1,290	\$177			\$1,467		\$1,467
T6626	Transit Store Funding - Alexandria	T21453			\$600			\$600		\$600
T11635	UNIVERSITY BLVD EXTENSION (EDMONSTON TO SUDLEY)	113198		\$20,950				\$20,950		\$20,950
T6621	VA 234 Bypass Interchange @ Balls Ford Road	T20906	\$144,401						\$599	\$145,000
T6694	VA 286 - POPES HEAD ROAD INTERCHANGE	111725		\$89,237				\$89,237		\$89,237
T6205	VA Route 28 Study	105482	\$3,663							\$3,663
T6450	VA Route 28 Widening (Prince William County Line to Route	108720	\$2,757						\$66,072	\$68,829
T8605	Van Buren Road Extension Project (PE Only)				\$4,000	\$4,000		\$8,000		\$8,000
T11606	VRE Fredericksburg Station Rehabilitation		\$7,704							\$7,704
T4070	VRE Storage Yards Improvements	VRE0007		\$83,694	\$67,957			\$151,650		\$151,650
T6537	Widen East Spring Street	105521	\$12,483	\$7,939	\$2,174			\$10,113		\$22,596
T6631	WMATA REPLACEMENT BUSES	T21031, T21033			\$3,700			\$3,700		\$3,700

EXISTING TIP RECORDS NOT UPDATED BY THIS ACTION.

FY FY 2023-2026 TIP Totals as Amended and Modified through June 2023:	\$1,382,297	\$563,399	\$4,757	\$757	\$1,951,202
TIP Totals after Approval of Formal Amendment TIP Action 23-21.4:	\$1,032,669	\$7,762,851	\$74,851	\$117,623	\$8,988,316
Delta:	-\$349,628	\$7,199,452	\$70,094	\$116,866	\$7,037,115
	FY 23	FY 24	FY 25	FY 26	FY 23-26 TOTAL

* Note; records in this group may be projects or programs (or subcomponents thereof) that had been funded in a previous TIP but had not been funded in the current TIP of record since its initial approval, or they may be projects or programs appearing in the FY23-26 TIP. While they are all projects that are "new to this TIP document", they are not "new TIP projects".



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

TIP ID T11576
Project Name I-495 NEXT - VDOT OVERSIGHT & Transportation Management Plan
Project Limits S. of Old Dominion Drive to American Legion Bridge

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 116754

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

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

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

*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$57,400,000
 * ACCP is not part of the Total

TIP ID T11577
Project Name I-495 EXPRESS LANES NORTHERN EXTENSION
Project Limits S. of Old Dominion Drive to American Legion Bridge
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 115401

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

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

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



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

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



TIP ID T11601
Project Name I-4995 Next Transit Investment - Monitoring Funds
Project Limits
Description Monitoring Funds for reimbursing localities for transit costs

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 120823

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

*Not Location Specific

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

Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment	2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

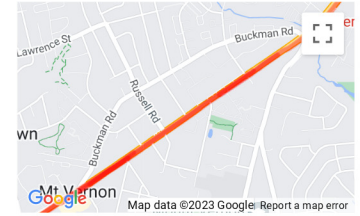
Funding Change(s):

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

TIP ID T11602 *Lead Agency* Virginia Department of Transportation
Project Name RICHMOND HIGHWAY CORRIDOR IMPROVEMENTS, PH 2 *County*
Project Limits Frye Road to Sherwood Hall Road *Municipality*
Agency Project ID 120800
Description Widen from 4 to 6 lanes and add bike and ped facilities from 0.13 miles north of Frye Road to Sherwood Hall Lane.

Project Type Road - Add Capacity/Widening
Total Cost \$308,595,000
Completion Date 2028

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NVTA	\$2,700,000	-	-	-	-	-	-	\$2,700,000
		<i>Total PE</i>	\$2,700,000	-	-	-	-	-	-	\$2,700,000
ROW		NVTA	\$111,788,038	-	-	-	-	-	-	\$111,788,038
		<i>Total ROW</i>	\$111,788,038	-	-	-	-	-	-	\$111,788,038
CON		NVTA	-	\$194,106,962	-	-	-	-	\$194,106,962	\$194,106,962
		<i>Total CON</i>	-	\$194,106,962	-	-	-	-	\$194,106,962	\$194,106,962
		<i>Total Programmed</i>	\$114,488,038	\$194,106,962	-	-	-	-	\$194,106,962	\$308,595,000



Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-05.3	Amendment 2023-2026	11/16/2022	Pending	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

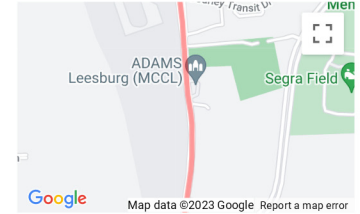
Total project cost increased from \$204,930,787 to \$308,595,000

TIP ID T11607
Project Name Sycolin Road Widening Project (PE Only)
Project Limits Loudoun Center Place to Crosstrail Blvd
Lead Agency Virginia Department of Transportation
County Loudoun
Municipality
Agency Project ID 120774

Project Type Preliminary Engineering/Environmental Analysis
Total Cost \$42,595,790
Completion Date 2033

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

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



Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

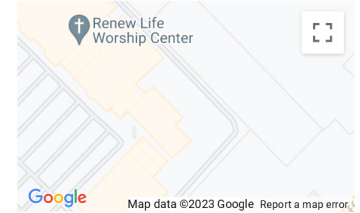
Total project cost increased from \$3,878,437 to \$42,595,790



<i>TIP ID</i>	T11617	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - New Construction
<i>Project Name</i>	NORTH WOODBRIDGE MOBILITY IMPROVEMENTS (MARINA WAY EXTENDED)	<i>County</i>	Prince William	<i>Total Cost</i>	\$25,310,279
<i>Project Limits</i>	Annapolis Way to VA 123 (Gordon Blvd.)	<i>Municipality</i>		<i>Completion Date</i>	2029
		<i>Agency Project ID</i>	120778		

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

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



Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

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



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

TIP ID T12001
 Project Name VA 28 Widening
 Project Limits Godwin Drive to Manassas City Limits - west

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

Project Type Road - Other Improvement
 Total Cost \$17,373,951
 Completion Date 2019

Description VA 28 Widening

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NVTA	\$164,074	-	-	-	-	-	-	\$164,074
PE		RSTP	\$1,072,898	-	-	-	-	-	-	\$1,072,898
PE		STBG	\$209,625	-	-	-	-	-	-	\$209,625
		<i>Total PE</i>	\$1,446,597	-	-	-	-	-	-	\$1,446,597
ROW		NVTA	\$439,620	-	-	-	-	-	-	\$439,620
ROW		RSTP	\$730,380	-	-	-	-	-	-	\$730,380
		<i>Total ROW</i>	\$1,170,000	-	-	-	-	-	-	\$1,170,000
CON		LBD	-	-	\$2,878,244	-	-	-	\$2,878,244	\$2,878,244
CON		NVTA	\$2,690,306	-	-	-	-	-	-	\$2,690,306
CON		RSTP	\$8,295,695	-	\$196,770	-	-	-	\$196,770	\$8,492,465
CON		STBG	\$696,339	-	-	-	-	-	-	\$696,339
		<i>Total CON</i>	\$11,682,340	-	\$3,075,014	-	-	-	\$3,075,014	\$14,757,354
		<i>Total Programmed</i>	\$14,298,937	-	\$3,075,014	-	-	-	\$3,075,014	\$17,373,951

*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from to \$17,373,951



TIP ID T12002
Project Name Northstar Boulevard - TIP
Project Limits Tall Cedars Parkway to Braddock Road
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 121756

Project Type Road - Add Capacity/Widening
Total Cost \$64,805,000
Completion Date 2028

Description This project provides for the planning, design, right-of-way acquisition and construction of the remaining two lanes of Northstar Boulevard between Tall Cedars Parkway (Route 2200) and Braddock Road (Route 620). The project will include a shared use path along the new travel lanes, modifications to an existing traffic signal and new traffic signals where warranted

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	NVTA	\$9,691,000	-	-	-	-	-	-	\$9,691,000
	<i>Total ROW</i>	\$9,691,000	-	-	-	-	-	-	\$9,691,000
CON	NVTA	\$55,114,000	-	-	-	-	-	-	\$55,114,000
	<i>Total CON</i>	\$55,114,000	-	-	-	-	-	-	\$55,114,000
	<i>Total Programmed</i>	\$64,805,000	-	-	-	-	-	-	\$64,805,000

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update, Update

Funding Change(s):

Total project cost increased from \$30,000,000 to \$64,805,000





National Capital Region
Transportation Planning Board

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

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

Lead Agency Virginia Department of Transportation
 County Fairfax
 Municipality
 Agency Project ID 5559

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

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		CMAQ	\$31,640	-	-	-	-	-	-	\$31,640
PE		NVTA	\$3,125,000	-	-	-	-	-	-	\$3,125,000
PE		RSTP	\$4,447,690	-	\$89,190	-	-	-	\$89,190	\$4,536,880
PE	AC	RSTP	-	-	\$653,000	-	-	-	\$653,000	\$653,000
PE		DC/STATE	\$9,705,769	-	\$22,298	-	-	-	\$22,298	\$9,728,067
		<i>Total PE</i>	\$17,310,099	-	\$764,488	-	-	-	\$764,488	\$18,074,587
ROW		NVTA	\$2,400,000	-	-	-	-	-	-	\$2,400,000
ROW		RSTP	\$10,671,695	-	-	-	-	-	-	\$10,671,695
		<i>Total ROW</i>	\$13,071,695	-	-	-	-	-	-	\$13,071,695
CON		NVTA	\$38,286,000	-	-	-	-	-	-	\$38,286,000
		<i>Total CON</i>	\$38,286,000	-	-	-	-	-	-	\$38,286,000
		<i>Total Programmed</i>	\$68,667,794	-	\$764,488	-	-	-	\$764,488	\$69,432,282

*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update



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

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

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

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

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update



TIP ID T13534
Project Name Route 7 George Washington Boulevard Overpass
Project Limits 0.27 S of Research Place Intersection to 0.014 North of Research Place Intersection

Lead Agency Virginia Department of Transportation
County Loudoun
Municipality
Agency Project ID 105584

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

Description Improve traffic operations on Route 7 by constructing a grade separated overpass at Route 1050 George Washington Blvd.

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

*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update



TIP ID T13536
Project Name Neabsco Mills Road widen to 4 lanes
Project Limits 1 Jefferson Davis Highway to Smoke Court
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 107947

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

Description Widen Neabsco Mills Road from Smoke Ct. to Dale Blvd. as a 4-lane divided facility. A sidewalk and trail are included

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

*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update



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

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

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

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

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



*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Converted to TIP Project

Funding Change(s):

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



TIP ID T13540
Project Name VA 28 Centreville Road (widen from 4-6 lanes divided)
Project Limits VA 898 Old Centreville Road to Prince William County Line

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 108720

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

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

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NVTA	\$5,000,000	-	-	-	-	-	-	\$5,000,000
PE	S. 5312	\$1,800,373	-	-	-	-	-	-	\$1,800,373
PE	DC/STATE	-	-	\$750,000	-	-	-	\$750,000	\$750,000
PE	STBG	\$2,999,627	-	-	-	-	-	-	\$2,999,627
	<i>Total PE</i>	\$9,800,000	-	\$750,000	-	-	-	\$750,000	\$10,550,000
ROW	NVTA	\$5,000,000	-	-	-	-	-	-	\$5,000,000
ROW	STBG	\$5,730,000	-	-	-	-	-	-	\$5,730,000
	<i>Total ROW</i>	\$10,730,000	-	-	-	-	-	-	\$10,730,000
CON	HSIP	-	-	\$10,000,000	-	-	-	\$10,000,000	\$10,000,000
CON	NVTA	\$16,000,000	-	-	-	-	-	-	\$16,000,000
CON	S. 5312	\$7,736,514	-	-	-	-	-	-	\$7,736,514
CON	DC/STATE	-	-	\$9,747,937	-	-	-	\$9,747,937	\$9,747,937
CON	STBG	\$14,692,957	-	-	-	-	-	-	\$14,692,957
	<i>Total CON</i>	\$38,429,471	-	\$19,747,937	-	-	-	\$19,747,937	\$58,177,408
	<i>Total Programmed</i>	\$58,959,471	-	\$20,497,937	-	-	-	\$20,497,937	\$79,457,408



*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update




TIP ID T13546
Project Name Statewide Technology for Operations
Project Limits
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 115869

Project Type
Total Cost \$2,000,000
Completion Date

Description Statewide Technology for Operations

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

 *Various Locations

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project




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

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

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

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

 *Various Locations

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



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

TIP ID T13548
 Project Name G Street Sidewalk Improvements
 Project Limits

Lead Agency Virginia Department of Transportation
 County
 Municipality
 Agency Project ID 122041

Project Type
 Total Cost \$1,607,206
 Completion Date 2028

Description G Street Sidewalk Improvements

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

 *Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project




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

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 122014

Project Type
Total Cost \$174,833
Completion Date

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

 *Various Locations

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project

TIP ID T13550
Project Name Token Forest Drive Sidewalk
Project Limits Purcell Road to Allstart Drive

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 121561

Project Type
Total Cost \$899,417
Completion Date

Description Project constructs 420 linear feet of 5-foot asphalt sidewalk on the south side of Token Forest Drive (Route 751) from the entrance/exit of a Church to existing facility to complete a missing segment.

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



*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13551
Project Name VDOT OVERSIGHT - ROUTE 1 (FRALEY BLVD) WIDENING
Project Limits
Description VDOT OVERSIGHT - ROUTE 1 (FRALEY BLVD) WIDENING

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 120060

Project Type
Total Cost \$442,000
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	-	\$427,000	-	-	-	\$427,000	\$427,000
	<i>Total PE</i>	-	-	\$427,000	-	-	-	\$427,000	\$427,000
ROW	DC/STATE	-	-	-	\$15,000	-	-	\$15,000	\$15,000
	<i>Total ROW</i>	-	-	-	\$15,000	-	-	\$15,000	\$15,000
	<i>Total Programmed</i>	-	-	\$427,000	\$15,000	-	-	\$442,000	\$442,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13552 *Lead Agency* Virginia Department of Transportation
Project Name #SGR23VB-RTE0 S.ABINGDON STOVER I-395 BRIDGE REHAB(FED ID 5) *County*
Project Limits *Municipality*
Description #SGR23VB-RTE0 S.ABINGDON STOVER I-395 BRIDGE REHAB(FED ID 5) *Agency Project ID* 122017

Project Type
Total Cost \$9,550,000
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	HBRRP	-	-	\$4,000,572	-	-	-	\$4,000,572	\$4,000,572
CON	DC/STATE	-	-	\$5,549,428	-	-	-	\$5,549,428	\$5,549,428
	<i>Total CON</i>	-	-	\$9,550,000	-	-	-	\$9,550,000	\$9,550,000
	<i>Total Programmed</i>	-	-	\$9,550,000	-	-	-	\$9,550,000	\$9,550,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13553 *Lead Agency* Virginia Department of Transportation
Project Name COUNTRY CLUB COMMONS CONNECTOR TRAIL (SMART 22) *County*
Project Limits *Municipality*
Description COUNTRY CLUB COMMONS CONNECTOR TRAIL (SMART 22) *Agency Project ID* 119479

Project Type
Total Cost \$990,434
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	-	\$990,434	-	-	-	\$990,434	\$990,434
	<i>Total PE</i>	-	-	\$990,434	-	-	-	\$990,434	\$990,434
	<i>Total Programmed</i>	-	-	\$990,434	-	-	-	\$990,434	\$990,434



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13555
 Project Name Route 15 Roundabout and Braddock Road
 Project Limits
 Lead Agency Virginia Department of Transportation
 County
 Municipality
 Agency Project ID T23869

Project Type
 Total Cost \$7,900,000
 Completion Date

Description Route 15 Roundabout and Braddock Road

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CMAQ	-	-	\$800,000	-	-	-	\$800,000	\$800,000
PE	DC/STATE	-	-	\$200,000	-	-	-	\$200,000	\$200,000
	<i>Total PE</i>	-	-	\$1,000,000	-	-	-	\$1,000,000	\$1,000,000
ROW	CMAQ	-	-	-	-	\$960,000	-	\$960,000	\$960,000
ROW	DC/STATE	-	-	-	-	\$240,000	-	\$240,000	\$240,000
	<i>Total ROW</i>	-	-	-	-	\$1,200,000	-	\$1,200,000	\$1,200,000
CON	CMAQ	-	-	-	-	-	\$1,603,842	-	\$1,603,842
CON	RSTP	-	-	-	-	-	\$2,956,158	-	\$2,956,158
CON	DC/STATE	-	-	-	-	-	\$1,140,000	-	\$1,140,000
	<i>Total CON</i>	-	-	-	-	-	\$5,700,000	-	\$5,700,000
	<i>Total Programmed</i>	-	-	\$1,000,000	-	\$1,200,000	\$5,700,000	\$2,200,000	\$7,900,000



*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



National Capital Region
Transportation Planning Board

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

TIP ID T13556 *Lead Agency* Virginia Department of Transportation
Project Name Seven Corners Ring Road (Phase 1A Segment 1A) *County*
Project Limits *Municipality*
Agency Project ID T26956

Project Type
Total Cost \$4,252,158
Completion Date

Description Seven Corners Ring Road (Phase 1A Segment 1A)

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	-	-	-	-	\$3,401,726	-	\$3,401,726	\$3,401,726
PE	DC/STATE	-	-	-	-	\$850,432	-	\$850,432	\$850,432
	<i>Total PE</i>	-	-	-	-	\$4,252,158	-	\$4,252,158	\$4,252,158
	<i>Total Programmed</i>	-	-	-	-	\$4,252,158	-	\$4,252,158	\$4,252,158



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13557
Project Name ARCOLA MILLS DRIVE - SEGMENT 1 WIDEN TO 4 LANES
Project Limits
Description ARCOLA MILLS DRIVE - SEGMENT 1 WIDEN TO 4 LANES

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 121755

Project Type
Total Cost \$4,955,142
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	-	-	\$4,955,142	-	-	-	\$4,955,142	\$4,955,142
	<i>Total PE</i>	-	-	\$4,955,142	-	-	-	\$4,955,142	\$4,955,142
	<i>Total Programmed</i>	-	-	\$4,955,142	-	-	-	\$4,955,142	\$4,955,142



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13558 *Lead Agency* Virginia Department of Transportation
Project Name HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 234 *County*
Project Limits Battlefield Parkway/Bulloch Drive to Godwin Drive *Municipality*
Description HIGH SPEED COMMUNICATIONS FOR SIGNALS RTE 234 *Agency Project ID* 120783

Project Type
Total Cost \$274,480
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	DC/STATE	-	-	\$274,480	-	-	-	\$274,480	\$274,480
	<i>Total CON</i>	-	-	\$274,480	-	-	-	\$274,480	\$274,480
	<i>Total Programmed</i>	-	-	\$274,480	-	-	-	\$274,480	\$274,480



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13559 | *Lead Agency* Virginia Department of Transportation
Project Name DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD | *County*
Project Limits Linton Hall Road to University Boulevard | *Municipality*
Description DEVLIN RD WIDENING - LINTON HALL RD TO UNIVERSITY BOULEVARD | *Agency Project ID* 121761

Project Type
Total Cost \$4,999,103
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	-	-	\$3,999,282	-	-	-	\$3,999,282	\$3,999,282
PE	DC/STATE	-	-	\$999,821	-	-	-	\$999,821	\$999,821
	<i>Total PE</i>	-	-	\$4,999,103	-	-	-	\$4,999,103	\$4,999,103
	<i>Total Programmed</i>	-	-	\$4,999,103	-	-	-	\$4,999,103	\$4,999,103



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T13560
Project Name Ryan Road Widening to Four Lanes With Shared Use Paths
Project Limits Evergreen Mills Road to Beaverdam Drive
Description Ryan Road Widening to Four Lanes With Shared Use Paths

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 121757

Project Type Road - Add Capacity/Widening
Total Cost \$37,846,222
Completion Date

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		LOCAL	-	-	-	\$790,390	\$792,003	-	\$1,582,393	\$1,582,393
PE		REVSH	-	-	-	\$790,390	\$792,003	-	\$1,582,393	\$1,582,393
		<i>Total PE</i>	-	-	-	\$1,580,780	\$1,584,006	-	\$3,164,786	\$3,164,786
ROW		NVTA	-	-	-	-	-	\$2,000,000	-	\$2,000,000
		<i>Total ROW</i>	-	-	-	-	-	\$2,000,000	-	\$2,000,000
CON		NVTA	-	-	-	-	-	\$14,000,000	-	\$14,000,000
		<i>Total CON</i>	-	-	-	-	-	\$14,000,000	-	\$14,000,000
		<i>Total Programmed</i>	-	-	-	\$1,580,780	\$1,584,006	\$16,000,000	\$3,164,786	\$19,164,786



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



National Capital Region
Transportation Planning Board

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

TIP ID T13563
Project Name US 1 Bus Rapid Transit (DRPT)
Project Limits Fort Belvoir to Huntington Metrorail Station

Lead Agency Virginia Department of Transportation
County Fairfax, Prince William
Municipality
Agency Project ID 115550

Project Type Transit - BRT
Total Cost \$940,582,089
Completion Date

Description US 1 Bus Rapid Transit

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	CMAQ	\$18,409,477	-	\$2,457,647	\$239,913	\$639,951	\$26,166,569	\$3,337,511	\$47,913,557
CON	LOCAL	\$18,458	-	-	-	-	-	-	\$18,458
CON	NHPP	\$12,289,501	-	-	\$12,289,501	-	-	\$12,289,501	\$24,579,002
CON	NVTA	\$38,100,000	\$18,200,000	\$104,100,000	\$28,900,000	\$21,500,000	\$147,500,000	\$172,700,000	\$358,300,000
CON	RSTP	\$14,614,804	-	-	-	\$2,362,888	\$10,450,560	\$2,362,888	\$27,428,252
CON	S. 5309	-	-	-	-	\$43,300,000	\$399,267,869	\$43,300,000	\$442,567,869
CON	DC/STATE	\$4,967,528	\$2,300,000	-	\$16,200,477	\$1,764,209	\$11,654,281	\$20,264,686	\$36,886,495
<i>Total CON</i>		\$88,399,768	\$20,500,000	\$106,557,647	\$57,629,891	\$69,567,048	\$595,039,279	\$254,254,586	\$937,693,633
<i>Total Programmed</i>		\$88,399,768	\$20,500,000	\$106,557,647	\$57,629,891	\$69,567,048	\$595,039,279	\$254,254,586	\$937,693,633



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - New project



TIP ID T4637
Project Name US 50 - 6-Lane Widening from Sully Rd. to Poland Rd.
Project Limits VA Poland Road to VA 28

Lead Agency Virginia Department of Transportation
County Fairfax, Loudoun
Municipality
Agency Project ID 68757

Project Type Road - Other Improvement
Total Cost \$87,779,019
Completion Date

Description Improve capacity along the roadway. Traffic volumes have increased significantly due to new development along the Route 50 corridor. Widening will help relieve congestion and improve the safety and operation of the roadway. VP8c

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	BFP	\$2,869	-	-	-	-	-	-	\$2,869
PE	DEMO	\$651,464	-	-	-	-	-	-	\$651,464
PE	EB/MG	\$1,577,954	-	-	-	-	-	-	\$1,577,954
PE	RSTP	\$2,311,565	-	-	-	-	-	-	\$2,311,565
PE	STBG	\$2,954,315	-	-	-	-	-	-	\$2,954,315
	<i>Total PE</i>	\$7,498,167	-	-	-	-	-	-	\$7,498,167
ROW	DEMO	\$3,345,424	-	-	-	-	-	-	\$3,345,424
ROW	EB/MG	\$107,903	-	-	-	-	-	-	\$107,903
ROW	HSIP	\$2,277,000	-	-	-	-	-	-	\$2,277,000
ROW	RSTP	\$11,722,594	-	-	-	-	-	-	\$11,722,594
ROW	STBG	\$557,704	-	-	-	-	-	-	\$557,704
	<i>Total ROW</i>	\$18,010,625	-	-	-	-	-	-	\$18,010,625
CON	EB/MG	\$4,663,957	-	-	-	-	-	-	\$4,663,957
CON	NHPP	-	-	\$3,846,857	-	-	-	\$3,846,857	\$3,846,857
CON	RSTP	-	-	\$1,848,708	-	-	-	\$1,848,708	\$1,848,708
CON	DC/STATE	\$47,496,134	-	\$1,252,656	-	-	-	\$1,252,656	\$48,748,790
CON	STBG	-	-	\$3,161,915	-	-	-	\$3,161,915	\$3,161,915
	<i>Total CON</i>	\$52,160,091	-	\$10,110,136	-	-	-	\$10,110,136	\$62,270,227
	<i>Total Programmed</i>	\$77,668,883	-	\$10,110,136	-	-	-	\$10,110,136	\$87,779,019



*Map Has Not Been Marked

Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$82,220,000 to \$87,779,019
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

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

TIP ID T5926
Project Name Rte 7/ Rte 659 Interchange
Project Limits Route 659 Belmont Ridge Road
Lead Agency Virginia Department of Transportation
County Loudoun
Municipality
Agency Project ID 99481

Project Type Road - New Construction
Total Cost \$72,302,615
Completion Date 2020

Description Construct interchange at Rte 7 and Rte 659 to alleviate congestion and reduce accidents at one of Loudoun County's most dangerous interchanges.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	S. 5312	\$301,192	-	-	-	-	-	-	\$301,192
	<i>Total PE</i>	\$301,192	-	-	-	-	-	-	\$301,192
ROW	NHPP	\$3,293,926	-	-	-	-	-	-	\$3,293,926
ROW	S. 5312	\$5,694,808	-	-	-	-	-	-	\$5,694,808
ROW	STBG	\$274,940	-	-	-	-	-	-	\$274,940
	<i>Total ROW</i>	\$9,263,674	-	-	-	-	-	-	\$9,263,674
CON	DC/STATE	-	-	\$49,601,472	-	-	-	\$49,601,472	\$49,601,472
CON	STBG	-	-	\$13,136,277	-	-	-	\$13,136,277	\$13,136,277
	<i>Total CON</i>	-	-	\$62,737,749	-	-	-	\$62,737,749	\$62,737,749
	<i>Total Programmed</i>	\$9,564,866	-	\$62,737,749	-	-	-	\$62,737,749	\$72,302,615



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Project Complete - Financial Close Out

Funding Change(s):

Total project cost decreased from \$249,983,200 to \$72,302,615

* ACCP is not part of the Total



TIP ID T5930
Project Name I-66 / Route 15 INTERCHANGE RECONSTRUCTION
Project Limits Rte. I-66/Rte 15 Interchange
Description FROM: 0.224 Miles West of Rte. 15 TO: 0.371 Miles East of Rte. 15 (0.8380)

Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 100566

Project Type Road - Interchange improvement
Total Cost \$56,738,654
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP		\$2,737,300	-	-	-	-	-	\$2,737,300
	<i>Total PE</i>		\$2,737,300	-	-	-	-	-	\$2,737,300
ROW	NHPP		\$7,728,682	-	-	-	-	-	\$7,728,682
	<i>Total ROW</i>		\$7,728,682	-	-	-	-	-	\$7,728,682
CON	NHPP		\$22,582,432	-	\$1,989,068	-	-	\$1,989,068	\$24,571,500
CON	AC NHPP		-	-	\$21,701,172	-	-	\$21,701,172	\$21,701,172
CON	ACCP NHPP		-	-	-	\$2,090,022	\$2,195,792	\$2,306,784	*
	<i>Total CON</i>		\$22,582,432	-	\$23,690,240	-	-	\$23,690,240	\$46,272,672
	<i>Total Programmed</i>		\$33,048,414	-	\$23,690,240	-	-	\$23,690,240	\$56,738,654



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$158,772,000 to \$56,738,654

* ACCP is not part of the Total



TIP ID T6041
Project Name Virginia Statewide Vehicle Fuel Conversion Program
Project Limits
Lead Agency Virginia Department of Transportation
County
Municipality Statewide VA
Agency Project ID T11802

Project Type
Total Cost \$8,147,482
Completion Date

Description The project is for implementing the Statewide Vehicle Fuel Conversion Program.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	CMAQ	\$1,970,073	-	\$4,941,927	-	-	-	\$4,941,927	\$6,912,000
CON	DC/STATE	-	-	\$1,235,482	-	-	-	\$1,235,482	\$1,235,482
	<i>Total CON</i>	\$1,970,073	-	\$6,177,409	-	-	-	\$6,177,409	\$8,147,482
	<i>Total Programmed</i>	\$1,970,073	-	\$6,177,409	-	-	-	\$6,177,409	\$8,147,482



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from to \$8,147,482

* ACCP is not part of the Total

TIP ID T6203
Project Name Sycolin Road
Project Limits Tolbert lane to Claudia Drive
Lead Agency Virginia Department of Transportation
County
Municipality Town of Leesburg
Agency Project ID 102895

Project Type Road - Other Improvement
Total Cost \$9,475,771
Completion Date 2020

Description Widen Sycolin Road from two to four lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VU33: Widen Sycolin Rd. between VA 7/US 15 Bypass and Leesburg SCL).

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	\$405,025	-	-	-	-	-	-	\$405,025
PE	DC/STATE	\$689,938	-	-	-	-	-	-	\$689,938
	<i>Total PE</i>	\$1,094,963	-	-	-	-	-	-	\$1,094,963
ROW	RSTP	\$284,299	-	-	-	-	-	-	\$284,299
ROW	DC/STATE	\$270,364	-	-	-	-	-	-	\$270,364
	<i>Total ROW</i>	\$554,663	-	-	-	-	-	-	\$554,663
CON	EB/MG	\$484,916	-	-	-	-	-	-	\$484,916
CON	RSTP	\$1,335,297	-	\$1,382,818	-	-	-	\$1,382,818	\$2,718,115
CON	DC/STATE	\$3,575,341	-	\$345,705	-	-	-	\$345,705	\$3,921,046
CON	STBG	\$702,068	-	-	-	-	-	-	\$702,068
	<i>Total CON</i>	\$6,097,622	-	\$1,728,523	-	-	-	\$1,728,523	\$7,826,145
	<i>Total Programmed</i>	\$7,747,248	-	\$1,728,523	-	-	-	\$1,728,523	\$9,475,771



*Map Has Not Been Marked

Version History

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

Current Change Reason

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

Funding Change(s):

Total project cost decreased from \$33,028,000 to \$9,475,771

* ACCP is not part of the Total




TIP ID T6204
Project Name Widen US Route 1
Project Limits Brady's Hill Road 0.1 miles south of to Dumfries Road 02. miles north of
Lead Agency Virginia Department of Transportation
County
Municipality Town of Dumfries
Agency Project ID 90339

Project Type Road - Add Capacity/Widening
Total Cost \$3,748,370
Completion Date

Description Widen US Route 1 from 4 to 6 lanes between the above cited limits. This segment is part of a larger project included in the regional air quality conformity analysis (VP1ad: Widen US 1 between Brady's Hill Rd. and Cardinal Drive) Parent UPC is 90339

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	\$143,066	-	-	\$200,982	-	-	\$200,982	\$344,048
PE	DC/STATE	\$3,082,852	-	-	\$50,246	-	-	\$50,246	\$3,133,098
PE	STBG	\$271,224	-	-	-	-	-	-	\$271,224
	<i>Total PE</i>	\$3,497,142	-	-	\$251,228	-	-	\$251,228	\$3,748,370
	<i>Total Programmed</i>	\$3,497,142	-	-	\$251,228	-	-	\$251,228	\$3,748,370

 *Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$52,394,000 to \$3,748,370

* ACCP is not part of the Total

TIP ID T6255
Project Name Eisenhower Avenue Widening WIDENING TO SIX LANE; rem/rep ex TC w/ TS at T-int'x. Incl. two thru lanes west and east, grassed median, RTL Holland Lane. LTL John Carlyle Street
Project Limits VA Holland Road to VA Mill Road

Lead Agency	Virginia Department of Transportation	Project Type	Transit - Other
County		Total Cost	\$10,770,767
Municipality	City of Alexandria	Completion Date	2024
Agency Project ID	77378		

Description Reconstruction with added capacity

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	EB/MG	\$786,634	-	-	-	-	-	-	\$786,634
PE	STBG	\$669,784	-	-	-	-	-	-	\$669,784
	<i>Total PE</i>	\$1,456,418	-	-	-	-	-	-	\$1,456,418
ROW	RSTP	\$270,395	-	-	-	-	-	-	\$270,395
ROW	DC/STATE	\$245,482	-	-	-	-	-	-	\$245,482
ROW	STBG	\$1,315,556	-	-	-	-	-	-	\$1,315,556
	<i>Total ROW</i>	\$1,831,433	-	-	-	-	-	-	\$1,831,433
CON	NHPP	\$1,083,842	-	-	-	-	-	-	\$1,083,842
CON	NVTA	-	-	\$3,687,034	-	-	-	\$3,687,034	\$3,687,034
CON	RSTP	-	-	\$46,198	-	-	-	\$46,198	\$46,198
CON	DC/STATE	\$2,431,913	-	\$54,993	-	-	-	\$54,993	\$2,486,906
CON	STBG	\$5,165	-	\$173,771	-	-	-	\$173,771	\$178,936
	<i>Total CON</i>	\$3,520,920	-	\$3,961,996	-	-	-	\$3,961,996	\$7,482,916
	<i>Total Programmed</i>	\$6,808,771	-	\$3,961,996	-	-	-	\$3,961,996	\$10,770,767

 *Map Has Not Been Marked

Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$5,289,000 to \$10,770,767

* ACCP is not part of the Total



TIP ID T6261
Project Name I-95 HOV/HOT Lanes Project PPTA Develop and Mgt. Oversight
Project Limits
Lead Agency Virginia Department of Transportation
County
Municipality Region-wide
Agency Project ID 102711

Project Type Road - Other Improvement
Total Cost \$45,941,416
Completion Date 2024

Description I-95 HOV/HOT Lanes Project - Project Development and Management Oversight

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	DEMO	-	-	\$4,278,750	-	-	-	\$4,278,750	\$4,278,750
CON	NHPP	\$29,789,674	-	\$11,872,992	-	-	-	\$11,872,992	\$41,662,666
	<i>Total CON</i>	\$29,789,674	-	\$16,151,742	-	-	-	\$16,151,742	\$45,941,416
	<i>Total Programmed</i>	\$29,789,674	-	\$16,151,742	-	-	-	\$16,151,742	\$45,941,416



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$79,982,000 to \$45,941,416



National Capital Region
Transportation Planning Board

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

TIP ID T6264
Project Name I-95 HOV/HOT Lanes Construction
Project Limits Garrisonville Rd. to 1 mi. N. of Edsall Rd.
Description I-95 HOV/HOT Lanes Construction

Lead Agency Virginia Department of Transportation
County
Municipality Region-wide
Agency Project ID 103106

Project Type Road - Other Improvement
Total Cost \$785,756,087
Completion Date 2023

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	AC	DC/STATE		\$785,756,087	-	-	-	-	-	\$785,756,087
CON	ACCP	DC/STATE		\$785,756,087	-	-	-	-	*	*
		<i>Total CON</i>		\$785,756,087	-	-	-	-	-	\$785,756,087
		<i>Total Programmed</i>		\$785,756,087	-	-	-	-	-	\$785,756,087



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$785,756,087

* ACCP is not part of the Total



National Capital Region
Transportation Planning Board

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

TIP ID T6265
Project Name I-95 HOV/HOT Lanes Debt Service UPC 103222
Project Limits Garrisonville Rd. to 1 mi. N. of Edsall Rd.
Lead Agency Virginia Department of Transportation
County
Municipality Region-wide
Agency Project ID 103222 [T11619]

Project Type Road - Other Improvement
Total Cost \$124,328,195
Completion Date 2028

Description Debt service

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$81,624,860	-	\$7,119,194	-	-	-	\$7,119,194	\$88,744,054
PE	ACCP	NHPP	-	-	-	\$7,113,319	\$7,112,177	\$7,119,521	*	*
		<i>Total PE</i>	\$81,624,860	-	\$7,119,194	-	-	-	\$7,119,194	\$88,744,054
CON	AC	NHPP	\$35,584,141	-	-	-	-	-	-	\$35,584,141
		<i>Total CON</i>	\$35,584,141	-	-	-	-	-	-	\$35,584,141
		<i>Total Programmed</i>	\$117,209,001	-	\$7,119,194	-	-	-	\$7,119,194	\$124,328,195



*Map Has Not Been Marked

Version History

<i>TIP Document</i>			<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-10	Amendment	2023-2026	01/13/2023	N/A	N/A
23-21.4	Amendment	2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$102,969,143 to \$124,328,195

* ACCP is not part of the Total



<i>TIP ID</i>	T6273	<i>Lead Agency</i>	Virginia Department of Transportation
<i>Project Name</i>	HOT Lanes Bicycle/Pedestrian Facilities - Phase II	<i>County</i>	Fairfax
<i>Project Limits</i>	Route 123 & Old Meadow Road to Tysons One Place & Fashion Boulevard	<i>Municipality</i>	
		<i>Agency Project ID</i>	104005

<i>Project Type</i>	Bike/Ped
<i>Total Cost</i>	\$12,527,544
<i>Completion Date</i>	2023

Description HOT Lanes Bicycle/Pedestrian Facilities

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CMAQ	\$1,829,662	-	-	-	-	-	-	\$1,829,662
	<i>Total PE</i>	\$1,829,662	-	-	-	-	-	-	\$1,829,662
ROW	CMAQ	\$1,700,793	-	-	-	-	-	-	\$1,700,793
ROW	NHPP	\$705,027	-	-	-	-	-	-	\$705,027
ROW	AC RSTP	\$218,013	-	-	-	-	-	-	\$218,013
ROW	DC/STATE	-	-	\$28,205	-	-	-	\$28,205	\$28,205
	<i>Total ROW</i>	\$2,623,833	-	\$28,205	-	-	-	\$28,205	\$2,652,038
CON	NHPP	\$3,675,037	-	-	-	-	-	-	\$3,675,037
CON	DC/STATE	-	-	\$4,368,587	-	-	-	\$4,368,587	\$4,368,587
	<i>Total CON</i>	\$3,675,037	-	\$4,368,587	-	-	-	\$4,368,587	\$8,043,624
PLANNING	DC/STATE	-	-	\$2,220	-	-	-	\$2,220	\$2,220
	<i>Total PLANNING</i>	-	-	\$2,220	-	-	-	\$2,220	\$2,220
	<i>Total Programmed</i>	\$8,128,532	-	\$4,399,012	-	-	-	\$4,399,012	\$12,527,544



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	<i>Pending</i>	<i>Pending</i>	<i>Pending</i>

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$13,405,718 to \$12,527,544



National Capital Region
Transportation Planning Board

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

TIP ID T6279
Project Name I-495 Hot Lane Support
Project Limits Springfield Interchange to Dulles Toll/Access Road
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 89486 linked with 103580 and 103581
Description PLEASE REVIEW TO SEE IF PROJECT IS STILL APPLICABLE FOR CURRENT TIP. I-495 Hot Lane Support

Project Type Road - Other Improvement
Total Cost \$52,034,475
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$5,308,421	-	-	-	-	-	-	\$5,308,421
	<i>Total PE</i>	\$5,308,421	-	-	-	-	-	-	\$5,308,421
CON	NHPP	\$26,521,024	-	\$17,741,686	-	-	-	\$17,741,686	\$44,262,710
CON	DC/STATE	\$2,463,344	-	-	-	-	-	-	\$2,463,344
	<i>Total CON</i>	\$28,984,368	-	\$17,741,686	-	-	-	\$17,741,686	\$46,726,054
	<i>Total Programmed</i>	\$34,292,789	-	\$17,741,686	-	-	-	\$17,741,686	\$52,034,475

 *Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$21,165,000 to \$52,034,475



TIP ID T6280 *Lead Agency* Virginia Department of Transportation
Project Name GEC Design Services I495/DAAH Interchange Improvements *County* Fairfax
Project Limits .1 mi. E. of Spring Hill Rd. to I-495 *Municipality*
Agency Project ID 94611

Project Type Road - Other Improvement
Total Cost \$50,092,845
Completion Date

Description To improve access at the Dulles Airport Access Highway/Interstate 495 interchange

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$3,210,791	-	-	-	-	-	-	\$3,210,791
PE	DC/STATE	\$1,384,834	-	-	-	-	-	-	\$1,384,834
	<i>Total PE</i>	\$4,595,625	-	-	-	-	-	-	\$4,595,625
CON	NHPP	\$12,329,105	-	\$5,058,192	-	-	-	\$5,058,192	\$17,387,297
CON	DC/STATE	\$28,109,923	-	-	-	-	-	-	\$28,109,923
	<i>Total CON</i>	\$40,439,028	-	\$5,058,192	-	-	-	\$5,058,192	\$45,497,220
	<i>Total Programmed</i>	\$45,034,653	-	\$5,058,192	-	-	-	\$5,058,192	\$50,092,845



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$56,474,000 to \$50,092,845

* ACCP is not part of the Total


TIP ID T6301
Project Name Route 7 - Widen to Six Lanes
Project Limits Reston Ave. (mm 51.5) to Reston Parkway (mm 52)

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 99478

Project Type Road - Add Capacity/Widening
Total Cost \$186,145,901
Completion Date

Description Increase capacity and safety by widening Route 7 to six lanes and correcting existing profile deficiencies. Increase mobility by providing pedestrian and bicycle facilities.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$3,053,637	-	-	-	-	-	-	\$3,053,637
		<i>Total PE</i>	\$3,053,637	-	-	-	-	-	-	\$3,053,637
ROW		NHPP	\$9,217,258	-	\$4,425,379	-	-	-	\$4,425,379	\$13,642,637
ROW	ACCP	NHPP	-	-	-	\$4,866,301	\$1,745,335	-	*	*
ROW	AC	RSTP	-	-	\$6,611,636	-	-	-	\$6,611,636	\$6,611,636
		<i>Total ROW</i>	\$9,217,258	-	\$11,037,015	-	-	-	\$11,037,015	\$20,254,273
CON		DEMO	-	-	\$14,373,682	-	-	-	\$14,373,682	\$14,373,682
CON		HIP	-	-	\$1,686,307	-	-	-	\$1,686,307	\$1,686,307
CON		NHPP	-	-	\$5,829,437	-	-	-	\$5,829,437	\$5,829,437
CON	ACCP	NHPP	-	-	-	-	\$3,375,021	\$5,369,619	*	*
CON		RSTP	\$39,072,843	-	-	-	-	-	-	\$39,072,843
CON	AC	RSTP	-	-	\$71,220,011	-	-	-	\$71,220,011	\$71,220,011
CON		DC/STATE	-	-	\$26,643,269	-	-	-	\$26,643,269	\$26,643,269
CON		STBG	\$2,747,903	-	\$1,264,539	-	-	-	\$1,264,539	\$4,012,442
		<i>Total CON</i>	\$41,820,746	-	\$121,017,245	-	-	-	\$121,017,245	\$162,837,991
		<i>Total Programmed</i>	\$54,091,641	-	\$132,054,260	-	-	-	\$132,054,260	\$186,145,901

 *Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$1,200,000 to \$186,145,901
* ACCP is not part of the Total



TIP ID T6302
Project Name RT 28 WIDEN TO 6 LNS & RT 215 REALIGN (Ph1) & TO 4 LNS (Ph2)
Project Limits Linton Hall Rd. to Fitzwater Dr.
Description Widen to 6 lanes within 6 lane ROW from Linton Hall Rd to Vint Hill Rd. Widen to 4 lanes within 4 lane ROW between Vint Hill Rd. and Fitzwater Dr.

Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 92080

Project Type Road - Other Improvement
Total Cost \$35,117,821
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	\$3,308,342	-	-	-	-	-	-	\$3,308,342
	<i>Total PE</i>	\$3,308,342	-	-	-	-	-	-	\$3,308,342
ROW	RSTP	\$8,359,999	-	\$825,249	-	-	-	\$825,249	\$9,185,248
ROW	DC/STATE	-	-	\$206,312	-	-	-	\$206,312	\$206,312
	<i>Total ROW</i>	\$8,359,999	-	\$1,031,561	-	-	-	\$1,031,561	\$9,391,560
CON	RSTP	\$22,417,919	-	-	-	-	-	-	\$22,417,919
	<i>Total CON</i>	\$22,417,919	-	-	-	-	-	-	\$22,417,919
	<i>Total Programmed</i>	\$34,086,260	-	\$1,031,561	-	-	-	\$1,031,561	\$35,117,821



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$43,163,000 to \$35,117,821



TIP ID T6310
Project Name US 1/RT 123 Interchange Construction Phase-I (Route 1 Widening ony)
Project Limits Occoquan Road to Annapolis Way

Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 94102

Project Type Road - Add Capacity/Widening
Total Cost \$59,048,735
Completion Date 2019

Description Wide Route 1 in association with the US-1/RT 123 Interchange project.. Purpose: improve the flow of traffic, reduce accidents, and support traffic demand from the planed development in the area.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NVTA	-	-	-	-	\$3,000,000	-	\$3,000,000	\$3,000,000
	<i>Total PE</i>	-	-	-	-	\$3,000,000	-	\$3,000,000	\$3,000,000
CON	NHPP	\$44,534,344	-	-	-	-	-	-	\$44,534,344
CON	DC/STATE	-	-	\$11,514,391	-	-	-	\$11,514,391	\$11,514,391
	<i>Total CON</i>	\$44,534,344	-	\$11,514,391	-	-	-	\$11,514,391	\$56,048,735
	<i>Total Programmed</i>	\$44,534,344	-	\$11,514,391	-	\$3,000,000	-	\$14,514,391	\$59,048,735



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$102,499,000 to \$59,048,735

* ACCP is not part of the Total



TIP ID T6314
Project Name Mulligan Rd Realign Rt. 235 and Widen Rt. 619
Project Limits MOUNT VERNON HIGHWAY/ROUTE 1 to VA 611 TELEGRAPH ROAD
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 77404

Project Type Road - Other Improvement
Total Cost \$12,991,961
Completion Date

Description Mulligan Rd Realign Rt. 235 and Widen Rt. 619

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DEMO	\$91,000	-	-	-	-	-	-	\$91,000
PE	HPP	\$89,760	-	-	-	-	-	-	\$89,760
	<i>Total PE</i>	\$180,760	-	-	-	-	-	-	\$180,760
ROW	HPP	\$717,600	-	-	-	-	-	-	\$717,600
	<i>Total ROW</i>	\$717,600	-	-	-	-	-	-	\$717,600
CON	HPP	\$5,253,600	-	-	-	-	-	-	\$5,253,600
CON	RSTP	\$6,840,001	-	-	-	-	-	-	\$6,840,001
	<i>Total CON</i>	\$12,093,601	-	-	-	-	-	-	\$12,093,601
	<i>Total Programmed</i>	\$12,991,961	-	-	-	-	-	-	\$12,991,961



*Map Has Not Been Marked

Version History

<u>TIP Document</u>		<u>MPO Approval</u>	<u>FHWA Approval</u>	<u>FTA Approval</u>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$81,767,000 to \$12,991,961

* ACCP is not part of the Total



TIP ID T6335
Project Name VA 659 Reconstruct to 4 Lanes
Project Limits Va Hay Rd to VA Gloucester Pkwy
Description Reconstruct VA 659 (Belomnt Ridge Rd) to 4 lanes Urban Collector

Lead Agency Virginia Department of Transportation
County Loudoun
Municipality
Agency Project ID 76244

Project Type Road - Other Improvement
Total Cost \$51,385,791
Completion Date 2015

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		DC/STATE	\$30,000	-	-	-	-	-	-	\$30,000
		<i>Total PE</i>	\$30,000	-	-	-	-	-	-	\$30,000
ROW		NVTA	\$10,500,000	-	-	-	-	-	-	\$10,500,000
ROW		DC/STATE	\$4,631,250	-	-	-	-	-	-	\$4,631,250
		<i>Total ROW</i>	\$15,131,250	-	-	-	-	-	-	\$15,131,250
CON		NVTA	\$9,500,000	-	-	-	-	-	-	\$9,500,000
CON		DC/STATE	\$24,893,105	-	-	-	-	-	-	\$24,893,105
CON		STBG	\$1,831,436	-	-	-	-	-	-	\$1,831,436
		<i>Total CON</i>	\$36,224,541	-	-	-	-	-	-	\$36,224,541
		<i>Total Programmed</i>	\$51,385,791	-	-	-	-	-	-	\$51,385,791



*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$131,347,000 to \$51,385,791
* ACCP is not part of the Total



TIP ID T6353
Project Name REPLACE AND WIDEN BRIDGE AND APPROACHES AT NEABSCO CREEK
Project Limits 0.117 S Cardinal Drive to 0.131 N Blackburn Road

Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 16422

Project Type Road - Other Improvement
Total Cost \$24,810,569
Completion Date

Description Replace the existing bridge over Neabasco Creek with a six lane divided facility that includes pedestrian and bicycle facilities.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HBRRP	\$43,190	-	-	-	-	-	-	\$43,190
PE	EB/MG	\$716,842	-	-	-	-	-	-	\$716,842
PE	STBG	\$966,943	-	-	-	-	-	-	\$966,943
	<i>Total PE</i>	\$1,726,975	-	-	-	-	-	-	\$1,726,975
ROW	EB/MG	\$3,652,781	-	-	-	-	-	-	\$3,652,781
ROW	STBG	\$5,882,219	-	-	-	-	-	-	\$5,882,219
	<i>Total ROW</i>	\$9,535,000	-	-	-	-	-	-	\$9,535,000
CON	HBRRP	\$8,113,436	-	-	-	-	-	-	\$8,113,436
CON	EB/MG	\$3,911,112	-	-	-	-	-	-	\$3,911,112
CON	STBG	\$1,294,719	-	-	-	-	-	-	\$1,294,719
	<i>Total CON</i>	\$13,319,267	-	-	-	-	-	-	\$13,319,267
PLANNING	HIP	\$229,327	-	-	-	-	-	-	\$229,327
	<i>Total PLANNING</i>	\$229,327	-	-	-	-	-	-	\$229,327
	<i>Total Programmed</i>	\$24,810,569	-	-	-	-	-	-	\$24,810,569



*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$10,979,000 to \$24,810,569
 * ACCP is not part of the Total



TIP ID T6361
Project Name I-495 Northern Section Shoulder Use Debt Service
Project Limits South of Old Dominion Drive Overpass to George Washington Memorial Highway
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 106025

Project Type Debt Service
Total Cost \$21,396,496
Completion Date

Description Debt service line item for I-495 Northern Section Shoulder Use. Associated with construction project UPC 105130.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON		NHPP	\$13,168,214	-	\$1,221,024	-	-	-	\$1,221,024	\$14,389,238
CON	AC	NHPP	-	-	\$7,007,258	-	-	-	\$7,007,258	\$7,007,258
CON	ACCP	NHPP	-	-	-	\$1,221,039	\$1,220,854	\$1,220,685	*	*
<i>Total CON</i>			\$13,168,214	-	\$8,228,282	-	-	-	\$8,228,282	\$21,396,496
<i>Total Programmed</i>			\$13,168,214	-	\$8,228,282	-	-	-	\$8,228,282	\$21,396,496



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$53,536,000 to \$21,396,496

* ACCP is not part of the Total



TIP ID T6449
Project Name Frontier Dr Extension
Project Limits VA 289 Franconia-Springfield Parkway to VA 789 Loisdale Rd
Description Extend Frontier Drive from Franconia-Springfield Parkway to Loisdale Road.

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 106742

Project Type Road - New Construction
Total Cost \$12,600,000
Completion Date 2030

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	\$10,000,000	-	\$2,600,000	-	-	-	\$2,600,000	\$12,600,000
	<i>Total PE</i>	\$10,000,000	-	\$2,600,000	-	-	-	\$2,600,000	\$12,600,000
	<i>Total Programmed</i>	\$10,000,000	-	\$2,600,000	-	-	-	\$2,600,000	\$12,600,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$180,200,000 to \$12,600,000

* ACCP is not part of the Total



TIP ID T6539
Project Name #HB2.FY17 Rte 7 Corridor Improvements - Phase 2
Project Limits Reston Avenue to 500 ft. E of Colvin Forest Drive

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 106917

Project Type Road - Add Capacity/Widening
Total Cost \$113,075,646
Completion Date 2024

Description Phase 2 for Rt 7 Corridor Improvements to add one travel lane both EB and WB; upgrade intersections; and construct pedestrian and bicycle facilities EB and WB.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$1,238,920	-	-	-	-	-	-	\$1,238,920
		<i>Total PE</i>	\$1,238,920	-	-	-	-	-	-	\$1,238,920
ROW		NHPP	\$6,788,834	-	-	-	-	-	-	\$6,788,834
		<i>Total ROW</i>	\$6,788,834	-	-	-	-	-	-	\$6,788,834
CON		HIP	\$5,090,080	-	-	-	-	-	-	\$5,090,080
CON		NHPP	\$3,716,934	-	\$2,057,588	-	-	-	\$2,057,588	\$5,774,522
CON	AC	NHPP	-	-	\$31,149,039	-	-	-	\$31,149,039	\$31,149,039
CON	ACCP	NHPP	-	-	-	\$2,211,374	\$2,320,273	\$2,433,955	*	*
CON		RSTP	\$39,370,271	-	-	-	-	-	-	\$39,370,271
CON		DC/STATE	\$6,668,602	-	\$15,520,552	-	-	-	\$15,520,552	\$22,189,154
CON		STBG	\$1,474,826	-	-	-	-	-	-	\$1,474,826
		<i>Total CON</i>	\$56,320,713	-	\$48,727,179	-	-	-	\$48,727,179	\$105,047,892
		<i>Total Programmed</i>	\$64,348,467	-	\$48,727,179	-	-	-	\$48,727,179	\$113,075,646



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-04	Amendment 2023-2026	10/19/2022	N/A	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$125,957,626 to \$113,075,646
* ACCP is not part of the Total



TIP ID T6543
Project Name I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES
Project Limits Rte. I-66/Rte 15 Interchange
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 110376

Project Type Debt Service
Total Cost \$14,264,709
Completion Date 2033

Description I-66 / Route 15 IINTERCHANGE RECONSTRUCTION GARVEE DEBT SERVICES

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$9,925,855	-	\$932,370	-	-	-	\$932,370	\$10,858,225
PE	AC	NHPP	-	-	\$3,406,484	-	-	-	\$3,406,484	\$3,406,484
PE	ACCP	NHPP	-	-	-	\$831,672	\$725,867	\$614,702	*	*
<i>Total PE</i>			\$9,925,855	-	\$4,338,854	-	-	-	\$4,338,854	\$14,264,709
<i>Total Programmed</i>			\$9,925,855	-	\$4,338,854	-	-	-	\$4,338,854	\$14,264,709



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$35,646,000 to \$14,264,709

* ACCP is not part of the Total



TIP ID T6544
Project Name I-66 Inside of the Beltway Initiatives
Project Limits Exit 67 DULLES AIRPORT ACCESS ROAD to 71 N. GEORGE MASON DRIVE
Description From: Exit 67 DULLES AIRPORT ACCESS ROAD TO: 71 N. GEORGE MASON DRIVE (4.0000MI)- Widening EB I-66 to 4 lanes

Lead Agency Virginia Department of Transportation
County Arlington, Fairfax
Municipality
Agency Project ID 108424

Project Type Road - Other Improvement
Total Cost \$110,510,626
Completion Date 2021

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$10,949,207	-	-	-	-	-	-	\$10,949,207
PE	DC/STATE	\$1,570,793	-	-	-	-	-	-	\$1,570,793
	<i>Total PE</i>	\$12,520,000	-	-	-	-	-	-	\$12,520,000
ROW	NHPP	\$310,626	-	-	-	-	-	-	\$310,626
	<i>Total ROW</i>	\$310,626	-	-	-	-	-	-	\$310,626
CON	NHFP	\$8,835,104	-	-	-	-	-	-	\$8,835,104
CON	NHPP	\$3,489,374	-	\$5,049,577	-	-	-	\$5,049,577	\$8,538,951
CON	AC NHPP	-	-	\$51,187,547	-	-	-	\$51,187,547	\$51,187,547
CON	DC/STATE	-	\$29,118,398	-	-	-	-	\$29,118,398	\$29,118,398
	<i>Total CON</i>	\$12,324,478	\$29,118,398	\$56,237,124	-	-	-	\$85,355,522	\$97,680,000
	<i>Total Programmed</i>	\$25,155,104	\$29,118,398	\$56,237,124	-	-	-	\$85,355,522	\$110,510,626



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$106,392,788 to \$110,510,626
 * ACCP is not part of the Total



TIP ID T6545
Project Name I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES
Project Limits I 495 to U 29 Near Rosslyn, Arlington
Description I-66 Inside of the Beltway Initiatives GARVEE DEBT SERVICES

Lead Agency Virginia Department of Transportation
County Arlington, Fairfax
Municipality
Agency Project ID 110392

Project Type Debt Service
Total Cost \$33,263,325
Completion Date 2034

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$18,735,863	-	-	-	-	-	-	\$18,735,863
PE	AC	NHPP	-	\$2,729,704	\$11,797,758	-	-	-	\$14,527,462	\$14,527,462
PE	ACCP	NHPP	-	-	-	\$2,473,424	\$2,205,130	\$1,922,938	*	*
<i>Total PE</i>			\$18,735,863	\$2,729,704	\$11,797,758	-	-	-	\$14,527,462	\$33,263,325
<i>Total Programmed</i>			\$18,735,863	\$2,729,704	\$11,797,758	-	-	-	\$14,527,462	\$33,263,325



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$33,263,016 to \$33,263,325

* ACCP is not part of the Total



TIP ID T6546
Project Name #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE
Project Limits Reston Avenue to Jarrett Valley Drive
Description #HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PH 1 GARVEE DEBT SERVICE

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 110377

Project Type Debt Service
Total Cost \$29,865,085
Completion Date 2039

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$9,942,060	-	\$2,825,254	-	-	-	\$2,825,254	\$12,767,314
PE	AC	NHPP	-	-	\$17,097,771	-	-	-	\$17,097,771	\$17,097,771
PE	ACCP	NHPP	-	-	-	\$2,797,308	\$2,572,065	\$2,321,618	*	*
		<i>Total PE</i>	\$9,942,060	-	\$19,923,025	-	-	-	\$19,923,025	\$29,865,085
		<i>Total Programmed</i>	\$9,942,060	-	\$19,923,025	-	-	-	\$19,923,025	\$29,865,085



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-10	Amendment 2023-2026	01/13/2023	N/A	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$29,865,085

* ACCP is not part of the Total



TIP ID T6547
Project Name HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES
Project Limits Reston Avenue to Jarrett Valley Drive
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 110377, 110378

Project Type Debt Service
Total Cost \$14,714,618
Completion Date 2022

Description HB2.FY17 RTE 7 CORRIDOR IMPROVEMENTS - PHASE 2 GARVEE DEBT SERVICES

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$6,426,055	-	\$1,256,733	-	-	-	\$1,256,733	\$7,682,788
PE	AC	NHPP	-	-	\$7,031,830	-	-	-	\$7,031,830	\$7,031,830
PE	ACCP	NHPP	-	-	\$1,199,847	\$1,091,160	\$977,109	-	*	*
<i>Total PE</i>			\$6,426,055	-	\$8,288,563	-	-	-	\$8,288,563	\$14,714,618
<i>Total Programmed</i>			\$6,426,055	-	\$8,288,563	-	-	-	\$8,288,563	\$14,714,618



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$34,682,000 to \$14,714,618

* ACCP is not part of the Total



TIP ID T6548
Project Name #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES
Project Limits US 29 to VA 17
Description #HB2.FY17 Const Inter AT RTE 15/17/29 BUS GARVEE DEBT SERVICES

Lead Agency Virginia Department of Transportation
County Loudoun
Municipality Suburban VA
Agency Project ID 110375

Project Type Road - Interchange improvement
Total Cost \$9,074,790
Completion Date 2033

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$3,672,641	-	\$784,078	-	-	-	\$784,078	\$4,456,719
PE	AC	NHPP	-	-	\$4,618,071	-	-	-	\$4,618,071	\$4,618,071
PE	ACCP	NHPP	-	-	-	\$759,366	\$693,133	\$623,660	*	*
<i>Total PE</i>			\$3,672,641	-	\$5,402,149	-	-	-	\$5,402,149	\$9,074,790
<i>Total Programmed</i>			\$3,672,641	-	\$5,402,149	-	-	-	\$5,402,149	\$9,074,790



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$20,950,000 to \$9,074,790

* ACCP is not part of the Total



TIP ID T6554
Project Name RTE 28 - BRIDGE REPLACEMENT OVER BROAD RUN
Project Limits 0.280 MILE WEST BROAD RUN to 0.302 MILE EAST BROAD RUN
Description FROM: 0.280 MILE WEST BROAD RUN TO: 0.302 MILE EAST BROAD RUN (0.5820 MI)

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 68627

Project Type Bridge - Replace
Total Cost \$11,339,333
Completion Date 2008

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	RSTP	-	-	\$39,640	-	-	-	\$39,640	\$39,640
ROW	S. 5312	\$1,295,772	-	-	-	-	-	-	\$1,295,772
ROW	DC/STATE	-	-	\$9,910	-	-	-	\$9,910	\$9,910
	<i>Total ROW</i>	\$1,295,772	-	\$49,550	-	-	-	\$49,550	\$1,345,322
CON	EB/MG	\$1,124,154	-	-	-	-	-	-	\$1,124,154
CON	HSIP	\$6,503,740	-	-	-	-	-	-	\$6,503,740
CON	RSTP	\$1,640,098	-	-	-	-	-	-	\$1,640,098
CON	S. 5312	\$495,072	-	-	-	-	-	-	\$495,072
CON	STBG	\$230,947	-	-	-	-	-	-	\$230,947
	<i>Total CON</i>	\$9,994,011	-	-	-	-	-	-	\$9,994,011
	<i>Total Programmed</i>	\$11,289,783	-	\$49,550	-	-	-	\$49,550	\$11,339,333



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$12,810,770 to \$11,339,333



TIP ID T6574
Project Name RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W
Project Limits 0.330 KILOMETER NORTH DAVIS DRIVE to 0.287 KILOMETER SOUTH LEE CHAPEL ROAD

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 51135

Project Type Road - Other Improvement
Total Cost \$23,831,630
Completion Date

Description RTE 123 - WIDEN FROM 2 TO 4 LANES ON 6-LANE R/W

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		EB/MG	\$172,868	-	-	-	-	-	-	\$172,868
PE		LBD	\$256,529	-	-	-	-	-	-	\$256,529
PE		NHPP	\$2,829	-	-	-	-	-	-	\$2,829
PE		RSTP	\$224,153	-	-	-	-	-	-	\$224,153
		<i>Total PE</i>	\$656,379	-	-	-	-	-	-	\$656,379
ROW		LBD	\$248,662	-	-	-	-	-	-	\$248,662
ROW		RSTP	\$2,787,967	-	-	-	-	-	-	\$2,787,967
ROW		STBG	\$3,481,517	-	-	-	-	-	-	\$3,481,517
		<i>Total ROW</i>	\$6,518,146	-	-	-	-	-	-	\$6,518,146
CON		EB/MG	\$1,104,015	-	-	-	-	-	-	\$1,104,015
CON		NHPP	\$8,989,912	-	-	-	-	-	-	\$8,989,912
CON		NVTA	\$5,733,551	-	-	-	-	-	-	\$5,733,551
CON		STBG	\$829,627	-	-	-	-	-	-	\$829,627
		<i>Total CON</i>	\$16,657,105	-	-	-	-	-	-	\$16,657,105
		<i>Total Programmed</i>	\$23,831,630	-	-	-	-	-	-	\$23,831,630



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$6,239,000 to \$23,831,630



TIP ID T6583
Project Name Soapstone Connector
Project Limits Sunrise Valley Dr to Sunset Hills Dr
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 112479

Project Type Road - New Construction
Total Cost \$235,000,000
Completion Date 2027

Description New multimodal roadway between Sunset Hills Rd and Sunrise Valley Dr. in Reston. Near Wiehle-Reston East Metrorail Station, includes crossing over the Dulles Corridor. Includes 4 lane cross section, on-road bike, sidewalk, and shared use path.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	\$1,460,000	-	\$7,740,000	-	-	-	\$7,740,000	\$9,200,000
	<i>Total PE</i>	\$1,460,000	-	\$7,740,000	-	-	-	\$7,740,000	\$9,200,000
ROW	DC/STATE	-	-	\$136,806,963	-	-	-	\$136,806,963	\$136,806,963
	<i>Total ROW</i>	-	-	\$136,806,963	-	-	-	\$136,806,963	\$136,806,963
CON	DC/STATE	-	-	\$88,993,037	-	-	-	\$88,993,037	\$88,993,037
	<i>Total CON</i>	-	-	\$88,993,037	-	-	-	\$88,993,037	\$88,993,037
	<i>Total Programmed</i>	\$1,460,000	-	\$233,540,000	-	-	-	\$233,540,000	\$235,000,000



*Map Has Not Been Marked

Version History

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

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):


Total project cost increased from \$217,654,887 to \$235,000,000

* ACCP is not part of the Total



<i>TIP ID</i>	T6585	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Study/Planning/Research
<i>Project Name</i>	TRANSFORM66 OUTSIDE THE BELTWAY (P3 Project)	<i>County</i>	Fairfax, Prince William	<i>Total Cost</i>	\$3,031,403,774
<i>Project Limits</i>	1495 to US 15	<i>Municipality</i>		<i>Completion Date</i>	
		<i>Agency Project ID</i>	110741		
<i>Description</i>	The Transform 66 Outside the Beltway Project is a multimodal project which will provide 2 Express Lanes & 3 general purpose lanes in each direction, with a median width designed to accommodate future high quality transit. Anticipated funds to consist of TIFIA Loan, Debt, and Equity for Express Mobility Partners .				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	P3	-	-	\$3,031,403,774	-	-	-	\$3,031,403,774	\$3,031,403,774
	<i>Total CON</i>	-	-	\$3,031,403,774	-	-	-	\$3,031,403,774	\$3,031,403,774
	<i>Total Programmed</i>	-	-	\$3,031,403,774	-	-	-	\$3,031,403,774	\$3,031,403,774

 *Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$4,386,604,000 to \$3,031,403,774



TIP ID T6587
Project Name I-395 Project owner's cost
Project Limits Edsall Road to Washington D.C.

Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 108361

Project Type Road - Other Improvement
Total Cost \$25,350,000
Completion Date

Description I395 Project owner's cost for oversight and management, general purpose bridge rehabilitation and RW for I395 Express and Duke/Edsall Widening. Connected to the Atlantic Gateway Grant 2 A 3/30/2017 TIP AMD - add \$700,000 (AC OTHER State) FFY17 RW phase; add \$33,300,000 (AC OTHER State, and Fast Lane Grant) FFY17 CN phase.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	NHFP	\$560,000	-	\$280,000	-	-	-	\$280,000	\$840,000
ROW	DC/STATE	-	-	\$70,000	-	-	-	\$70,000	\$70,000
	<i>Total ROW</i>	\$560,000	-	\$350,000	-	-	-	\$350,000	\$910,000
CON	NHFP	\$24,440,000	-	-	-	-	-	-	\$24,440,000
	<i>Total CON</i>	\$24,440,000	-	-	-	-	-	-	\$24,440,000
	<i>Total Programmed</i>	\$25,000,000	-	\$350,000	-	-	-	\$350,000	\$25,350,000

 *Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-19.3	Amendment 2023-2026	Pending	Pending	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$34,000,000 to \$25,350,000
 * ACCP is not part of the Total



National Capital Region
Transportation Planning Board

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

TIP ID T6588
Project Name I-395 NORTHERN EXTENSION MULTI-MODAL ACCESS TO PENTAGON (2B)
Project Limits Edsall Road to Washington D.C. Line
Description IMPROVING MULTI-MODAL ACCESS TO PENTAGON

Lead Agency Virginia Department of Transportation
County Arlington
Municipality
Agency Project ID 110728

Project Type Road - Other Improvement
Total Cost \$6,250,000
Completion Date

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	LBD	-	-	\$250,000	-	-	-	\$250,000	\$250,000
CON	NHFP	\$6,000,000	-	-	-	-	-	-	\$6,000,000
	<i>Total CON</i>	\$6,000,000	-	\$250,000	-	-	-	\$250,000	\$6,250,000
	<i>Total Programmed</i>	\$6,000,000	-	\$250,000	-	-	-	\$250,000	\$6,250,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):


Total project cost decreased from \$10,000,000 to \$6,250,000

* ACCP is not part of the Total



<i>TIP ID</i>	T6589	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Other Improvement
<i>Project Name</i>	1-395 AUXILIARY LANE - SOUNDWALLS	<i>County</i>		<i>Total Cost</i>	\$6,650,000
<i>Project Limits</i>	0.280 mi. north of Duke Street to 0.048 mi. south of Sanger Avenue	<i>Municipality</i>	City of Alexandria	<i>Completion Date</i>	
		<i>Agency Project ID</i>	110729		
<i>Description</i>	Construct noise barrier to fulfill environmental commitments from the I395 Auxiliary Lane project. NEPA under UPC 102437 project 3/30/2017 TIP AMD - add \$7,000,000 (AC-OTHER State) FFY17.				

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	LBD	\$6,300,000	-	\$350,000	-	-	-	\$350,000	\$6,650,000
	<i>Total CON</i>	\$6,300,000	-	\$350,000	-	-	-	\$350,000	\$6,650,000
	<i>Total Programmed</i>	\$6,300,000	-	\$350,000	-	-	-	\$350,000	\$6,650,000

 *Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$7,000,000 to \$6,650,000

* ACCP is not part of the Total



TIP ID T6604
Project Name Lee Highway Widening Phase II
Project Limits VA 659 Union Mill Road to Buckleys Gate Drive
Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 120509, 110329

Project Type Road - Add Capacity/Widening
Total Cost \$97,020,683
Completion Date 2027

Description Widen Route 29 from 4 lanes to 6 lanes from Union Mill Road to Buckley's Gate Drive, with added capacity, improved geometrics and pedestrian/bicycle facilities. Corresponding Debt Service UPC is 111986.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$1,450,684	-	\$277,632	-	-	-	\$277,632	\$1,728,316
PE	AC	NHPP	-	-	\$2,792,084	-	-	-	\$2,792,084	\$2,792,084
PE	ACCP	NHPP	-	-	-	\$291,695	\$306,552	\$321,976	*	*
PE		DC/STATE	-	-	\$978,131	-	-	-	\$978,131	\$978,131
		<i>Total PE</i>	\$1,450,684	-	\$4,047,847	-	-	-	\$4,047,847	\$5,498,531
ROW		DC/STATE	-	-	\$9,732,694	-	-	-	\$9,732,694	\$9,732,694
		<i>Total ROW</i>	-	-	\$9,732,694	-	-	-	\$9,732,694	\$9,732,694
CON	AC	NHPP	-	-	\$43,193,516	-	-	-	\$43,193,516	\$43,193,516
CON	ACCP	NHPP	-	-	-	\$14,846,764	\$25,585,128	\$86,575	*	*
CON		DC/STATE	-	-	\$38,595,942	-	-	-	\$38,595,942	\$38,595,942
		<i>Total CON</i>	-	-	\$81,789,458	-	-	-	\$81,789,458	\$81,789,458
		<i>Total Programmed</i>	\$1,450,684	-	\$95,569,999	-	-	-	\$95,569,999	\$97,020,683



*Map Has Not Been Marked

Version History

TIP Document	Adoption	MPO Approval	FHWA Approval	FTA Approval
23-00	2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$95,679,564 to \$97,020,683

* ACCP is not part of the Total




TIP ID T6605 | *Lead Agency* Virginia Department of Transportation
Project Name Lee Highway Widening Phase II -- GARVEE DEBT SERVICE | *County* Fairfax
Project Limits VA 659 Union Mill Road to Buckleys Gate Drive | *Municipality*
 | *Agency Project ID* 111986

Project Type Debt Service
Total Cost \$1,965,483
Completion Date 2037

Description Debt Service Required for construction of UPC 110329

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	\$1,185,566	-	\$150,058	-	-	-	\$150,058	\$1,335,624
PE	AC	NHPP	-	-	-	\$629,859	-	-	\$629,859	\$629,859
PE	ACCP	NHPP	-	-	-	\$136,003	\$121,235	\$105,717	*	*
<i>Total PE</i>			\$1,185,566	-	\$150,058	\$629,859	-	-	\$779,917	\$1,965,483
<i>Total Programmed</i>			\$1,185,566	-	\$150,058	\$629,859	-	-	\$779,917	\$1,965,483

 *Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$41,161,000 to \$1,965,483

* ACCP is not part of the Total

TIP ID T6624
Project Name I-495 Express Lanes Northern Extension
Project Limits S. of Existing Express Lanes to American Legion Bridge

Lead Agency Virginia Department of Transportation
County Fairfax
Municipality
Agency Project ID 113414

Project Type Road - Other Improvement
Total Cost \$19,799,970
Completion Date 2025

Description Extend I-495 HOT Lanes north to the American Legion Bridge from south of their current northern terminus in the vicinity of Old Dominion Drive to the American Legion Bridge.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	\$6,000,000	-	-	-	-	-	-	\$6,000,000
PE	P3	-	-	\$13,799,970	-	-	-	\$13,799,970	\$13,799,970
	<i>Total PE</i>	\$6,000,000	-	\$13,799,970	-	-	-	\$13,799,970	\$19,799,970
	<i>Total Programmed</i>	\$6,000,000	-	\$13,799,970	-	-	-	\$13,799,970	\$19,799,970



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):


Total project cost increased from \$6,000,000 to \$19,799,970



<i>TIP ID</i>	T6659	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Road - Add Capacity/Widening
<i>Project Name</i>	VA Route 645 Extended - Westwind Drive	<i>County</i>	Loudoun	<i>Total Cost</i>	\$43,278,410
<i>Project Limits</i>	VA 607 Loudoun County (opposite Moorefield Boulevard) Parkway to VA 606 Old Ox Road	<i>Municipality</i>		<i>Completion Date</i>	2026
		<i>Agency Project ID</i>	111670		

Description Westwind Drive/Ladbrook Drive (VA Route 645 Extended) will provide an additional road connection across Broad Run between Loudoun County Parkway (VA Route 607) (in the Ashburn Community) and the Old Ox Road (VA Route 606) corridor. Future construction of this four lane divided road segment (Loudoun Typical Section for U4M) and bridge crossing will provide another east west connection in Loudoun's UDA. Between the Dulles Greenway and Evergreen Mills Road there are no other east west roadways across Broad Run, thereby hindering economic development and increasing vehicle miles travels for residents. This project can be found in Loudoun County's Capital Improvement Program and missing link #101 in Eastern Loudoun's Transportation Study.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	HIP	\$2,062,290	-	-	-	-	-	-	\$2,062,290
PE	STBG	\$1,481,501	-	-	-	-	-	-	\$1,481,501
PE	AC STBG	\$1,109,919	-	-	-	-	-	-	\$1,109,919
	<i>Total PE</i>	\$4,653,710	-	-	-	-	-	-	\$4,653,710
ROW	DC/STATE	-	-	-	-	\$7,600,000	-	\$7,600,000	\$7,600,000
	<i>Total ROW</i>	-	-	-	-	\$7,600,000	-	\$7,600,000	\$7,600,000
CON	DC/STATE	-	-	-	-	-	\$31,024,700	-	\$31,024,700
	<i>Total CON</i>	-	-	-	-	-	\$31,024,700	-	\$31,024,700
	<i>Total Programmed</i>	\$4,653,710	-	-	-	\$7,600,000	\$31,024,700	\$7,600,000	\$43,278,410

 *Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$47,932,000 to \$43,278,410
 * ACCP is not part of the Total



<i>TIP ID</i>	T6665	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Bridge - Rehab + Add Capacity
<i>Project Name</i>	ROCK HILL ROAD OVERPASS (CONNECTOR ROAD FROM SUNRISE VALLEY DR TO INNOVATION AVE)	<i>County</i>	Fairfax, Loudoun	<i>Total Cost</i>	\$1,000,000
<i>Project Limits</i>	VA 5320 Sunrise Valley Drive to Innovation Avenue	<i>Municipality</i>		<i>Completion Date</i>	2025
		<i>Agency Project ID</i>	114098		

Description Construct a four-lane roadway over the Dulles Toll Road from Sunrise Valley Drive on the south side to Innovation Avenue in Loudoun County on the north side. The project would include pedestrian and bicycle facilities.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	DC/STATE	\$1,000,000	-	-	-	-	-	-	\$1,000,000
	<i>Total PE</i>	\$1,000,000	-	-	-	-	-	-	\$1,000,000
	<i>Total Programmed</i>	\$1,000,000	-	-	-	-	-	-	\$1,000,000

 *Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$2,000,000 to \$1,000,000
 * ACCP is not part of the Total



TIP ID T6680
Project Name US 1 Bus Rapid Transit - VDOT
Project Limits FORT BELVOIR to HUNTINGTON METRORAIL STATION
Description US 1 Bus Rapid Transit (Oversight)

Lead Agency Virginia Department of Transportation
County Fairfax, Prince William
Municipality
Agency Project ID 115549

Project Type Transit - BRT
Total Cost \$2,289,501
Completion Date 2030

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	ACCP	RSTP	-	\$17,794,199	-	-	-	-	*	*
PE		DC/STATE	\$1,909,840	-	-	-	-	-	-	\$1,909,840
PE	ACCP	DC/STATE	-	\$1,885,526	-	-	-	-	*	*
		<i>Total PE</i>	\$1,909,840	-	-	-	-	-	-	\$1,909,840
ROW		DC/STATE	\$77,684	-	-	-	-	-	-	\$77,684
		<i>Total ROW</i>	\$77,684	-	-	-	-	-	-	\$77,684
CON		DC/STATE	\$301,977	-	-	-	-	-	-	\$301,977
		<i>Total CON</i>	\$301,977	-	-	-	-	-	-	\$301,977
		<i>Total Programmed</i>	\$2,289,501	-	-	-	-	-	-	\$2,289,501



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$544,800,000 to \$2,289,501

* ACCP is not part of the Total



TIP ID T6682
Project Name I-95 SB AUXILIARY LANE BETWEEN RTE 123 AND RTE 294
Project Limits VA 294 to VA 123
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 115999

Project Type Road - Add Capacity/Widening
Total Cost \$23,721,497
Completion Date 2023

Description This project includes adding an auxiliary travel lane on Southbound Interstate 95, from the Route 123 entrance ramp, which will merge into an existing lane before the Prince William Parkway exit ramp. The length of the project is approximately 1.4 miles.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CONCESSION	\$3,350,000	-	\$141,388	-	-	-	\$141,388	\$3,491,388
	<i>Total PE</i>	\$3,350,000	-	\$141,388	-	-	-	\$141,388	\$3,491,388
CON	CONCESSION	\$20,230,109	-	-	-	-	-	-	\$20,230,109
	<i>Total CON</i>	\$20,230,109	-	-	-	-	-	-	\$20,230,109
<i>Total Programmed</i>		\$23,580,109	-	\$141,388	-	-	-	\$141,388	\$23,721,497



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$31,100,000 to \$23,721,497

* ACCP is not part of the Total



TIP ID T6692
Project Name Route 1 Widening (Fraleley Blvd) *****
Project Limits 0.1 Mi. S of Brady's Hill Road to 0.2 Mi. N. of Dumfries Road (Rte 234)
Lead Agency Virginia Department of Transportation
County
Municipality Town of Dumfries
Agency Project ID 119481

Project Type Road - Add Capacity/Widening
Total Cost \$212,484,558
Completion Date 2029

Description This locally administered, NVTA funded project is being set-up with a temporary UPC number for the sole purpose of inclusion in the STIP/TIP.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	\$3,958,000	-	-	-	\$3,958,000	\$3,958,000
PE		NVTA	\$6,900,000	-	-	-	-	-	-	\$6,900,000
		<i>Total PE</i>	\$6,900,000	-	\$3,958,000	-	-	-	\$3,958,000	\$10,858,000
ROW		NHPP	-	-	\$11,379,363	-	-	-	\$11,379,363	\$11,379,363
ROW	AC	NHPP	-	-	\$35,499,370	-	-	-	\$35,499,370	\$35,499,370
ROW	ACCP	NHPP	-	-	-	\$24,912,935	\$10,536,435	-	*	*
ROW		NVTA	\$44,860,000	-	-	-	-	-	-	\$44,860,000
ROW		DC/STATE	\$31,887,825	-	-	-	-	-	-	\$31,887,825
		<i>Total ROW</i>	\$76,747,825	-	\$46,878,733	-	-	-	\$46,878,733	\$123,626,558
CON		NVTA	-	-	\$78,000,000	-	-	-	\$78,000,000	\$78,000,000
		<i>Total CON</i>	-	-	\$78,000,000	-	-	-	\$78,000,000	\$78,000,000
		<i>Total Programmed</i>	\$83,647,825	-	\$128,836,733	-	-	-	\$128,836,733	\$212,484,558



*Map Has Not Been Marked

Version History

TIP Document		MPO Approval	FHWA Approval	FTA Approval
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-01.3	Amendment 2023-2026	09/21/2022	10/22/2022	10/22/2022
23-05.3	Amendment 2023-2026	11/16/2022	Pending	N/A
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$177,035,188 to \$212,484,558

* ACCP is not part of the Total



TIP ID T6695
Project Name UNIVERSITY BLVD EXTENSION (DEVLIN RD TO WELLINGTON RD)
Project Limits Devlin Rd to Wellington Rd
Lead Agency Virginia Department of Transportation
County Prince William
Municipality
Agency Project ID 118313

Project Type Road - New Construction
Total Cost \$25,000,000
Completion Date 2035

Description This project consists of extending University Boulevard from Devlin Road to Wellington Rd, as a 2 lane roadway (half section) with two (2) 12 travel lanes and a 10 shared use path. The project will include signaling the new intersection of Devlin Road at University Boulevard.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	RSTP	-	-	-	\$5,600,000	-	-	\$5,600,000	\$5,600,000
PE	DC/STATE	-	-	-	\$1,400,000	-	-	\$1,400,000	\$1,400,000
	<i>Total PE</i>	-	-	-	\$7,000,000	-	-	\$7,000,000	\$7,000,000
ROW	RSTP	-	-	-	-	-	\$14,400,000	-	\$14,400,000
ROW	DC/STATE	-	-	-	-	-	\$3,600,000	-	\$3,600,000
	<i>Total ROW</i>	-	-	-	-	-	\$18,000,000	-	\$18,000,000
	<i>Total Programmed</i>	-	-	-	\$7,000,000	-	\$18,000,000	\$7,000,000	\$25,000,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$28,500,000 to \$25,000,000



National Capital Region
Transportation Planning Board

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

TIP ID T6696 *Lead Agency* Virginia Department of Transportation
Project Name Virginia Statewide Vehicle Fuel Conversion Program *County*
Project Limits *Municipality* Statewide VA
Agency Project ID T20741

Project Type Alternative Fuel Infrastructure
Total Cost \$360,000
Completion Date 2021

Description Provide for vehicle Fuel conversion program statewide

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	CMAQ	-	-	\$288,000	-	-	-	\$288,000	\$288,000
CON	DC/STATE	-	-	\$72,000	-	-	-	\$72,000	\$72,000
	<i>Total CON</i>	-	-	\$360,000	-	-	-	\$360,000	\$360,000
	<i>Total Programmed</i>	-	-	\$360,000	-	-	-	\$360,000	\$360,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost stays the same \$360,000



TIP ID T6697
Project Name POTOMAC YARD METRORAIL STATION INCLUDING SOUTHWEST ENTRANCE
Project Limits

Lead Agency Virginia Department of Transportation
County Arlington
Municipality
Agency Project ID 115667

Project Type Transit - Other
Total Cost \$20,000,000
Completion Date 2022

Description The project consists of construction of a new enhanced Southwest Entry at E. Glebe Rd / Potomac Ave to the future Potomac Yard Metro Station along the existing Metrorail Blue and Yellow Lines.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
CON	CMAQ	\$20,000,000	-	-	-	-	-	-	\$20,000,000
	<i>Total CON</i>	\$20,000,000	-	-	-	-	-	-	\$20,000,000
	<i>Total Programmed</i>	\$20,000,000	-	-	-	-	-	-	\$20,000,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):


Total project cost increased from \$0 to \$20,000,000



<i>TIP ID</i>	T6699	<i>Lead Agency</i>	Virginia Department of Transportation	<i>Project Type</i>	Preliminary Engineering/Environmental Analysis
<i>Project Name</i>	VRE MANASSAS LINE CAPACITY EXPANSION	<i>County</i>		<i>Total Cost</i>	\$105,013,000
<i>Project Limits</i>	VARIOUS	<i>Municipality</i>	Suburban VA	<i>Completion Date</i>	2035
		<i>Agency Project ID</i>	113526		

Description This project provides for improvements at VRE Manassas Line stations and facilities to serve forecast ridership demand, including station improvements at the Manassas Park Station and I-66 OTB improvements including rolling stock, Broad Run and Manassas station improvements, third main track, and real time traveler information upgrade.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	CONCESSION	-	-	\$15,896,758	-	-	-	\$15,896,758	\$15,896,758
	<i>Total PE</i>	-	-	\$15,896,758	-	-	-	\$15,896,758	\$15,896,758
ROW	CONCESSION	-	-	\$26,703,305	-	-	-	\$26,703,305	\$26,703,305
	<i>Total ROW</i>	-	-	\$26,703,305	-	-	-	\$26,703,305	\$26,703,305
CON	CONCESSION	-	-	\$62,412,937	-	-	-	\$62,412,937	\$62,412,937
	<i>Total CON</i>	-	-	\$62,412,937	-	-	-	\$62,412,937	\$62,412,937
	<i>Total Programmed</i>	-	-	\$105,013,000	-	-	-	\$105,013,000	\$105,013,000

 *Not Location Specific

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$369,011 to \$105,013,000



TIP ID T6701
Project Name VA286 POPES HEAD RD INTERCHANGE GARVEE DEBT SERVICE
Project Limits
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 111987

Project Type Debt Service
Total Cost \$3,511,301
Completion Date 2037

Description Debt Service Required for CN UPC 111725

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	-	\$294,081	-	-	\$294,081	\$294,081
PE	AC	NHPP	-	-	-	\$2,590,315	\$322,299	\$304,606	\$2,912,614	\$3,217,220
PE	ACCP	NHPP	-	-	-	\$2,590,315	\$322,299	\$304,606	*	*
<i>Total PE</i>			-	-	-	\$2,884,396	\$322,299	-	\$3,206,695	\$3,511,301
<i>Total Programmed</i>			-	-	-	\$2,884,396	\$322,299	\$304,606	\$3,206,695	\$3,511,301



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost decreased from \$20,543,000 to \$3,511,301

* ACCP is not part of the Total



TIP ID T6707
Project Name BRADDOCK ROAD S-CURVE
Project Limits Old Lee Road to Tre Towers Court
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID T21255

Project Type Road - Recons/Rehab/Maintenance
Total Cost \$3,695,000
Completion Date 2027

Description Straighten and flatten the horizontal and vertical alignment of curve at Braddock Road and install right turn bay at Old Lee Road

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		HSIP	-	-	\$550,000	-	-	-	\$550,000	\$550,000
		<i>Total PE</i>	-	-	\$550,000	-	-	-	\$550,000	\$550,000
ROW		HSIP	-	-	-	-	\$1,000,000	-	\$1,000,000	\$1,000,000
		<i>Total ROW</i>	-	-	-	-	\$1,000,000	-	\$1,000,000	\$1,000,000
CON		HSIP	-	-	-	-	-	\$2,145,000	-	\$2,145,000
		<i>Total CON</i>	-	-	-	-	-	\$2,145,000	-	\$2,145,000
		<i>Total Programmed</i>	-	-	\$550,000	-	\$1,000,000	\$2,145,000	\$1,550,000	\$3,695,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-00	Adoption 2023-2026	06/15/2022	8/25/2022	8/25/2022
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$550,000 to \$3,695,000



TIP ID T6720
Project Name I-95 CIP Variable Speed Limits - Program UPC
Project Limits VA STATE LINE to VA STATE LINE
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 116656

Project Type
Total Cost \$4,912,629
Completion Date 2025

Description Program UPC; Funding source only for I-95 Corridor; UPC will not incur expenditures; Child UPCs will be developed to accomplish the scope of work.

Phase	AC/ACCP Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	NHPP	-	-	\$4,912,629	-	-	-	\$4,912,629	\$4,912,629
	<i>Total PE</i>	-	-	\$4,912,629	-	-	-	\$4,912,629	\$4,912,629
	<i>Total Programmed</i>	-	-	\$4,912,629	-	-	-	\$4,912,629	\$4,912,629



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$4,912,629



TIP ID T6721
Project Name I-95 CIP Ramp Metering Program UPC
Project Limits VA STATE LINE to VA STATE LINE
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 116657

Project Type
Total Cost \$5,700,000
Completion Date 2025

Description Program UPC; Funding source only for I-95 Corridor; UPC will not incur expenditures; Child UPCs will be developed to accomplish the scope of work

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE		NHPP	-	-	\$3,500,000	-	-	-	\$3,500,000	\$3,500,000
PE	AC	DC/STATE	-	-	\$2,200,000	-	-	-	\$2,200,000	\$2,200,000
PE	ACCP	DC/STATE	-	-	\$2,200,000	-	-	-	*	*
		<i>Total PE</i>	-	-	\$5,700,000	-	-	-	\$5,700,000	\$5,700,000
		<i>Total Programmed</i>	-	-	\$5,700,000	-	-	-	\$5,700,000	\$5,700,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$5,700,000

* ACCP is not part of the Total



TIP ID T6722 | *Lead Agency* Virginia Department of Transportation
Project Name I-95 CIP Geofenced Emerg Notifications- Program UPC | *County*
Project Limits VA STATE LINE to VA STATE LINE | *Municipality*
Agency Project ID 116658
Description Program UPC - Serves as a funding source; UPC will not incur expenditures; Child UPCs will be developed to accomplish scope of work.

Project Type
Total Cost \$200,000
Completion Date 2025

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



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$200,000



TIP ID T6723
Project Name I-95 CIP Advanced Work Zone Technology - Program UPC
Project Limits VA STATE LINE to VA STATE LINE
Lead Agency Virginia Department of Transportation
County
Municipality
Agency Project ID 116659

Project Type
Total Cost \$950,000
Completion Date 2025

Description Program UPC - Serves as a funding source; UPC will not incur expenditures; Child UPCs will be developed to accomplish scope of work.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
PE	AC	DC/STATE	-	-	\$950,000	-	-	-	\$950,000	\$950,000
PE	ACCP	DC/STATE	-	-	\$950,000	-	-	-	*	*
		<i>Total PE</i>	-	-	\$950,000	-	-	-	\$950,000	\$950,000
		<i>Total Programmed</i>	-	-	\$950,000	-	-	-	\$950,000	\$950,000



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$950,000

* ACCP is not part of the Total



TIP ID T6725 *Lead Agency* Virginia Department of Transportation
Project Name I-95 CIP Corridor Tech Improvements Program UPC *County*
Project Limits VA STATE LINE to VA STATE LINE *Municipality*
Agency Project ID 116661

Project Type
Total Cost \$3,202,500
Completion Date 2025

Description Program UPC - Funding Source for I-95; Project will not incur expenditures; Child UPCs will be developed to accomplish scope of work.

Phase	AC/ACCP	Source	Prior	FY2023	FY2024	FY2025	FY2026	Future	4 Year Total	Total
ROW	AC	DC/STATE	-	-	\$3,202,500	-	-	-	\$3,202,500	\$3,202,500
ROW	ACCP	DC/STATE	-	-	\$3,202,500	-	-	-	*	*
<i>Total ROW</i>			-	-	\$3,202,500	-	-	-	\$3,202,500	\$3,202,500
<i>Total Programmed</i>			-	-	\$3,202,500	-	-	-	\$3,202,500	\$3,202,500



*Map Has Not Been Marked

Version History

<i>TIP Document</i>		<i>MPO Approval</i>	<i>FHWA Approval</i>	<i>FTA Approval</i>
23-21.4	Amendment 2023-2026	Pending	Pending	Pending

Current Change Reason

SCHEDULE / FUNDING / SCOPE - Programming Update

Funding Change(s):

Total project cost increased from \$0 to \$3,202,500

* ACCP is not part of the Total

ITEM 10 – Information

July 19, 2023

Draft National Capital Region Freight Plan

Background:

The draft 2023 National Capital Region Freight Plan will be presented for board review, in preparation for approval at the September 20 meeting. The new plan will succeed the regional Freight Plan approved by the TPB in 2016.

NATIONAL CAPITAL REGION FREIGHT PLAN - DRAFT

2023 Update to the Freight Plan

June 30, 2023

DRAFT



National Capital Region
Transportation Planning Board

NATIONAL CAPITAL REGION FREIGHT PLAN

June 30, 2023

ABOUT THE TPB

The National Capital Region Transportation Planning Board (TPB) is the federally designated metropolitan planning organization (MPO) for metropolitan Washington. It is responsible for developing and carrying out a continuing, cooperative, and comprehensive transportation planning process in the metropolitan area. Members of the TPB include representatives of the transportation agencies of the states of Maryland and Virginia and the District of Columbia, 23 local governments, the Washington Metropolitan Area Transit Authority, the Maryland and Virginia General Assemblies, and nonvoting members from the Metropolitan Washington Airports Authority and federal agencies. The TPB is staffed by the Department of Transportation Planning at the Metropolitan Washington Council of Governments (COG).

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TABLE OF CONTENTS

ACRONYMS	xi
SUMMARY OF KEY POINTS	xiii
1. INTRODUCTION	1
1.1. About the Plan	1
1.1.1. Overview	1
1.2. Freight Planning in the National Capital Region	2
1.2.1. Visualize 2045 and the Transportation Planning Board Vision	3
1.2.2. Regional Freight Planning	5
1.2.3. Federal Context for transportation Planning in Metropolitan Areas	7
1.2.4. State And Local Freight Planning	9
2. THE MULTIMODAL FREIGHT TRANSPORTATION SYSTEM	13
2.1. Overview	13
2.2. Highway Freight	13
2.2.1. Regionally significant highway freight network	16
2.2.2. Truck Traffic	30
2.2.3. Truck Parking	33
2.2.4. Truck Safety	36
2.3. Rail Freight	40
2.3.1. Rail Safety	43
2.4. Air Cargo	43
2.4.1. Air Cargo Network	43
2.4.2. Air Cargo Operations	45
2.5. Intermodal Connectors	48
3. FREIGHT DEMAND	50
3.1. Freight Analysis Framework	50
3.2. National Capital Region Commodity Flows	51
3.2.1. Weight and Value Served by the Regional Freight Network	51

3.2.2.	Weight and Value Served by Freight Mode	53
3.2.3.	Direction of Trade	59
3.2.4.	Key Trading Partners	60
3.2.5.	Total Weight and Value Served	61
3.3.	Freight Transportation Forecasts	63
3.3.1.	Forecast Growth in Regional Commodities	63
4.	KEY TRENDS INFLUENCING FREIGHT IN THE REGION	67
4.1.	Demographic and Economic Trends	67
4.1.1.	Population	68
4.1.2.	Income	68
4.1.3.	Employment and Gross Domestic Product	69
4.1.4.	Structure of the Economy	71
4.1.5.	Freight Demand by Industry	71
4.1.6.	Regional Freight Dependent Industries	72
4.1.7.	Population and Employment Forecasts	74
4.2.	Evolving Supply Chains and Logistics Patterns	74
4.3.	Key Trends by Freight Mode	76
4.3.1.	Trucking	76
4.3.2.	Rail	77
4.3.3.	Air Cargo	77
4.3.4.	Ports	80
4.4.	Impacts of COVID-19	80
5.	REGIONAL FREIGHT ISSUES, CHALLENGES, AND OPPORTUNITIES	82
5.1.	Roadway Congestion and the Cost of Delay	82
5.2.	Rail Congestion and Safety	85
5.3.	Freight Equity Analysis	87
5.3.1.	TRUCK PERCENTAGE VOLUMES IN EQUITY EMPHASIS AREAS	87
5.3.2.	FREIGHT MILEAGE WITHIN EQUITY EMPHASIS AREAS	88
5.4.	Freight as an Enabler of Livability	90

5.4.1 COMMUNITY IMPACTS OF FREIGHT	92
6. REGIONAL FREIGHT POLICIES	93
6.1 TPB Freight Policies	93
7. NATIONAL CAPITAL REGION PROJECTS IMPORTANT TO FREIGHT	98
8. RECOMMENDATIONS AND NEXT STEPS	102
8.1. Actions Related to Maintaining and Strengthening the Regional Freight Planning Process	102
8.2. Strategic Regional Freight Planning Activities	103
APPENDIX A: INFRASTRUCTURE INVESTMENT AND JOBS ACT – FREIGHT RELATED PROGRAMS	104
APPENDIX B: REGIONAL FREIGHT-SIGNIFICANT NETWORK	105
APPENDIX B: FREIGHT ANALYSIS FRAMEWORK	127

FIGURES AND TABLES

FIGURE 1: TPB MEMBER JURISDICTIONS	3
FIGURE 2: INTERSTATE AND PRIMARY HIGHWAY SYSTEMS IN THE REGION	15
TABLE 1. INTERSTATE AND NON-INTERSTATE NHS MILEAGE BY COUNTY	16
FIGURE 3: REGIONALLY SIGNIFICANT HIGHWAY FREIGHT NETWORK	17
TABLE 2: COMPONENTS OF THE REGIONALLY SIGNIFICANT HIGHWAY FREIGHT NETWORK	18
FIGURE 4: AVERAGE ANNUAL DAILY TRUCK TRAFFIC	31
FIGURE 5: AVERAGE ANNUAL DAILY TRUCK PERCENTAGE	32
FIGURE 6: PUBLIC TRUCK PARKING AREAS	35
FIGURE 7. ROADWAY FATALITIES IN THE REGION BY EMPHASIS AREA	37
FIGURE 8: NATIONAL CAPITAL REGION TRUCK-RELATED FATALITIES	38
FIGURE 9: FATAL TRUCK CRASHES IN THE REGION, 2015-2020	39
TABLE 3: NATIONAL CAPITAL REGION RAILROADS	40
FIGURE 10: REGIONAL FREIGHT RAIL NETWORK	41
FIGURE 11: MAJOR INTERMODAL FACILITIES SERVED BY RAIL	42
TABLE 4: RAIL CRASH LOCATIONS	43
FIGURE 12: MAJOR CARGO AIRPORTS SERVING THE REGION	44
TABLE 5: TOP 50 NORTH AMERICAN AIRPORTS FOR AIR CARGO (METRIC TONS)	45
TABLE 6: FREIGHT ACTIVITY AT CARGO AIRPORTS SERVING THE REGION	46
FIGURE 13: FREIGHT ACTIVITY AT DULLES INTERNATIONAL AIRPORT	47
FIGURE 14: FREIGHT ACTIVITY AT BWI AIRPORT	47
FIGURE 15: HISTORIC AIR CARGO TRENDS FOR DULLES AND BWI	48
FIGURE 16: INTERMODAL CONNECTORS	49
TABLE 7: FAF MODES	50

TABLE 8: TOP COMMODITY TYPES BY WEIGHT, 2020	51
TABLE 9: TOP COMMODITY TYPES BY VALUE, 2020	52
TABLE 10: COMMODITIES SHARE OF TONNAGE BY MODE, 2020	53
FIGURE 17: TRANSPORTATION MODES USED (BY WEIGHT) – NATIONAL CAPITAL REGION AND THE UNITED STATES, 2020	54
TABLE 11: COMMODITIES SHARE OF TONNAGE BY VALUE, 2020	55
FIGURE 18: TRANSPORTATION MODES USED (BY VALUE) – NATIONAL CAPITAL REGION AND THE UNITED STATES, 2020	56
TABLE 12: COMMODITY TYPES HANDLED BY TRUCK, VALUE AND WEIGHT, 2020	56
TABLE 13: COMMODITY TYPES HANDLED BY RAIL, VALUE AND WEIGHT, 2020	57
TABLE 14: COMMODITY TYPES HANDLED BY MULTIPLE MODES AND MAIL, VALUE AND WEIGHT, 2020	58
TABLE 15: COMMODITY TYPES HANDLED BY AIR, VALUE AND WEIGHT, 2020	58
TABLE 16: DIRECTION OF TRAVEL FOR TOP COMMODITIES BY WEIGHT, 2020	59
TABLE 17: DIRECTION OF TRAVEL FOR TOP COMMODITIES BY VALUE, 2020	60
TABLE 18: TOP TRADING PARTNER REGIONS BY WEIGHT, 2020	61
TABLE 19: TOP TRADING PARTNER REGIONS BY VALUE, 2020	61
FIGURE 19. TOTAL FREIGHT WEIGHT AND VALUE BY MODE AND DIRECTION, 2020	62
TABLE 20: NATIONAL CAPITAL REGION FREIGHT MODES – WEIGHT (THOUSANDS OF TONS), 2020	63
TABLE 21: NATIONAL CAPITAL REGION FREIGHT MODES – VALUE (MILLIONS OF DOLLARS), 2020	63
FIGURE 20A: FORECAST GROWTH IN REGIONAL COMMODITIES BY WEIGHT FROM 2020 - 2050	64
FIGURE 20B: FORECAST GROWTH IN REGIONAL COMMODITIES BY VALUE FROM 2020 - 2050	65
FIGURE 21: FORECAST GROWTH IN TONNAGE BY MODE FROM 2020 TO 2050	66
FIGURE 22: POPULATION GROWTH TRENDS - NATIONAL CAPITAL REGION AND THE UNITED STATES	68

FIGURE 23: MEDIAN HOUSEHOLD INCOME IN THE WASHINGTON-ARLINGTON-ALEXANDRIA MSA COMPARED TO U.S. MEDIAN HOUSEHOLD INCOME	69
FIGURE 24: HISTORIC EMPLOYMENT TRENDS - NATIONAL CAPITAL REGION AND THE UNITED STATES	70
FIGURE 25: REGIONAL AND U.S. GROSS DOMESTIC PRODUCT (GDP)	70
FIGURE 26: ECONOMIC STRUCTURE – SHARE OF EMPLOYMENT BY INDUSTRY SECTOR, NATIONAL CAPITAL REGION AND THE UNITED STATES	71
FIGURE 27: TRANSPORTATION RELIANCE BY INDUSTRY	72
FIGURE 28: PRIVATE GOODS PRODUCING INDUSTRY SHARE OF GDP	73
FIGURE 29: NATIONAL CAPITAL REGION FREIGHT AND NON-FREIGHT-RELATED INDUSTRY SECTORS	73
TABLE 22: NATIONAL CAPITAL REGION POPULATION AND EMPLOYMENT GROWTH PROJECTIONS	74
TABLE 23. KEY FACTORS IMPACTING THE NATIONAL CAPITAL REGION CARGO AIRPORTS	78
TABLE 24: TOP TEN METROPOLITAN AREAS BY TOTAL COST OF CONGESTION, 2016	82
FIGURE 30: REGIONAL BOTTLENECKS IN THE NATIONAL CAPITAL REGION	83
TABLE 25. REGIONAL BOTTLENECKS	84
TABLE 26. DESIGNATED ALTERNATIVE FUEL CORRIDORS BY STATE – INTERSTATES, US ROUTES, AND STATE HIGHWAYS	84
TABLE 27: RAIL ACCIDENT/INCIDENT FATALITIES BY CATEGORY	86
TABLE 28: NON-FATAL INJURIES FROM RAIL ACCIDENTS/INCIDENTS	86
TABLE 29: TRUCK PERCENTAGES ON MAJOR ROADWAYS IN THE NATIONAL CAPITAL REGION	88
TABLE 30: TRUCK PERCENTAGES ON MAJOR ROADWAYS IN EQUITY EMPHASIS AREAS	88
TABLE 31: MILEAGE OF MAJOR ROADWAYS IN EEAS, OUTSIDE OF EEAS, AND IN THE NATIONAL CAPITAL REGION	88
FIGURE 31: MAJOR ROADWAYS AND EQUITY EMPHASIS AREAS IN THE NATIONAL CAPITAL REGION	89
TABLE 32: RAILROAD MILES IN EEAS, OUTSIDE OF EEAS, AND IN THE NATIONAL CAPITAL REGION	89

FIGURE 32: RAILROADS AND EQUITY EMPHASIS AREAS IN THE NATIONAL CAPITAL REGION	90
TABLE 33: FREIGHT AND LAND USE INTEGRATION STRATEGIES AND TOOLS	91
TABLE 34. CORRELATION OF FREIGHT POLICIES TO VISUALIZE 2045 GOALS AND NATIONAL FREIGHT GOALS	95
TABLE 35: RAIL PROJECTS INCLUDED IN AGENCY/JURISDICTIONAL/PRIVATE RAILROAD PLANS IMPORTANT TO FREIGHT, 2022	98
TABLE 36: HIGHWAY PROJECTS INCLUDED IN VISUALIZE 2045 THAT ARE IMPORTANT TO FREIGHT, 2022	98
FIGURE 33: REGIONAL FREIGHT-SIGNIFICANT NETWORK - FREDERICK COUNTY AREA	106
FIGURE 34: FREDERICK COUNTY DETAIL A	107
FIGURE 35: REGIONAL FREIGHT-SIGNIFICANT NETWORK - MONTGOMERY COUNTY AREA	108
FIGURE 36: MONTGOMERY COUNTY DETAIL A	109
FIGURE 37: REGIONAL FREIGHT-SIGNIFICANT NETWORK - PRINCE GEORGE'S COUNTY AREA	110
FIGURE 38: PRINCE GEORGE'S COUNTY DETAIL A	111
FIGURE 39: PRINCE GEORGE'S COUNTY DETAIL B	112
FIGURE 40: REGIONAL FREIGHT-SIGNIFICANT NETWORK - CHARLES COUNTY	113
FIGURE 41: REGIONAL FREIGHT-SIGNIFICANT NETWORK - DISTRICT OF COLUMBIA	114
FIGURE 42: DISTRICT OF COLUMBIA DETAIL A	115
FIGURE 43: REGIONAL FREIGHT-SIGNIFICANT NETWORK - LOUDOUN COUNTY AREA	116
FIGURE 44: LOUDOUN COUNTY DETAIL A	117
FIGURE 45: REGIONAL FREIGHT-SIGNIFICANT NETWORK - FAIRFAX COUNTY AREA	118
FIGURE 46: FAIRFAX COUNTY DETAIL A	119
FIGURE 47: FAIRFAX COUNTY DETAIL B	120
FIGURE 48: FAIRFAX COUNTY DETAIL C	121
FIGURE 49: REGIONAL FREIGHT-SIGNIFICANT NETWORK - PRINCE WILLIAM COUNTY AREA	122
FIGURE 50: PRINCE WILLIAM COUNTY DETAIL A	123

FIGURE 51: PRINCE WILLIAM COUNTY DETAIL B	124
FIGURE 52: REGIONAL FREIGHT-SIGNIFICANT NETWORK - ARLINGTON COUNTY	125
FIGURE 53: REGIONAL FREIGHT-SIGNIFICANT NETWORK - CITY OF ALEXANDRIA	126
TABLE 37: FAF COMMODITY DESCRIPTIONS	127
TABLE 38. DEFINITION OF FAF COMMODITIES	129
FIGURE 54: FAF REGIONS	131
FIGURE 55: FAF REGIONS COMPRISING THE NATIONAL CAPITAL REGION	132

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ACRONYMS

AADTT	Average Annual Daily Truck Traffic	FAA	Federal Aviation Administration
ACI	Airports Council International	FAF	Freight Analysis Framework
ATRI	American Transportation Research Institute	FARS	Fatality Analysis Reporting System
BIL	Bipartisan Infrastructure Law	FAST Act	Fixing America's Surface Transportation Act
BTS	Bureau of Transportation Statistics	FHWA	Federal Highway Administration
BWI	Baltimore Washington International Thurgood Marshall Airport	FIRST	Fatality and Injury Reporting System Tool
CASP	Continuous Airport System Planning Program	FMCSA	Federal Motor Carrier Safety Administration
COG	Metropolitan Washington Council of Governments	FRA	Federal Railroad Administration
CRISI	Consolidated Rail Infrastructure and Safety Improvement	FTA	Federal Transit Administration
CUFC	Critical Urban Freight Corridor	GDP	Gross Domestic Product
DC	Washington, D.C.	GIS	Geographic Information Systems
DCA	Ronald Reagan Washington National Airport	HPMS	Highway Performance Monitoring System
DDOT	District of Columbia Department of Transportation	IAD	Washington Dulles International Airport
DHS	Department of Homeland Security	IJA	Infrastructure Investment and Jobs Act
DLLR	Department of Labor, Licensing, and Regulation	INFRA Grant	Nationally Significant Multimodal Freight and Highway Program
DOD	Department of Defense	IRA	Inflation Reduction Act
DRPT	Virginia Department of Rail and Public Transportation	LTL	Less Than Truckload
EEA	Equity Emphasis Area	L RTP	Long-Range Transportation Plan
EV	Electric Vehicle	MAP-21	Moving Ahead for Progress in the 21 st Century Act
		MARAD	Maritime Administration

Mega Grant	National Infrastructure Project Assistance Program	PHMSA	Pipeline and Hazardous Material Administration
MD	Maryland	PUDO	Pickups and Drop-offs
MDOTSHA	Maryland Department of Transportation State Highway Administration	RESF	Regional Emergency Support Function
MDTA	Maryland Transportation Authority (toll facilities agency)	RITIS	Regional Integrated Transportation Information System
MPA	Maryland Port Administration	RTPP	Regional Transportation Priorities Plan
MPO	Metropolitan Planning Organization	SCAG	Southern California Association of Governments
MSA	Metropolitan Statistical Area	STAA	Surface Transportation Assistance Act of 1982
MSTM	Maryland Statewide Transportation Model	TIH	Toxic Inhalation Hazard
NCR	National Capital Region	TIP	Transportation Improvement Program
NCRC	National Capital Region Coordination	TPB	National Capital Region Transportation Planning Board
NHS	National Highway System	TTI	Travel Time Index
NPMRDS	National Performance Management Research Data Set	TTR	Travel Time Reliability
NSFHP	Nationally Significant Freight and Highway Projects	TTR	Truck Travel Time Reliability
OFM	Office of Freight and Multimodalism	UPWP	Unified Planning Work Program
OIPI	Office of Intermodal Planning and Investment	USDOT	United States Department of Transportation
PA	Pennsylvania	VA	Virginia
PHFS	Primary Highway Freight System	VDOT	Virginia Department of Transportation
		VPA	Virginia Port Authority

SUMMARY OF KEY POINTS

The National Capital Region Freight Plan (the Plan) describes the role freight transportation plays in the region's economy, provides an overview of the region's multimodal freight transportation system, describes the drivers of freight demand and the freight flows resulting from it, identifies the most significant freight issues and trends impacting the region, and provides recommendations to ensure the multimodal freight transportation system continues to support the economy of the region and the quality of life of its residents and visitors.

The Plan is a technical reference and serves as a foundation for future regional freight planning activities and sets the stage for freight to be considered in the region's federally-recognized metropolitan long-range transportation plan (Visualize 2045 and its successors) and other regional planning activities.

The following are key points from the Plan:

1. Freight movement in the region is shaped by regional policies (such as those articulated in Visualize 2045), state-level policies, and federal priorities and performance measures enacted by the Infrastructure Investment and Jobs Act (2021). See ***Section 1*** for an overview of what these policies and requirements mean for freight planning in the region.
2. Commercial trucking remains the dominant freight transportation mode in the region. In 2020, commercial trucking accounted for 73 percent of the region's freight transported by value and 72 percent of the region's freight transported by weight. See ***Section 2*** for more details.
3. Since the 2016 Freight Plan, technological trends, evolving supply chain and logistics patterns, and impacts from the COVID-19 pandemic have altered how freight is transported. See ***Section 4*** for an overview of how these changes are impacting goods movement in the region.
4. Proactively managing freight movement and delivery at the regional and local levels is critical as the region's population continues to grow and demand for goods increases. The National Capital Region Transportation Planning Board is committed to better understanding the community impacts of freight movement in the region to help local jurisdictions accommodate freight needs, sustain the health and wellbeing of residents and visitors, and to mitigate negative community impacts from freight movement. See ***Section 5.3*** for more details.
5. Freight movement remains vital to the economy of the National Capital Region and to the quality of life of its residents.

1. INTRODUCTION

The National Capital Region's multimodal transportation system is vital to the economy of the region and to the quality of life of its residents. It connects people and businesses to important regional activity centers and to major domestic and international markets. Each year hundreds of millions of tons of freight valued in billions of dollars move over the Region's roadways and railways and pass through its airports. The region's service-based economy, with its growing employment, population, and wealth will continue to drive demand for freight in the foreseeable future. Economic growth along the eastern seaboard, throughout the nation, and across the world will also result in greater quantities of goods moving into, out of, and through the region—especially along the I-95 corridor. Evolving logistics practices, changes in where goods are produced and how they are distributed, and increasing urbanization are but a few of the factors that will impact how freight will move across the region in the future. The National Capital Region Transportation Planning Board (TPB) as the Metropolitan Planning Organization (MPO) for metropolitan Washington has an important role to play in ensuring that the regional transportation system continues to be responsive to and supportive of the freight demands placed upon it by its residents, businesses, and visitors.

1.1. About the Plan

The National Capital Region Freight Plan (the Plan) describes the role freight transportation plays in the region's economy, provides an overview of the region's multimodal freight transportation system, describes the drivers of freight demand and the freight flows resulting from it, identifies the most significant freight issues in the region, and provides recommendations to ensure the multimodal freight transportation system continues to support the economy of the region and the quality of life of its residents and visitors. The Plan serves as a foundation for future regional freight planning activities and builds on the results of the original National Capital Region Freight Plan adopted in 2010, and the Update adopted in 2016. Much of the content in the Plan has its origins in that previous Plan and in the extensive freight and rail planning efforts of the Federal Highway Administration, the Federal Motor Carrier Safety Administration; the Federal Railroad Administration; a wide range of State and regional freight plans—especially those of the Commonwealth of Virginia, the District of Columbia, and the State of Maryland; and numerous publications of the Transportation Research Board. It provides relevant context and support for the freight element of Visualize 2045. It provides the basis for understanding the goods movement impacts of transportation projects included in the region's Transportation Improvement Program. Because the efficient and safe movement freight is important to the economic health of the region and the quality of life of its residents, this freight plan is intended to be a helpful reference to planners and elected officials in their continuing efforts to make the region a better place to live, work, and visit.

1.1.1. OVERVIEW

The Plan is organized into the following major sections:

Executive Summary – provides highlights of the Plan.

1.0 Introduction – highlights the importance of freight to the region, provides an overview of the Plan and its institutional and regulatory context, and lists planning and data assumptions on which the Plan is formed.

2.0 Multimodal Freight Transportation System - describes the physical infrastructure, including roadways, railways, airports, and intermodal facilities, that comprise the region's freight transportation system.

3.0 Freight Demand - identifies the key commodities transported into, out of, within, and through the region; describes the relative importance of the various transportation modes used to move these commodities; identifies their origins and destinations; and forecasts how these elements are expected to change in the future.

4.0 Key Trends Influencing Freight in the Region – discusses the broad trends, including demographic and economic trends and supply chain and logistics patterns impacting freight, and the impact of COVID-19 on freight transportation within the region.

5.0 Regional Freight Issues, Challenges, and Opportunities – identifies key issues associated with freight transportation in the region.

6.0 Regional Freight Policies - describes the freight-related policies that the Transportation Planning Board promotes. Member jurisdictions are also encouraged to consider these policies within their respective transportation planning processes.

7.0 National Capital Region Projects Important to Freight – lists projects that are important to goods movement within the region.

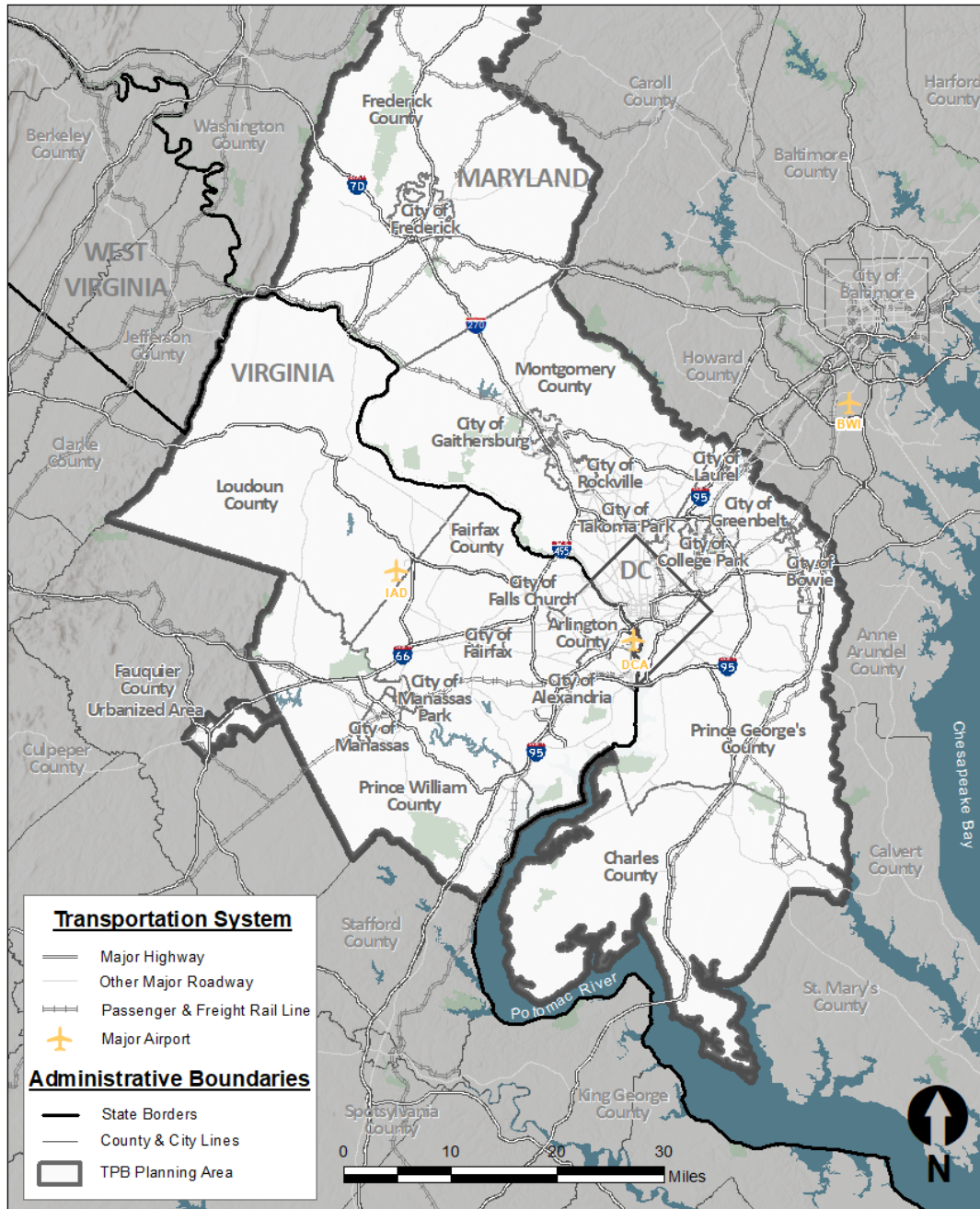
8.0 Recommendations and Next Steps – summarizes recommended actions and activities related to maintaining and strengthening the regional freight planning process.

Appendices – provide additional background and technically detailed materials that support the content within the body of the main document.

1.2. Freight Planning in the National Capital Region

The Transportation Planning Board member jurisdictions can be found in Figure 1 below and includes 23 jurisdictions: District of Columbia, City of Bowie, City of College Park, Charles County, City of Frederick, Frederick County, City of Gaithersburg, City of Greenbelt, City of Laurel, Montgomery County, Prince George’s County, City of Rockville, City of Takoma Park, City of Alexandria, Arlington County, City of Fairfax, Fairfax County, City of Falls Church, Loudoun County, City of Manassas, City of Manassas Park, Prince William County, and the urbanized area around Warrenton in Fauquier County.

Figure 1: TPB Member Jurisdictions



Source: Metropolitan Washington Council of Governments GIS Data, 2023.

1.2.1. VISUALIZE 2045 AND THE TRANSPORTATION PLANNING BOARD VISION

The TPB adopted Visualize 2045¹, the National Capital Region’s long-range transportation plan (LRTP), in 2022. Visualize 2045 details how the TPB and its members tackle transportation challenges facing the region, gather public input, and advance the most effective strategies to make progress on the region’s transportation goals. A key freight policy goal of Visualize 2045 is that by addressing the congestion and mobility challenges forecast for the region, the LRTP’s proposed initiatives will improve the ability of the transportation system to respond to the needs of freight

movement. Visualize 2045 identifies two freight-related planning factors and two freight-related planning goals:

- Planning Factors
 - Increase the accessibility and mobility of people and freight.
 - Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
- Planning Goals
 - Promote a strong regional economy, including a healthy regional core and dynamic Activity Centers.
 - Support inter-regional and international travel and commerce.

Visualize 2045 also includes trends and strategies to direct freight planning in the region.

- The impacts of e-commerce may have lasting impacts on long-range regional planning, including addressing changing demands for retail space and freight-related needs. Visualize 2045's public survey determined that one year after the COVID-19 pandemic is over, a majority (58 percent) of respondents expect their online shopping habits to continue. This continued expansion of e-commerce has increased the number of trucks competing for the limited supply of roadway and curbside space, increasing curbside management challenges.
- Equity considerations in distributing the costs and benefits of freight transportation. Noise, vibrations, and air pollution from freight transportation should not be disproportionately concentrated in low-income and minority communities. The region should work to distribute negative externalities and balance benefits of freight innovation, such as low-or zero emission vehicles and the distribution of delivery lockers.

Two documents preceding Visualize 2045 also shape the priorities and goals for freight planning in the National Capital Region. The TPB Transportation Vision, adopted in 1998, provides a framework to guide the region's transportation planning and investment decisions into the 21st Century. The Vision identifies eight broad goals with associated objectives and strategies. Two of the goals are closely tied to freight transportation (see below) and are supported by this Plan:

- Goal 2: The Washington metropolitan region will develop, implement, and maintain an interconnected transportation system that enhances quality of life and promotes a strong and growing economy throughout the region, including a healthy regional core and dynamic regional activity centers with a mix of jobs, housing, and services in a walkable environment.
- Goal 2, Objective 3: A web of multi-modal transportation connections which provide convenient access (including improved mobility with reduced reliance on the automobile) between the regional core and regional activity centers, reinforcing existing transportation connections and creating new connections where appropriate.
- Goal 8, Strategy 5: Develop a regional plan for freight movement.

The second influential document is the Regional Transportation Priorities Plan (RTPP), approved by TPB in January 2014. The RTPP builds on the Vision goals by identifying strategies with the greatest potential to respond to our most significant transportation challenges. The strategies are intended to be complementary, to make better use of existing infrastructure, and to be within reach both financially and politically. The RTPP identifies priorities and strategies that impact freight, including the following:

- Ensure maintenance of roads and bridges;
- Alleviate roadway bottlenecks;
- Concentrate growth in activity centers; and
- Enhance circulation within activity centers.

1.2.2. REGIONAL FREIGHT PLANNING

The Transportation Planning Board (TPB) considers freight in its overall metropolitan transportation planning process and addresses freight issues within its Long-Range Transportation Plan (Visualize 2045) as well as its Transportation Improvement Program (TIP). Federal regulations require that the transportation planning processes of Metropolitan Planning Organizations (MPOs) such as the TPB provide for consideration and implementation of projects, strategies, and services that support economic vitality, increase accessibility and mobility of freight, and enhance the integration and connectivity of the transportation system for freight (among other requirements).¹ To ensure these requirements are met, the TPB has included a regional freight planning task in its Unified Planning Work Program (UPWP) since 2007. Also beginning in 2007, the TPB has funded dedicated freight planning staffing and convened the TPB Freight Subcommittee.

The TPB Freight Subcommittee's mission is to integrate freight matters into the region's transportation planning process. It also aims to raise awareness of freight issues among local elected officials and the public. The subcommittee serves as a forum for discussion and makes recommendations on freight-related action items for consideration by the TPB Technical Committee and the Transportation Planning Board. The subcommittee meets regularly (generally bimonthly), and its meetings are open to the public. A wide range of topics are covered during subcommittee meetings such as: updates on statewide freight planning activities conducted by the Departments of Transportation (DOTs) of Maryland, Virginia, and the District of Columbia; presentations by freight railroads, airports authorities, trucking companies, manufacturers, builders, retailers, and other private- and public-sector entities; analyses of supply chain resiliency; reviews of freight-related research findings, and presentations on local curbside management efforts. Attendees typically include, but are not limited to, state DOT representatives, local jurisdiction officials, Federal Highway Administration officials, private-sector freight firm representatives, and transportation consulting firm staff.

The TPB Freight Subcommittee is one component of a broader regional transportation planning process undertaken by the TPB that aims to serve the mobility needs of residents and freight while balancing those needs with the region's environmental, economic, community, safety, and security goals. MPOs such as the TPB exist as a result of the federal government's recognition of the complexity of urbanized areas. The urban and suburban nature of the National Capital Region, combined with the fact that the region encompasses three states, each with its own governance structure and transportation system, results in unique transportation challenges in the region, including in freight. To address these challenges, the TPB pursues a regional transportation planning process that synchronizes and balances the transportation planning strategies developed by the District, Maryland, and Virginia, documented in this National Capital Region Freight Plan.

¹ 23CFR § 450.306 Scope of the metropolitan transportation planning process.

Key activities and outputs of TPB's regional freight planning efforts not already mentioned have included the incorporation of freight-related content into biennial Congestion Management Process Technical Reports, the development of a regional freight-significant network, the establishment of Critical Urban Freight Corridors, time travel reliability and truck travel time reliability monitoring, the strategic highway network, and the organization and hosting of a regional freight and curbside management forums, among others.

Critical Urban Freight Corridors

Under the 2015 Fixing America's Surface Transportation (FAST) Act, the TPB was called upon to designate public roads within its urbanized areas as Critical Urban Freight Corridors (CUFCs). TPB staff collaborated with officials at the Maryland Department of Transportation (MDOT), the Virginia Department of Transportation (VDOT), and the District Department of Transportation (DDOT) to identify CUFCs that met the criteria for designation as set forth under provisions of the FAST Act.

To be designated as a Critical Urban Freight Corridor, public roadways must be located within an urbanized area and meet at least one of the following criteria:

- Connects an intermodal facility to the Primary Highway Freight System (PHFS), the Interstate System, or an intermodal freight facility;
- Is located within a corridor of a route on the PHFS and provides an alternative option important to goods movement;
- Serves a major freight generator, logistics center, or manufacturing and warehouse industrial land; or
- Is important to the movement of freight within the region, as determined by the MPO or the State.

In 2017, the TPB designated 117.8 miles of roadway in the National Capital Region as a CUFC (via Resolution R6-2018), with later amendments bringing the regional total to about 120 miles of roadway as of 2021.

Further future amendments are anticipated. Section 11114 of the 2021 Infrastructure Investment and Jobs Act (IIJA) increased the maximum number of highway miles a State may designate as critical urban freight corridors from 75 to 150 miles. As of 2023, TPB and COG are coordinating with MDOT, VDOT, and DDOT to designate additional CUFC segments for the National Capital Region.

Travel Time Reliability and Truck Travel Time Reliability

In 2017, the FHWA published the System Performance: Highway and Freight, Congestion Mitigation and Air Quality (CMAQ) rule. The rule requires state DOTs to set targets for performance measures for Interstate Travel Time Reliability (TTR), National Highway System (NHS) TTR, and Freight Reliability, defined as Truck Travel Time Reliability (TTTR).

The Travel Time Reliability (TTR) assesses the reliability of roadways on the Interstate and Non-Interstate (NHS) systems. TTR is defined by the FHWA as the percent of person-miles on the Interstate/NHS that are reliable. Concerning freight, reliability is the ratio of the Interstate System Mileage providing for reliable TTR. Data are derived from the travel time data set found in the National Performance Management Research Data Set (NPMRDS).

TPB adopts four-year targets for Interstates, non-Interstates, and truck travel times. For the period from 2022-2025, the target for TTR Interstate miles was increased from 58.5 percent to 61.1

percent, the target for TTR Non-Interstate miles was increased from 72.7 percent to 78.6 percent, and the target TTR Index was raised from 2.12 to 2.56.

Strategic Highway Network (STRAHNET)

The Strategic Highway Network (STRAHNET) is a national 64,200-mile system that consists of public highways that provide access, continuity, and emergency transportation of personnel and equipment. STRAHNET includes the Interstate and Defense Highway System, 14,000 miles of non-Interstate public highways that are part of the National Highway System, and 1,800 miles of connector routes linking to 200 military installations.

FHWA encourages MPOs and State DOTs to coordinate with representatives from the Department of Defense (DOD) on transportation planning and the project programming process on infrastructure and connectivity needs for STRAHNET routes and other public roads that connect to DOD facilities. In metropolitan Washington, STRAHNET encompasses all Interstate highways and U.S. Route 301. Multiple DOD facilities are major employers in the region, generating substantial volumes of commuter and freight traffic on the transportation network and around entry points to facilities. As a result, connections to regional DOD installations, such as Joint Base Andrews, Fort Detrick, Fort Belvoir Joint Base Myer-Henderson Hall, and others are critical to defense preparation.

Curbside Management

Curbside management policies and practices are critical to the efficient movement and delivery of freight in the National Capital Region. However, the need for curbside loading, and the availability of those spaces, varies between jurisdictions and urban environments. In the District of Columbia, where curbside parking and loading are in high demand, DDOT has conducted pilots aimed at better managing curbside delivery and parking compliance. In 2017, as part of the parkDC pilot, DDOT raised the hourly parking rate for loading zones in select neighborhoods and extended loading zone hours of operation to improve accessibility for delivery vehicles attempting to access the study area during off-peak hours.² In 2019, DDOT conducted a pilot with curbFlow in six locations to manage curbside pickups and drop-offs (PUDO) for commercial delivery vehicles.³

1.2.3. FEDERAL CONTEXT FOR TRANSPORTATION PLANNING IN METROPOLITAN AREAS

The federal government, primarily through its legislative and executive branches, establishes the legal framework through which regional transportation planning in general, and freight planning, operates. In addition to this legal function, the federal government also provides funding, technical assistance, data, and data analysis tools to support transportation planning activities at the state, regional, and local levels. The various administrations and offices of the United States Department of Transportation (USDOT) influence the freight transportation planning activities at all levels of government for each mode and vehicle type. USDOT administrations with important roles in freight transportation planning include:

- **Federal Highway Administration (FHWA):** supports state and local governments in the design, construction, and maintenance of the Nation's highway system and provides financial and technical assistance to state and local governments.
- **Federal Motor Carrier Safety Administration (FMCSA):** issues and enforces commercial vehicle related safety regulations; works to improve safety information systems and commercial motor vehicle technologies; and works to strengthen vehicle standards and increase safety awareness. FMCSA also funds the Motor Carrier Safety Assistance Program (MCSAP) that provides financial

assistance to states to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles (CMVs).

- Federal Railroad Administration (FRA): issues, implements, and enforces railroad safety regulations; makes selective investments in rail corridors; conducts research; and develops technology.
- Federal Aviation Administration (FAA): ensures that aircraft and the national airport system is safe, efficient, and environmentally responsible.
- Maritime Administration (MARAD): works in areas involving ships and shipbuilding, port operations, vessel operations, national security, the environment, and safety.
- Pipeline and Hazardous Materials Safety Administration (PHMSA): establishes national policy on pipelines and hazardous materials transport; sets and enforces standards; conducts research to prevent incidents; and prepares first responders.

Among the agencies listed above, the FHWA has the greatest influence on freight transportation planning for the region. By law, every four years the FHWA, together with the FTA, must jointly certify the TPB's transportation planning process. This certification process includes a review of the region's freight transportation planning activities.

TPB Activities to Address Federal Requirements

As the MPO for the National Capital Region, TPB is responsible for coordinating freight related policies, priorities, and improvements with federal transportation agencies, member jurisdictions and state DOTs. As noted in Section 1.2.2., the TPB is required to designate public roads within urbanized areas in the National Capital Region as Critical Urban Freight Corridors (CUFCs). Additional federal requirements are related to travel time reliability; TPB adopts four-year targets for travel time reliability on Interstates, non-Interstates, and for trucks. Other TPB activities than ensure compliance with federal requirements include:

- Addressing freight considerations in the region's long-range plan (Visualize 2045) and Transportation Improvement Program
- Convening public and private freight stakeholders through the TPB Freight Subcommittee
- Developing the National Capital Region Freight Plan.

In November 2021, the President of the United States signed the Infrastructure Investment and Jobs Act (IIJA) into law. Often referred to as the Bipartisan Infrastructure Law (BIL), the IIJA authorizes \$1.2 trillion over five federal fiscal years (FY 2022-2026) for surface transportation projects and programs, as well as water, wastewater, energy transmission, resilience, and broadband. IIJA reauthorized the 2015 Fixing America's Surface Transportation Act (FAST Act) while expanding existing grant programs and adding new programs and policies.⁴ IIJA builds upon the requirements of the FAST Act as well as the 2012 Moving Ahead for Progress in the 21st Century Act (MAP-21).

Key freight provisions affecting all levels of government, which remain relevant, included the following:² establishment of a National Multimodal Freight Policy; development of a National Freight

² This list of FAST provisions is adapted from several USDOT and FHWA web pages.

Strategic Plan; establishment of a National Highway Freight Network; establishment of a National Highway Freight Program; establishment of a National Multimodal Freight Network; encouragement of state freight advisory committees: freight conditions and performance report, and continued emphasis on performance measures.

The IIJA established multiple new funding and performance programs relating to freight. Federal freight performance management now requires states and MPOs such as the TPB to develop and track freight performance measures and set freight performance targets. Complying requires coordination with the District Department of Transportation (DDOT), Virginia Department of Transportation (VDOT), and Maryland Department of Transportation (MDOT).

The IIJA also revised guidance for the focus of the National Freight Strategic Plan and State Freight Plans. The National Freight Strategic Plan now must include best practices for reducing environmental impacts, consider potential impacts of the freight system on rural and historically disadvantaged communities, strategies for decarbonization, and the impacts of e-commerce on the national multimodal freight system. State Freight Plans are now required to be completed every four years, and must now include supply chain cargo flows, an inventory of commercial ports, findings and recommendations from any multi-State freight compacts, the impacts of e-commerce on freight infrastructure, the considerations of military freight, and an assessment of truck parking facilities in states.

USDOT will continue to establish national performance goals, measures, and targets in the areas of safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, and environmental sustainability. States will be required to set targets in each of the above areas and MPOs will set targets in some cases as well. To the maximum extent practicable, state and MPO target setting should be coordinated.

1.2.4. STATE AND LOCAL FREIGHT PLANNING

Transportation departments in the District of Columbia (DDOT), Maryland (MDOT), and Virginia (VDOT) sponsor transportation projects for inclusion in the National Capital Region's Transportation Improvement Program (TIP). The Transportation Improvement Program (TIP) is a federally required schedule that programs funding for local, state, and federal transportation projects over a four-year period. Local jurisdictions undertake freight planning within the context of jurisdictional comprehensive planning, in collaborative with their respective state partners.

District of Columbia Freight Planning

The District of Columbia has published four major documents that include freight provisions since the 2016 National Capital Region Freight Plan was published.

- The District of Columbia State Rail Plan:⁵ (2017) This long range (20+ year) Plan provided a vision for rail transportation in the District of Columbia. It identified three primary freight issues to address over the next two decades. The Virginia Avenue Tunnel in D.C., which was previously identified as a freight bottleneck, was reconstructed in 2018, and now serves double stack intermodal trains. Two other issues were that seven percent of carloads transported by CSX

containing hazardous chemicals transported via rail using the DC rail network³, and a lack of freight facilities within the district.

- **The DDOT Freight Plan Addendum:**⁶ (2020) As an update to the 2017 Freight Plan Addendum and the 2019 Freight Investment Plan, this plan includes three types of projects including projects developed and managed directly by the freight program; projects developed by the freight program but implemented by other units; and existing projects that support freight program goals that are managed by other units or agencies. All three projects aim to address freight in the National Capital Region. Examples of the projects included in this addendum are truck safety education and driver outreach campaign; positive truck route signage; delivery demand management program; oversized/overweight tool maintenance and enhancement project; research into innovative freight delivery practices; supporting enforcement of commercial loading zones; and developing a new state freight plan.
- **MoveDC:**⁷ (2021) This Plan establishes goals, policies, strategies, and metrics for the District Department of Transportation to invest in transportation facilities and programs addressing the needs for Washingtonians to guide decisions for the next 25 years.⁴ Strategies that are closely related to freight include developing a regional approach to congestion management, implementing a curbside hierarchy, modernizing traffic signals, providing and maintaining safe routes for trucks, updating the State Rail Plan, and studying new vehicle technologies.
- **The Comprehensive Plan for the National Capital District Elements:**⁸ (2021) This Plan serves as a guide for District planning and is the centerpiece of a 'Family of Plans' guiding DC public policy. This provides overall direction, and highlights policy considerations such as balancing goods delivery needs with congestion, safety, security, and quality of life concerns; freight safety; rail and waterways as alternatives to trucking; truck management; enhanced freight routing; management of oversized/overweight trucks; and enforcement of truck routing and parking.

State of Maryland Freight Planning

Most of Maryland's statewide and regional freight planning activities are coordinated through the Maryland Department of Transportation (MDOT) Office of Freight and Multimodalism (OFM). Representatives from MDOT and the Maryland State Highway Administration (SHA) are regular participants in TPB freight planning and coordinating activities. MDOT has published several relevant freight planning documents including:

- **Maryland Statewide Truck Parking Study:**⁹ (2020) This study provided the data, context, and actionable solutions needed to advance priority projects, policies, and partnerships to improve truck parking statewide. Key recommendations included further developing the truck parking program, having a truck parking committee, conducting further outreach on truck parking issues, integrating truck parking into land use, zoning, and planning, and leveraging grants and partnership opportunities.
- **Maryland State Freight Plan Update:**¹⁰ (2022) The Plan addressed several goals and identified policy positions, strategies, and freight projects to promote these goals and improve freight movement efficiency and safety. Several freight projects identified include improvements to the Maryland Statewide Transportation Model (MSTM) to advance model calibration and freight-

³ The 2017 District of Columbia State Rail Plan, page 3-56.

⁴ Move DC 2021 Update: The District of Columbia's Multimodal Long-Range Transportation Plan

specific enhancements for trucks and freight connected automated vehicles, and advancements in mapping and GIS tools related to the freight network, truck parking, and other freight related data.

- Maryland State Rail Plan Update:¹¹ (2022) This Plan was an update to the previous Maryland Statewide Rail Plan completed in 2015. The Plan provided an overview of the current and planned rail network and services within Maryland, trends that will impact Maryland's rail network in the future, and included an outline of investments, policies, and strategies to help guide railroad transportation within Maryland⁵. A key part of the plan included a Rail Service and Investment Program, that listed potential capital investments to support plan objectives, including freight projects regarding capacity on Norfolk Southern and CSX railroads, freight projects, Northeast Corridor capacity projects, and MARC capital projects.

Commonwealth of Virginia Freight Planning

The Commonwealth's Office of Intermodal Planning and Investment (OIP) coordinates freight planning efforts of several state agencies, including the Virginia Department of Transportation (VDOT), the Virginia Department of Rail and Public Transportation (DRPT), and the Virginia Port Authority (VPA). Representatives from both VDOT's Northern Virginia region office and DRPT are regular participants in TPB freight planning and coordinating activities. Since the publication of the 2016 National Capital Region Freight Plan, the Commonwealth has published several freight planning documents that are important to the National Capital Region including:

- Virginia Statewide Rail Plan:¹² (2017) This plan provides a vision for passenger and freight rail transportation in Virginia through 2040. It profiles the Commonwealth's current rail assets, services, and capacity choke points. It includes recommended improvement projects and is part of a multimodal interagency transportation planning effort guided by VTrans, Virginia's statewide long-range multimodal policy plan.
- VTrans 2040: Virginia Freight Element:¹³ (2017) This plan supported maintaining and improving the efficiency of the multimodal freight system and aligned itself with the VTrans goals and objectives as well as the National Freight Goals. Key outcomes of the plan included the freight improvement strategies, that lists policies, programs, technologies, and projects needed to find the solutions to freight issues within Virginia. VTrans is now developing VTrans 2045, which will identify mid-term needs within a 10-year planning horizon and longer-term needs.
- VTrans - Virginia Transportation Plan:¹⁴ (2022) This Plan identified transportation needs and associated multimodal infrastructure improvement projects, transportation strategies, and policies to address these needs. The freight element discussed important issues including the designation of critical urban and rural freight corridors, provided an inventory of existing freight facilities, and identified freight issues, and strategic actions relevant to freight⁶.
- Virginia Statewide Rail Plan:¹⁵ (2022) This Plan identified projects and provides guidance to ensure that rail transportation meets the needs for the people and communities within the Commonwealth, and that rail transportation continues to be a safe, economical, and

⁵ 2022 Maryland State Rail Plan

⁶ VTrans: Virginia's Transportation Plan

environmentally friendly mode of transportation. Projects identified in the plan include recommendations on passenger rail, freight rail, and rail crossing project investments.

- Virginia Truck Parking Study:¹⁶ (2022) This study measured and documented the current truck parking supply and demand in Virginia. A key finding of this study was that more truck parking is needed across the state, specifically along I-81 and I-95.

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2. THE MULTIMODAL FREIGHT TRANSPORTATION SYSTEM

This section describes the elements that make up the regional freight system. Understanding these elements enables the TPB to better assess the way that freight vehicles use the system and how freight movements contribute to congestion, pavement consumption, bridge stress, economic development, and quality of life.

2.1. Overview

The region's multimodal freight transportation system consists of:

- More than 17,000 lane miles of highways and major roadways⁷ carrying more than 160 million tons of goods annually⁸.
- Two Class I railroads – CSX Transportation and the Norfolk Southern Corporation – operating over 250 miles⁹ of mainline track and carrying more than 6.7 million tons¹⁰ of local freight annually.
- Two major cargo airports – Washington Dulles International Airport and Baltimore Washington International Thurgood Marshall Airport.
- An extensive pipeline network that carries more than 48 million tons¹¹ of freight per year.
- A number of key intermodal connectors – short roadway segments that tie rail terminal facilities, airports, and pipeline terminal facilities to the National Highway System (NHS).

2.2. Highway Freight

The region's highway system is organized into the following categories:¹²

- Interstate¹³ - More than 200 miles that connect the region to the rest of the nation.
- Primary¹⁴ – More than 1,000 miles that connect communities within the Region to each other and to the Interstates.

⁷ Visualize 2045: A Long-Range Transportation Plan for the National Capital Region. Page 40.

⁸ Federal Highway Administration Freight Analysis Framework for year 2020.

⁹ Visualize 2045: A Long-Range Transportation Plan for the National Capital Region. Page 40.

¹⁰ Federal Highway Administration Freight Analysis Framework for year 2020.

¹¹ Federal Highway Administration Freight Analysis Framework for year 2020.

¹² Facility types 4 (Ramp) and 5 (Non-Mainline) and 6 (Non-Inventory Direction) and 7 (Planned/ Unbuilt) were excluded from Interstate and Primary roadway mileage.

¹³ Interstate roadway mileage includes functional system 1 (Interstate).

¹⁴ Primary roadway mileage includes functional system 2 (principal arterial-other freeways and expressways), functional system 3 (principal arterial-other) and functional system 4 (minor arterials).

- Secondary¹⁵ – More than 2,000 miles of collector roads that connect local streets to primary roadways.
- Local¹⁶ – More than 100,000 miles of local streets.

Additionally, a number of key intermodal connectors (short roadway segments) tie rail terminal facilities, airports, and pipeline terminal facilities to the National Highway System.

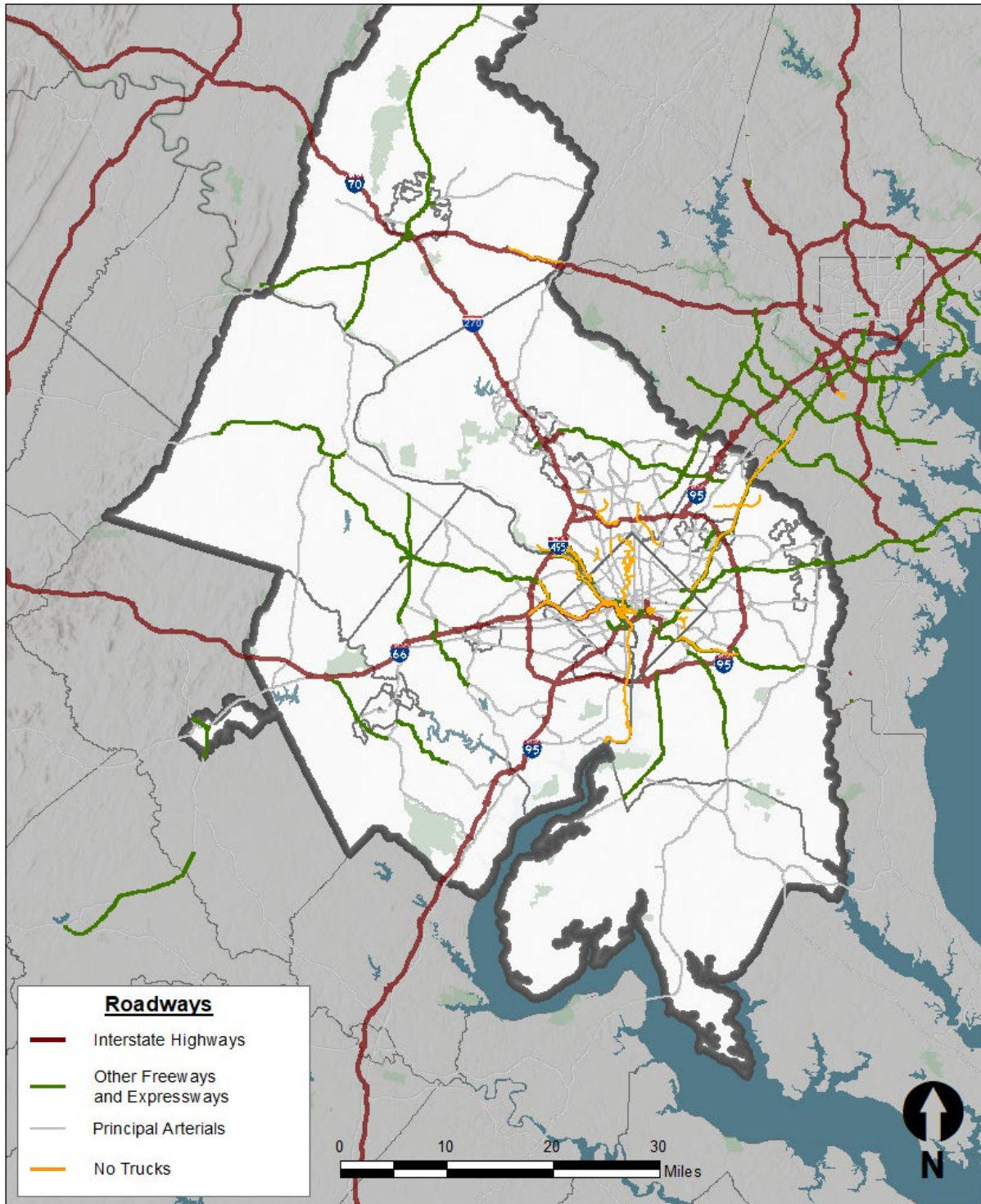
The region's highway network is publicly owned, and the majority of truck freight is moved over the Interstate and primary highway systems. However, the trucks and trailers using that network are privately owned. Different types and sizes of trucks are used to haul certain types of cargo. Trucks vary in size from small delivery vans to medium-size "single-unit" vehicles to large combination tractor-trailer vehicles. Cargo can be carried in a "dry van", on a flatbed trailer, on a specialized "auto rack", in a hopper or a liquid bulk tank, or in an intermodal shipping container designed for direct transfer between truck, ship, and train using specialized overhead lift equipment. There may be a refrigerator unit for keeping the cargo at a suitably cool temperature¹⁷. Figure 2 below illustrates the locations of the National Capital Region's major highways.

¹⁵ Secondary roadway mileage includes functional system 5 (major collectors) and functional system 6 (major collectors).

¹⁶ Local street mileage includes functional system 7 (local).

¹⁷ Virginia Intermodal Freight Study, Phase 1

Figure 2: Interstate and Primary Highway Systems in the Region



Source: Metropolitan Washington Council of Governments GIS Data, 2023.

Table 1 below highlights the Interstate and non-Interstate NHS mileage by county within the region. Note that some National Capital Region jurisdictions, such as the City of Fairfax and the City of Falls Church, do not have any Interstate mileage within their boundaries.

Table 1. Interstate and Non-Interstate NHS Mileage by County

County/City Name	Interstate Mileage	Non-Interstate Mileage
Arlington County	11.1	42.1
Charles County	0	57.2
City of Alexandria	4.6	18.2
City of Fairfax	0	9.4
City of Falls Church	0	3.5
City of Manassas	0	5.5
City of Manassas Park	0	0.3
District of Columbia	11.8	122.2
Fairfax County	53.5	175.1
Fauquier County Urban	0	12.2
Frederick County	39.3	60.4
Loudoun County	0	77.6
Montgomery County	41.4	186
Prince George's County	46.6	212.5
Prince William County	25.4	92.2

Source: 2019 Highway Performance Monitoring System Public Release Data from USDOT GIS Server; for planning purposes only.

2.2.1. REGIONALLY SIGNIFICANT HIGHWAY FREIGHT NETWORK

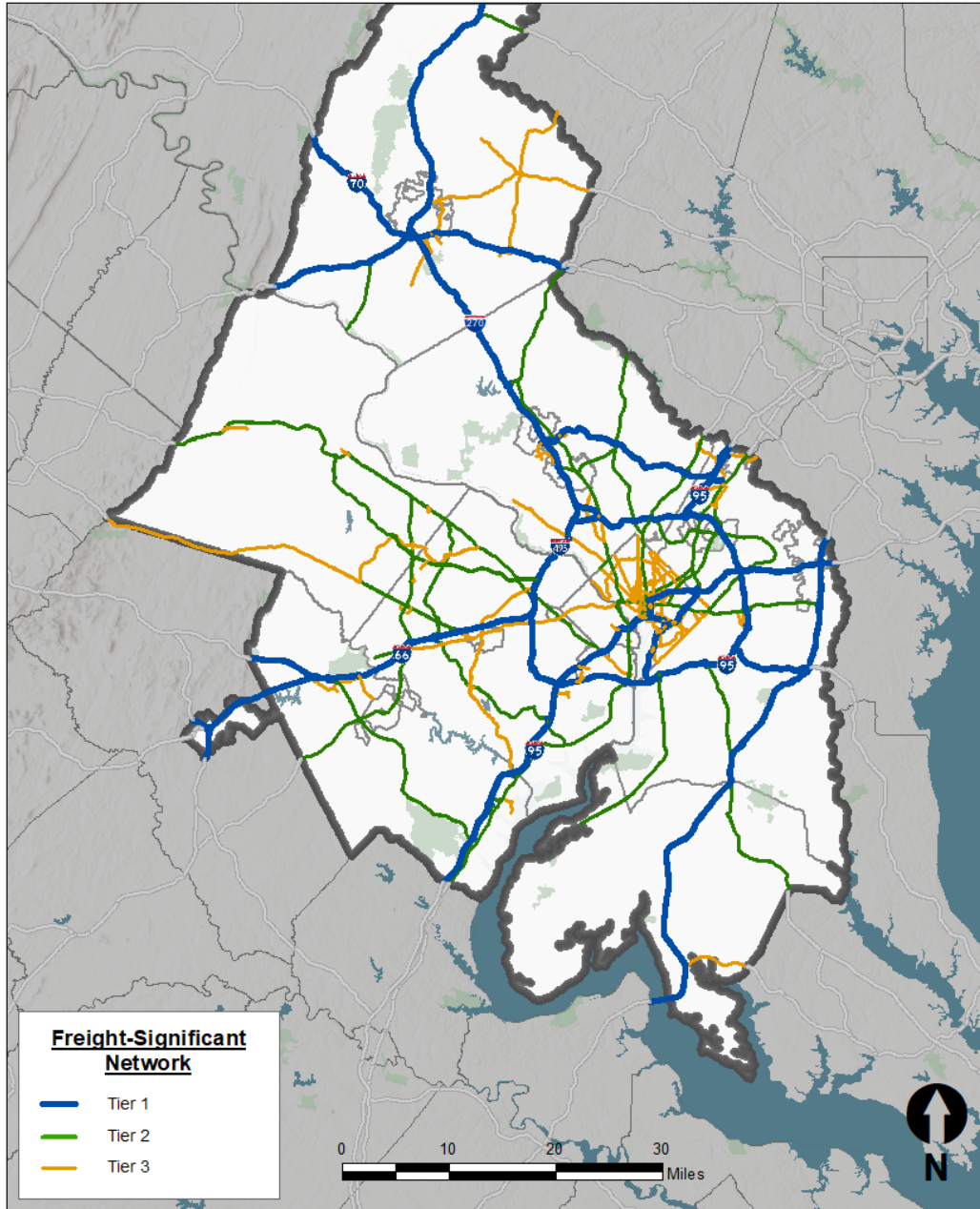
Certain components of the region's highway system are particularly important for goods' movement. Each of the region's member states, Maryland, Virginia, and the District of Columbia have identified a designated truck network linking major freight shipping and receiving areas and accommodating through-state freight movement. Within the region, most of these state-designated truck routes are represented by Interstate highways and major arterials. At the regional level, the importance of roadways other than state designated truck routes is also recognized. These regionally freight-significant roadways function as important connectors between retail establishments, warehouse and distribution centers, and state-designated truck routes.

TPB staff, in consultation with the TPB Freight Subcommittee, identified a network of these freight-important roadways using a combination of data analysis and collective expertise. The Freight Significant Network identified below represents the 2023 update of the network, superseding the network published in the 2016 National Capital Region Freight Plan. The resulting regional freight significant network is organized into three tiers.

- **Tier 1:** Roadways in this tier include state-designated truck routes, Interstates, and other high-volume roadways. These roads are how most freight enters and leaves the region and are typically used by pass-through trucks.
- **Tier 2:** Roadways in this tier allow trucks to permeate the region and provide access to important freight generators and attractors.
- **Tier 3:** Roadways in this tier provide last mile connectivity.

The regional freight significant network includes truck-allowed routes that are important for the movement of goods. The freight significant network is intended for regional data analysis and is not promoted as truck routes in the same way that officially state-designated truck routes are. The primary purpose of developing the regional freight-significant network is to facilitate performance monitoring. For example, congestion can be measured on the freight significant network and compared to that of the overall region. Similar comparisons can be made for pavement condition, bridge condition, or safety. The regional freight-significant network is shown in Figure 3.

Figure 3: Regionally Significant Highway Freight Network



Source: Metropolitan Washington Council of Governments GIS Data, 2023

Detailed information on the components of the regional freight-significant network are provided in Table 2. Detailed maps highlighting portions of the freight significant network can be found in Appendix A.

Table 2: Components of the Regionally Significant Highway Freight Network

Route Name	Tier	From	To	Comments
<i>Frederick County, MD</i>				
I-70	Tier 1	Washington-Frederick County line	Frederick-Carroll County line	Part of Maryland Truck Route System
I-270	Tier 1	Montgomery-Frederick County line	I-70	Part of Maryland Truck Route System
US 15	Tier 1	US 340	Maryland-Pennsylvania line	Provides truck access from Frederick to Harpers Ferry, WV, and points south and west
MD 140	Tier 2	US 15	Frederick-Carroll County line	Provides truck access to various facilities in northern Frederick and Carroll Counties and to Pennsylvania
MD 26	Tier 3	US 15	Frederick-Carroll County line	Provides access to commercial and industrial areas including MD 75 and to Carroll County and beyond
MD 75	Tier 3	W. Baldwin Road	Frederick-Carroll County line	South of I-70: provides truck access to W. Baldwin Road / Intercoastal Drive and on to Costco distribution facility – note vehicle height restrictions south of W. Baldwin Road North of I-70: provides truck access to cement plant in Carroll County
MD 85	Tier 3	I-70	Manor Woods Road	Provides truck access to industrial areas
MD 355	Tier 3	MD 85	New Technology Way	Provides truck access to commercial and industrial areas – note trucks are not encouraged beyond New Technology Way
MD 550	Tier 3	MD 194	MD 26	Provides truck access to Woodsboro Mining and connection to MD 75 via MD 26
Monocacy Boulevard	Tier 3	South Street / Reichs Ford Road	MD 26	Provides truck access to industrial areas in and around Frederick
Reichs Ford Road	Tier 3	I-70	Ray Smith Road	Provides truck access to industrial and commercial areas
W. Baldwin Road & Intercoastal Drive	Tier 3	MD 75	Costco distribution facility	Provides truck access to Costco distribution facility
<i>Montgomery County, MD</i>				

Route Name	Tier	From	To	Comments
I-270	Tier 1	I-495	Montgomery-Frederick County line	Part of Maryland Truck Route System
I-270 SPUR	Tier 1	I-495	I-270	Part of Maryland Truck Route System
I-370	Tier 1	I-270	MD 200	Provides truck connection between I-270 and I-95
I-495	Tier 1	Virginia – Maryland line	Montgomery-Prince George’s County line	Part of Maryland Truck Route System
MD 200	Tier 1	I-370	Montgomery-Prince George’s County line	Provides truck connection between I-270 and I-95
US 29	Tier 2	DC-Maryland line	Montgomery-Howard County line	Connects to DC Truck Route (Georgia Avenue) and provides truck access to a variety of commercial areas in Silver Spring, White Oak, and Columbia
MD 27	Tier 2	MD 355	Montgomery-Howard County line	Provides truck access to northern Montgomery County
MD 28	Tier 2	I-270	MD 97	Provides truck access to commercial areas in central Montgomery County
MD 97	Tier 2	US 29	Montgomery-Howard County line	Connects to DC Truck Route (Georgia Avenue) via US 29 and provides access to commercial areas of Silver Spring, Wheaton and points north
MD 355	Tier 2	I-495	MD 27	Provides truck access to commercial areas of Rockville and Gaithersburg
MD 355	Tier 2	MD 410 / MD 187	DC-Maryland line	Connects to DC Truck Route (Wisconsin Ave., N.W.) and provides truck access to a variety of commercial areas in the District of Columbia and Bethesda
MD 193	Tier 2	I-495	Montgomery-Prince George’s County line	Provides truck access to commercial areas in southern Montgomery and western Prince George’s Counties
Father Hurley Boulevard & Ridge Road	Tier 2	I-270	MD 27 / MD 355	Provides truck access to commercial areas in Germantown and connects I-270 to MD 27 and MD 355
MD 28	Tier 3	I-270	Darnestown Road	Provides truck access to Shady Grove Life Sciences Center, Shady Grove Adventist Hospital, the Universities at Shady Grove and Aggregate Industries mining operation
MD 119	Tier 3	Sam Eig Highway	MD 28	Provides truck access to Shady Grove Life Sciences Center, Shady Grove

Route Name	Tier	From	To	Comments
				Adventist Hospital, the Universities at Shady Grove and Aggregate Industries mining operation
MD 187	Tier 3	MD 355 (in Bethesda)	MD 355 (north of I-495)	Provides truck access to commercial and medical facilities including the National Institutes of Health, Montgomery Mall, and Bethesda
MD 198	Tier 3	US 29	Montgomery-Prince George's County line	Provides truck access from US 29 to industrial areas along Sweitzer Lane – also provides truck access to Laurel and Fort Meade.
Sam Eig Highway	Tier 3	I-270 / I-370	MD 119	Provides truck access to Shady Grove Life Sciences Center, Shady Grove Adventist Hospital, the Universities at Shady Grove and Aggregate Industries mining operation
<i>Prince George's County, MD</i>				
I-95	Tier 1	Virginia – Maryland line	Prince George's-Howard County line	Part of Maryland Truck Route System
I-295	Tier 1	I-495	Maryland-DC line	Part of Maryland Truck Route System
I-495	Tier 1	Montgomery-Prince George's County line	I-95	Part of Maryland Truck Route System
US 50	Tier 1	DC-Maryland line	Prince George's-Anne Arundel County line	Part of Maryland Truck Route System – provides connectivity to DC Truck route System (New York Avenue)
US 301	Tier 1	Charles-Prince George's County line	Prince George's-Anne Arundel County line	Part of Maryland Truck Route System
MD 3	Tier 1	US 50	Prince George's-Anne Arundel County line	Part of Maryland Truck Route System
MD 4	Tier 1	I-95	US 301	Part of Maryland Truck Route System
MD 200	Tier 1	Montgomery-Prince George's County line	US 1	Provides truck connection between I-270 and I-95 / US 1

Route Name	Tier	From	To	Comments
MD 201	Tier 1	US 50	Maryland-DC line	Provides critical truck connection between US 50 and DC 295 (DC Truck Route) and for trucks leaving DC to reach US 50 and I-95 / I-495
US 1	Tier 2	DC-Maryland line	Prince George's-Howard County line	Provides truck access to a variety of commercial and industrial areas along the entire length of the corridor. Connects to DC Truck Route (Rhode Island Avenue)
US 1 ALT	Tier 2	DC-Maryland line	US 1	Connects to DC Truck Route (Bladensburg Road) – provides access to commercial and industrial areas in and around Hyattsville
MD 4	Tier 2	US 301	Prince George's-Anne Arundel County line	Provides truck access from US 301 to points east and south and to commercial areas of Calvert County
MD 5	Tier 2	I-95	Prince George's-Charles County line	Provides truck connection between Southern Maryland and the National Capital Region - connects Southern Maryland to the National Freight Network – and access to U.S. activities in St. Mary's County, MD
MD 193	Tier 2	Montgomery-Prince George's County line	MD 450	Provides truck access to commercial areas in Langley Park, College Park, Greenbelt, and Bowie
MD 201	Tier 2	US 50	MD 212	Provides truck access to commercial and industrial areas of Greenbelt, Bladensburg, Cheverly, and Hyattsville – including the Pepsi bottling plant in Cheverly and the Tuxedo Road industrial area in Hyattsville
MD 210	Tier 2	I-95	Prince George's-Charles County line	Provides truck access to U.S. Navy Activities at Indian Head from I-95 / I-495
MD 214	Tier 2	DC-Maryland line	US 301	Provides truck connection to East Capitol St. (DC Truck Route) – provides truck access to and from the industrial areas off Ritchie Road and Hampton Park Boulevard
MD 450	Tier 2	MD 193	MD 704	Links MD 193 to MD 704
MD 704	Tier 2	DC-Maryland line	MD 450	Connects DC Truck Route system (East Capitol St. via 63rd Street) to commercial areas in central Prince George's County and to US 50

Route Name	Tier	From	To	Comments
MD 198	Tier 3	Montgomery-Prince George's County line	Prince George's-Anne Arundel County line	Provides access from I-95 and US 29 to industrial areas along Sweitzer Lane – also provides truck access to Laurel and Fort Meade
MD 212	Tier 3	US 1	MD 201	Connects the industrial areas in Beltsville (east of the CSX Capital Subdivision) to US 1 – note: the portion of MD 212 (Powder Mill Road) between Ammendale Road and US 1 is “not” part of the Regional Freight-Significant Network
MD 212 – Ammendale Road – Virginia Manor Road	Tier 3	I-95	Konterra Dr – Muirkirk Rd	Provides truck access between I-95 and the commercial and industrial areas along Virginia Manor Road and Konterra Drive, including the FedEx and Frito Lay facilities along Trolley Lane - the portion of MD 212 (Powder Mill Road) between Ammendale Road and US 1 is “not” part of the Regional Freight-Significant Network
Edmonston Road – Old Baltimore Pike	Tier 3	MD 201 / MD 212	Muirkirk Rd	Provides truck access to industrial areas in and around Beltsville and the U.S. Department of Agriculture's research facilities in this area.'
Leeland Road	Tier 3	Target distribution center entrance	US 301	Provides truck access to and from major Target distribution center – note: Leeland Road east of the Target distribution center is not recommended for trucks
Muirkirk Road	Tier 3	Virginia Manor Road / Konterra Drive	Old Baltimore Pike	Provides truck access from MD 200 and I-95 to Beltsville industrial areas (via Konterra Drive and Virginia Manor Road / MD 212 – note: Bridge over CSX on Muirkirk Road is weight restricted – 56,000 lbs for single unit trucks and 54,000 lbs for combinations
Ritz Way	Tier 3	Virginia Manor Road	US 1	Provides access to US 1 in Beltsville from MD 200 via Konterra Drive and Virginia Manor Road and from I-95 via MD 212 and Virginia Manor Road
Sweitzer Lane – Konterra Drive	Tier 3	MD 198	Virginia Manor Road / Muirkirk Road	Provides truck access to industrial areas including a major UPS facility and a WSSC Filtration Plant

Charles County, MD

Route Name	Tier	From	To	Comments
US 301	Tier 1	Virginia-Maryland line	Charles-Prince George's County line	Part of Maryland Truck Route System
MD 5	Tier 2	US 301	Charles-St. Mary's County line	Provides truck connection between Southern Maryland and the National Capital Region – connects Southern Maryland to the National Freight Network
MD 210	Tier 2	Prince George's-Charles County line	Naval Support Facility Indian Head	Provides truck access to Indian Head from I-95 / I-495
MD 234	Tier 3	US 301	Charles-St. Mary's County line	Provides a connection (in combination with MD 236, MD 5, and MD 235) between industrial and commercial areas of St. Mary's County and US 301
<i>District of Columbia</i>				
I-295	Tier 1	Maryland-DC line	I-695 / DC 295	Provides truck access to the District of Columbia from I-95 / I-495 and points south
I-395	Tier 1	Virginia – DC line	New York Avenue	Provides truck access to the District of Columbia from I-95 / I-495 and points south
I-695	Tier 1	I-395	I-295 / DC 295	Major east-west Interstate connection through the District of Columbia
DC 295	Tier 1	I-295 / I-695	DC-Maryland line	Provides truck access to the District of Colombia from Maryland and points east
New York Avenue (US 50)	Tier 1	Maryland-DC line	I-395	Provides truck access to the District of Colombia from Maryland and points east
Benning Road	Tier 2	Bladensburg Road	East Capitol Street	Provides truck connections between commercial areas in the District and Maryland
Bladensburg Road	Tier 2	Benning Road	DC-Maryland line	Provides truck connections between commercial areas in the District and Maryland
East Capitol Street	Tier 2	Benning Road	DC-Maryland line	Provides truck connections between commercial areas in the District and Maryland
Georgia Avenue	Tier 2	7 th Street NW	DC-Maryland line	Provides truck connections between commercial areas in the District and Maryland
Independence Avenue	Tier 2	14 th Street NW	7 th Street NW	Provides truck connections between 7 th Street NW and access points to I-395 via 12 th and 14 th Streets NW

Route Name	Tier	From	To	Comments
Rhode Island Avenue	Tier 2	7 th Street NW	DC-Maryland line	Provides truck connections between commercial areas in the District and Maryland
Western Avenue	Tier 2	Wisconsin Avenue	Massachusetts Avenue	Provides truck connection between Wisconsin and Massachusetts Avenues
Whitehurst Freeway	Tier 2	M Street NW	K Street NW	Links Key Bridge and Virginia to the central business district
Wisconsin Avenue	Tier 2	Maryland-DC line	K Street NW	Provides truck connections between commercial areas in the District and Maryland
H Street (NW and NE)	Tier 2	Massachusetts Avenue	Benning Road	Provides truck connections from the central business district to DC 295 and points east
K Street NW	Tier 2	Georgetown	12 th Street NW	Provides truck connections between the central business district, Georgetown, the Whitehurst Freeway, Virginia and points south
M Street NW	Tier 2	Wisconsin Avenue	US-29	Provides truck connection between Wisconsin Avenue, Virginia, and points south
7 th Street NW	Tier 2	Independence Avenue	Georgia Avenue	Provides truck connections from the central business district to Maryland
9 th Street NW	Tier 2	I-395	Massachusetts Avenue	Provides truck access from I-395 to the central business district – Southbound only
12 th Street NW	Tier 2	I-395	Massachusetts Avenue	Provides truck access from I-395 to the central business district – Northbound only
63 rd Street NE	Tier 3	East Capitol Street SE	Eastern Avenue NE	Provides truck connections between commercial areas in the District and Maryland
Connecticut Avenue	Tier 3	K Street NW	DC-Maryland line	Provides truck access to commercial areas along Connecticut Avenue
Florida Avenue	Tier 3	Benning Road	Massachusetts Avenue	Provides truck access to commercial areas in the District
Massachusetts Avenue	Tier 3	H Street NW	DC-Maryland line	Provides truck access to commercial areas along Massachusetts Avenue
14 th Street NW	Tier 3	I-395	Upshur Street NW	Provides truck access to commercial areas along 14 th Street NW
<i>Loudoun County, VA</i>				
US 50	Tier 2	VA 606	Loudoun-Fairfax County line	Provides truck access to Dulles Airport and to Arcola and Chantilly industrial areas
VA 7	Tier 2	Loudoun-Clarke County line	Loudoun-Fairfax County line	Provides truck access to Purcellville, Leesburg, and the commercial areas along VA 7 in eastern Loudoun County

Route Name	Tier	From	To	Comments
				- STAA National Network (western Loudoun County), STAA Virginia Qualifying Highway (eastern Loudoun County)
VA 28	Tier 2	VA 7	Loudoun-Fairfax County line	Provides truck access to commercial and industrial areas in Loudoun, Fairfax, and Prince William Counties and the Cities of Manassas and Manassas Park, as well as Dulles International Airport - STAA Virginia Qualifying Highway
VA 267	Tier 2	VA 7	Loudoun-Fairfax County line	Provides truck connections to Leesburg, Dulles Airport, Reston/Herndon, and I-495 - STAA Virginia Access Route
VA 606	Tier 3	VA 28	US 50	Links warehouse area north of Dulles Airport to VA-28, VA-267, and US-50
Cascades Parkway - Bartholomew Fair Drive	Tier 3	VA 7	Price Cascades Plaza	Provides truck access to Costco and Potomac Run Plaza retail areas - STAA Virginia Access Route
E. Market Street	Tier 3	VA 7	Catoctin Circle	Provides truck access to commercial areas of Leesburg - STAA Virginia Access Route
W. Main Street	Tier 3	VA 7	N. 23 rd St	Provides truck access to downtown Purcellville - STAA Virginia Access Route
<i>Fairfax County, VA</i>				
I-66	Tier 1	Prince William-Fairfax County line	I-495	STAA National Network
I-95	Tier 1	Prince William-Fairfax County line	Fairfax County-City of Alexandria line	STAA National Network
I-395	Tier 1	I-95 / I-495	Fairfax County-City of Alexandria line	STAA National Network
I-495	Tier 1	I-95 / I-395	Virginia-Maryland line	STAA National Network
US 1	Tier 2	Prince William-Fairfax County line	Fairfax County-City of Alexandria line	Provides truck access to Fort Belvoir, Marine Corps Base Quantico, and an assortment of businesses in Stafford, Prince William, and Fairfax Counties as well as the City of Alexandria

Route Name	Tier	From	To	Comments
US 29	Tier 2	Luck Stone quarry just east of the Manassas National Battlefield Park	I-66	Provides truck access to Luck Stone quarry (US 29 is not a truck route across Manassas National Battlefield Park)
US 50	Tier 2	Loudoun-Fairfax County line	I-66	Provides access to Dulles Airport and to Arcola and Chantilly industrial areas - STAA Virginia Access Route between Lee Road and I-66
VA 7	Tier 2	Loudoun-Fairfax County line	Fairfax County-City of Falls Church line	Provides truck access to commercial areas along VA 7 in Fairfax County
VA 7	Tier 2	City of Falls Church-Fairfax County line	Fairfax County-City of Alexandria line	Provides truck access to commercial areas along VA 7 in Fairfax County
VA 28	Tier 2	Loudoun-Fairfax County line	Fairfax-Prince William County line	Provides truck access to commercial and industrial areas
VA 267	Tier 2	Loudoun-Fairfax County line	I-495	Provides truck connections to Dulles Airport, Reston/Herndon, and I-495 - STAA Virginia Access Route
VA 286	Tier 2	VA 7	US 1	Provides truck connections between VA 7, I-66, and I-95 and access to Fort Belvoir, and pipeline terminals off of Terminal Road
Braddock Road – Port Royal Road	Tier 3	I-495	Terminus of Port Royal Road	Provides truck access to industrial areas along Port Royal Road - STAA Virginia Access Route
Centreville Road	Tier 3	VA 267	Coppermine Road	Provides truck access to commercial areas along Centreville Road - STAA Virginia Access Route
Franconia Road – Fleet Road	Tier 3	I-95	Fleet Industrial Park	Provides truck access to commercial and industrial areas including Springfield Town Center and Fleet Industrial Park - STAA Virginia Access Route
Lee Road	Tier 3	US 50	Flint Lee Road	Provides truck access to industrial areas along Lee Road and to the Chantilly Crossing Shopping Center (Costco) - STAA Virginia Access Route
Lorton Road	Tier 3	I-95	US 1	Provides a truck connection between I-95 and US 1 in Lorton - STAA Virginia Access Route

Route Name	Tier	From	To	Comments
McLearen Road – Towerview Road – Park Center Road	Tier 3	VA 28	Terminus of Park Center Road	Provides truck access to industrial areas along Park Center and Towerview Roads - STAA Virginia Access Route
Terminal Road	Tier 3	VA-286	Terminus	Provides truck access to Plantation and Colonial Pipeline Terminal facilities and other industrial areas - STAA Virginia Access Route
Walney Road – Willard Road	Tier 3	US-50	Brookfield Corporate Drive	Provides truck access to the Dulles Expo Center and other commercial areas - STAA Virginia Access Route
<i>City of Falls Church, VA</i>				
VA 7	Tier 2	Fairfax County-City of Falls Church line	City of Falls Church- Fairfax County line	Provides truck access to commercial areas along VA 7 in Falls Church and connects to VA 7 on either side of Falls Church
<i>Prince William County, VA</i>				
I-66	Tier 1	Fauquier- Prince William County line	Prince William- Fairfax County line	STAA National Network
I-95	Tier 1	Stafford- Prince William County line	Prince William- Fairfax County line	STAA National Network
US 29	Tier 1	Fauquier- Prince William County line	I-66	STAA National Network between the Fauquier-Prince William County Line and I-66 at Gainesville
US 1	Tier 2	Stafford- Prince William County line	Prince William- Fairfax County line	Provides truck access to Fort Belvoir, Marine Corps Base Quantico, and an assortment of businesses in Stafford, Prince William, and Fairfax Counties
VA 28	Tier 2	Fairfax- Prince William County line	Prince William County-City of Manassas Park line	Provides truck access to commercial and industrial areas in Loudoun, Fairfax, and Prince William Counties and the Cities of Manassas and Manassas Park
VA 28	Tier 2	City of Manassas- Prince William County line	Prince William- Fauquier County line	Provides truck access to commercial and industrial areas in Loudoun, Fairfax, and Prince William Counties and the Cities of Manassas and Manassas Park
VA 234	Tier 2	I-66	City of Manassas- Prince	Provides truck connection through Prince William County between US 1, I- 95, City of Manassas, I-66, and the Balls Ford Road industrial area

Route Name	Tier	From	To	Comments
			William County line	
VA 234	Tier 2	City of Manassas-Prince William County line	US 1	Provides truck connection through Prince William County between US 1, I-95, City of Manassas, I-66, and the Balls Ford Road industrial area
Balls Ford Road	Tier 3	Wellington Road	Terminus of Balls Ford Road	Provides truck access to industrial areas and pipeline terminals along the length of Balls Ford Road – provides truck connection to Wellington Rd industrial and commercial areas - STAA Virginia Access Route
Dale Boulevard – Neabsco Mills Road	Tier 3	I-95	US 1	Provides truck connection between I-95 and US 1 - STAA Virginia Access Route
Featherstone Road – Farm Creek Drive	Tier 3	US 1	Terminus of Farm Creek Drive	Provides truck access to industrial areas along Farm Creek Drive - STAA Virginia Access Route
Opitz Boulevard	Tier 3	I-95	US 1	Provides truck connection between I-95 and US 1 - STAA Virginia Access Route
Sudley Road	Tier 3	I-66	Godwin Drive	Provides truck access to industrial and commercial areas, including Costco, Westgate Plaza Shopping Center, and Manassas Mall - STAA Virginia Access Route
Wellington Road	Tier 3	Limestone Drive	Livingston Road	Provides truck access to industrial areas - STAA Virginia Access Route
<i>City of Manassas Park, VA</i>				
VA 28	Tier 2	Prince William County-City of Manassas Park line	City of Manassas Park– City of Manassas line	Provides truck access to commercial and industrial areas in Loudoun, Fairfax, and Prince William Counties and the Cities of Manassas and Manassas Park
<i>Fauquier County, VA (Urbanized Area)</i>				
US 29	Tier 1	Through urbanized area	STAA National Network	US 29
US 17	Tier 1	Through urbanized area	STAA National Network – trucks prohibited on US-17 between I-66 and US-50	US 17

Route Name	Tier	From	To	Comments
<i>Arlington County, VA</i>				
I-395	Tier 1	City of Alexandria-Arlington County line	Virginia-DC line	STAA National Network
US 1	Tier 2	City of Alexandria-Arlington County line	Virginia-DC line	Provides truck access to an assortment of businesses in Arlington County and the City of Alexandria, including the Pentagon
VA 110	Tier 2	I-395	Rosslyn	Provides a truck connection between I-395 and US 29 / Key Bridge
Lynn Street – Fort Meyer Drive	Tier 2	VA 110	Virginia-DC line – Key Bridge	Provides truck connection between the Key Bridge and VA 110
VA 27	Tier 3	I-395	2nd Street S.	Provides truck access Fort Myer - STAA Virginia Access Route
VA 233	Tier 3	US 1	Washington Reagan National Airport	Provides truck access to Washington Reagan National Airport
<i>City of Alexandria, VA</i>				
I-95	Tier 1	Fairfax County-City of Alexandria line	Virginia-Maryland line	STAA National Network
I-395	Tier 1	Fairfax County-City of Alexandria line	City of Alexandria-Arlington County line	STAA National Network
US 1	Tier 2	Fairfax County-City of Alexandria line	City of Alexandria-Arlington County line	Provides truck access to Arlington and Fairfax Counties as well as the City of Alexandria
VA 7	Tier 2	Arlington County-City of Alexandria line	I-395	Provides truck access to the commercial areas along VA 7 in Fairfax County
Duke Street	Tier 3	I-395	S. Pickett Street	Provides truck access to the Landmark Mall and other commercial areas - STAA Virginia Access Route
Van Dorn Street – Metro Road	Tier 3	I-95 / I-495	Edsall Road	Provides truck access to industrial areas and CSX intermodal facility - STAA Virginia Access Route and FHWA Intermodal Connector

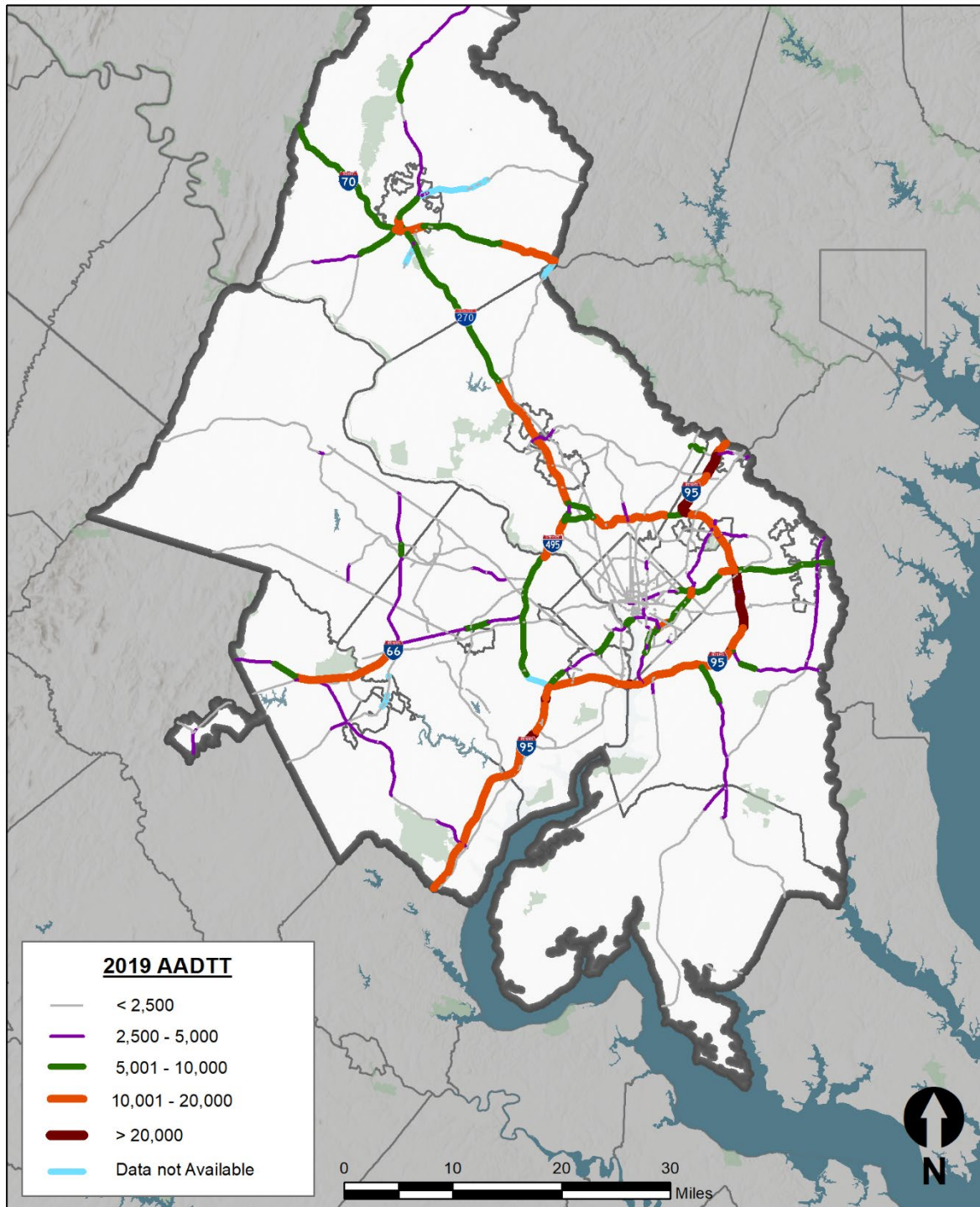
Source: Metropolitan Washington Council of Governments, 2023

2.2.2. TRUCK TRAFFIC

Performing an analysis on the Federal Highway Administration's (FHWA) Highway Performance Monitoring (HPMS) data provides the average annual daily truck traffic (AADTT) and truck percentage data by roadway segment. Figure 4 shows the AADTT in the region, with a dark red representing roadways with the most significant truck volume (AADTT exceeding 20,000), including I-95 and portions of I-495 in Prince George's County. All sections of I-95 in the region exceed 10,000 AADTT, as does the majority of I-495; segments of I-270 in Montgomery County, I-66 in Prince William County, I-70 near Frederick, and U.S. Route 50 in Prince George's County average between 10,000 and 20,000 AADTT, as indicated in Figure 4.

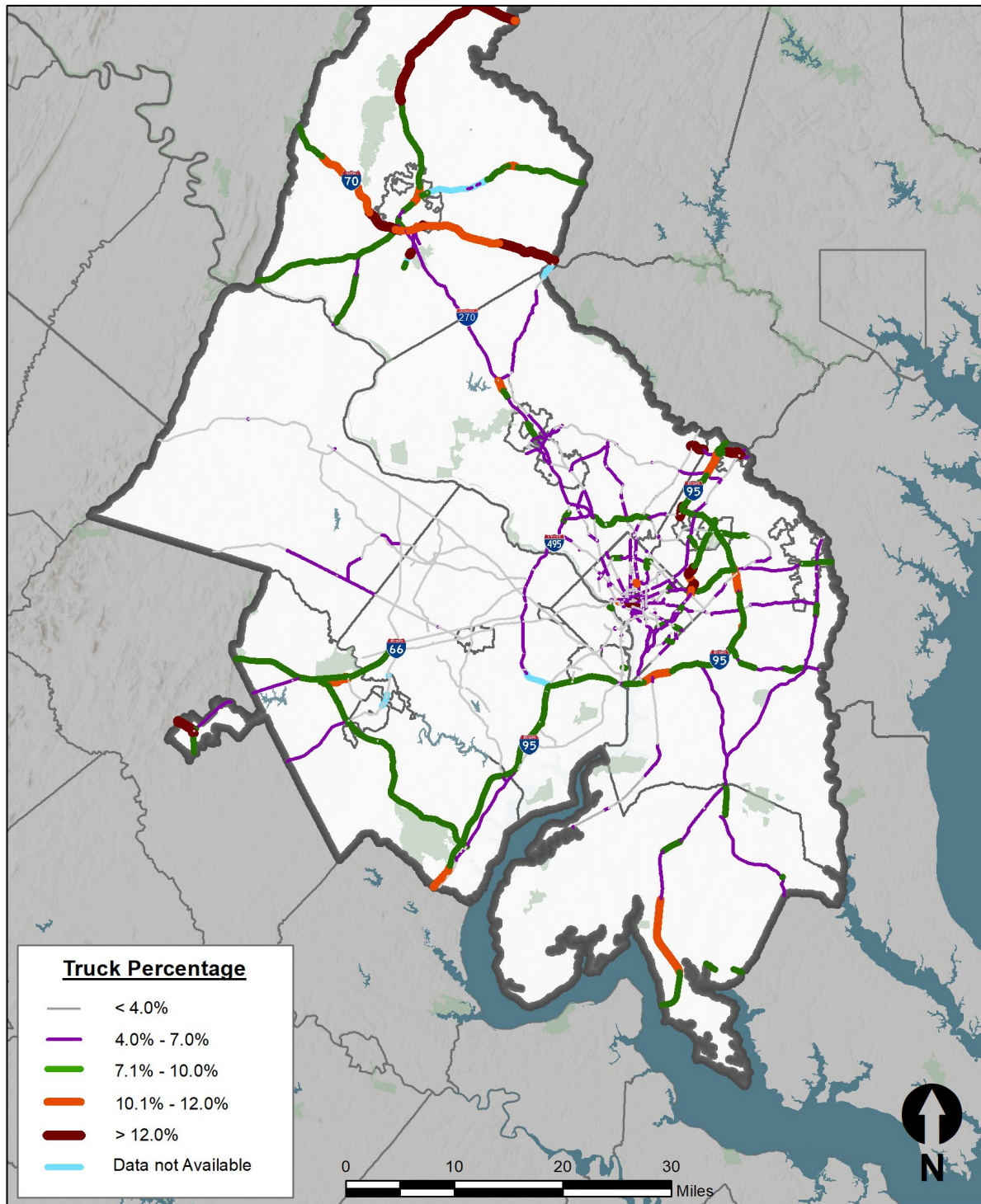
Figure 5 shows the truck percentage data by roadway segment in the region. Several highways located further from the region's core feature the highest percentages of trucks by volume, exceeding 12 percent of total roadway volumes. This includes sections of I-70 in Frederick County and portions of U.S. 301 in Charles County. East and north of the District of Columbia, sections of I-95 and I-495 feature truck percentages greater than 12 percent. The majority of I-495 in Prince George's County averages truck volumes between 10 and 12 percent, along with sections of I-95 in Prince William County.

Figure 4: Average Annual Daily Truck Traffic



Source: 2019 Highway Performance Monitoring System Public Release Data from USDOT GIS Server – for planning purposes only

Figure 5: Average Annual Daily Truck Percentage



Source: 2019 Highway Performance Monitoring System Public Release Data from USDOT GIS Server – for planning purposes only

2.2.3. TRUCK PARKING

Accessible, safe, and public parking for commercial truckers is essential to enable the movement of goods and freight in the National Capital Region. As noted in both the 2015 Virginia Truck Parking Study¹⁷ and the 2020 Maryland Statewide Truck Parking Study¹⁸, there is a lack of truck parking in the vicinity of the National Capital Region.

The Federal Highway Administration (FHWA) notes that the projected growth of truck traffic is expected to outpace the supply of public and private parking facilities. A lack of dedicated commercial truck parking can result in truck drivers resorting to parking at unsafe locations, such as highway shoulders or exit ramps, imperiling other roadway users and truck drivers' safety.

Designated public parking for commercial trucks provides the following benefits:

- Allows long-haul drivers areas to safely sleep and refuel.
- Enables staging near warehouses and distribution centers.
- Provides refuge during emergencies.
- Provides locations for federally mandated 30-minute breaks and off-duty truckers.

In the National Capital Region, the highest availability of truck parking correlates with existing truck traffic, concentrated along the I-95 and I-70 corridors. Within the TPB region, along the I-95 corridor, there are limited truck parking spots, including at the College Park weigh station (I-95 Exit 27), the Hyattstown weigh stations on I-270 (northbound and southbound), I-70 New Market weigh station (eastbound only east of MD-75), the truck-only rest area on I-70 eastbound approaching Mount Airy, and on I-70 eastbound and westbound near the crest of South Mountain west of Myersville and the rest area southbound on US-15 at Emmitsburg immediately south of the Maryland/Pennsylvania border. The closest truck parking spots to the north of the TPB region are in Howard County, Maryland, and south are in Dale City, Prince William County and Caroline County, Virginia. Additionally, there are notably fewer truck parking locations along I-66, I-495, US-50 in Prince George's County and MD-295 in Anne Arundel County, where many warehouses and distribution centers are located.

In a survey conducted for the Virginia Truck Parking Study, over 70 percent of truckers surveyed reported that overnight truck parking is a personal safety concern. Additionally, over 85 percent of truck drivers surveyed believed that there are areas at public and private parking facilities that are not accessible to them.¹⁸ In the Maryland Statewide Truck Parking Study, on top of safety concerns, stakeholders involved indicated that there were other related issues including insufficient parking capacity, land-use conflicts, lack of amenities at truck parking facilities, and environmental costs of parking facilities¹⁹.

Figure 6 illustrates public truck parking locations in the National Capital Region, excluding private truck parking locations. This includes public truck parking locations along the following highways:

- **I-95:** Dale City (121 combined RV/bus/truck spaces), College Park (17 spaces)

¹⁸ Virginia Truck Parking Study, 2015.

¹⁹ Maryland Statewide Truck Parking Study, 2020.

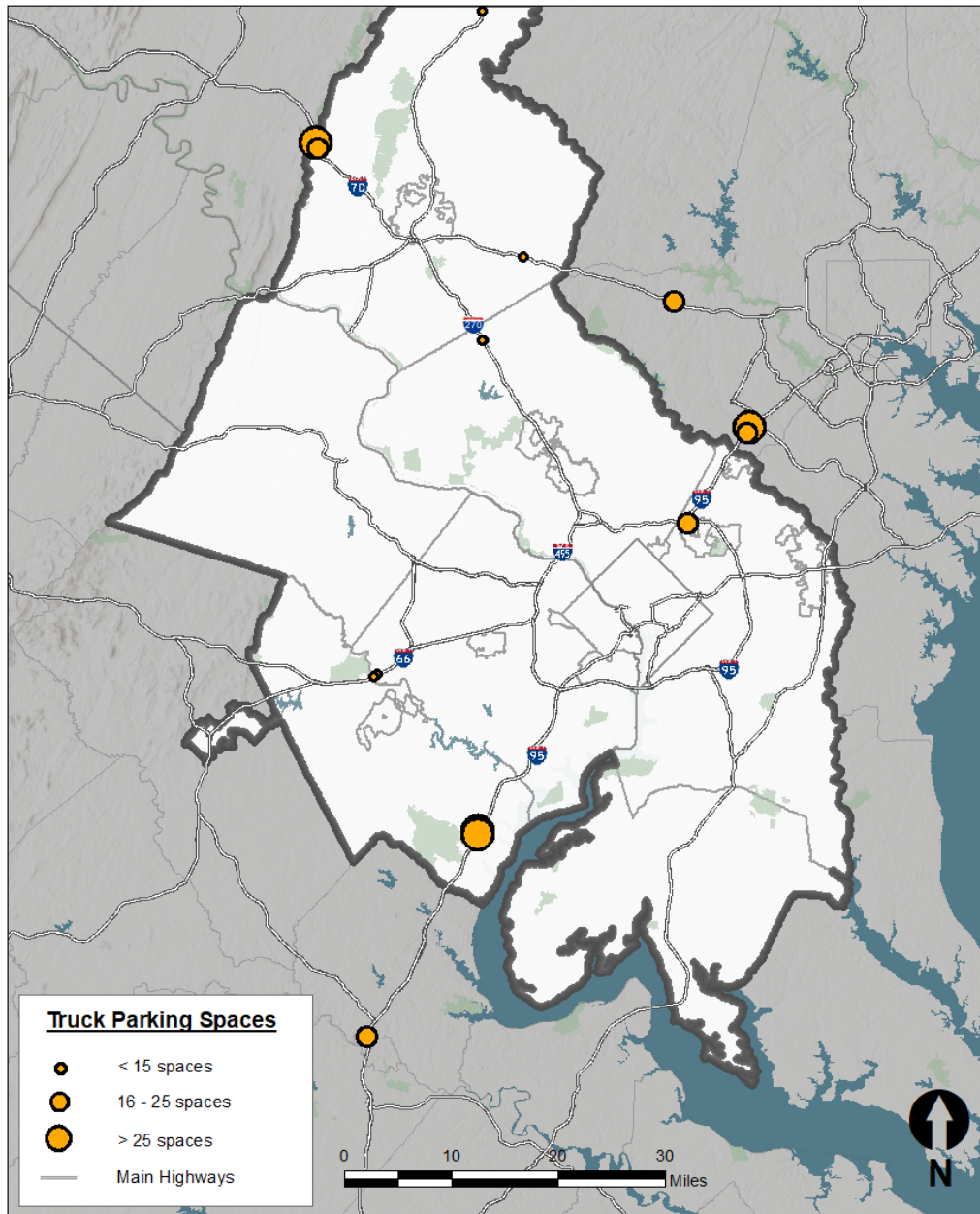
- **I-66:** Manassas (9 spaces)
- **I-70:** New Market (15 spaces), South Mountain Rest Area-Myersville (49 spaces)
- **I-270:** Hyattstown (24 spaces)

Several public truck parking locations are just outside of the TPB region:

- In Maryland, on I-70 near West Friendship (18 spaces), and on I-95 near North Laurel (67 spaces)
- In Virginia, on I-95 near Fredericksburg (21 combined RV/bus/truck spaces)

The Freight Plan Update assesses data that is required as part of the Jason's Law Truck Parking Survey. Jason's Law is a requirement of MAP-21 and was established to provide a "national priority on addressing the shortage of long-term parking for commercial motor vehicles on the National Highway System (NHS) to improve the safety of motorized and non-motorized users and for commercial motor vehicle operators." For additional information on the shortage of truck parking within the National Capital Region and proposed solutions to the challenges associated with truck parking, see the 2015 Virginia Truck Parking Study¹⁹ and the 2020 Maryland Statewide Truck Parking Study²⁰.

Figure 6: Public Truck Parking Areas



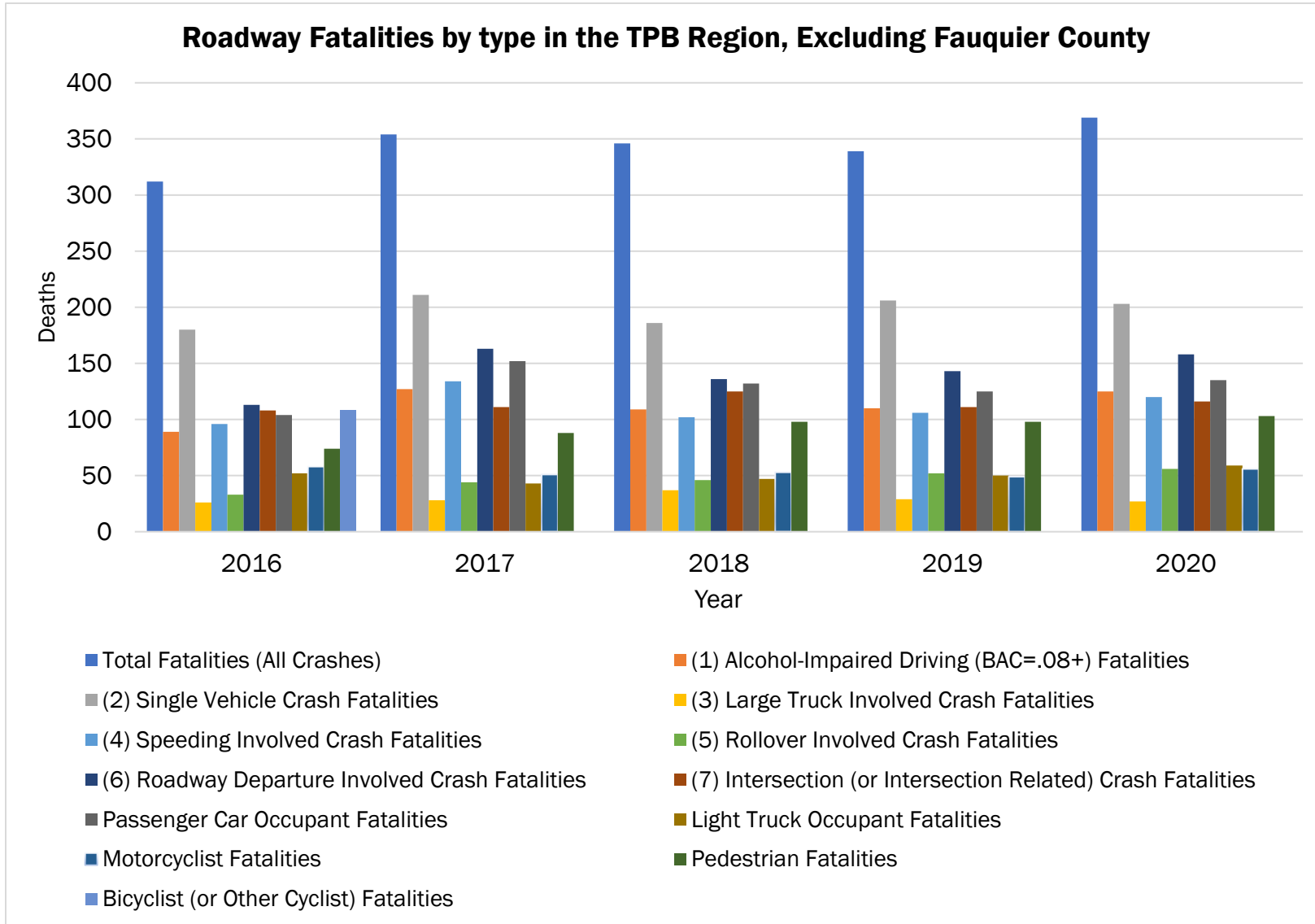
Source: Facilities and spaces shape file from FHWA Office of Operations (2019); number of truck parking spaces gathered from MDOT (2020) and VDOT (2015).

2.2.4. TRUCK SAFETY

The involvement of large trucks is less of a contributing factor in fatal crashes in the National Capital Region than roadway departure, pedestrian involvement, speeding, motorcycle involvement, rollovers, and distracted drivers, as seen in Figure 7. However, crashes involving trucks are generally more severe than other types of crashes due to the significant size and weight of trucks. As shown in Figure 8, the proportion of total roadway fatalities represented by truck-involved crashes in the region during the period 2015 to 2020 ranged from 5.9 percent to 10 percent. The percent of fatalities in truck-involved crashes was significantly lower in 2020 potentially due to the decrease in overall travel as a result of the Coronavirus pandemic (COVID-19).

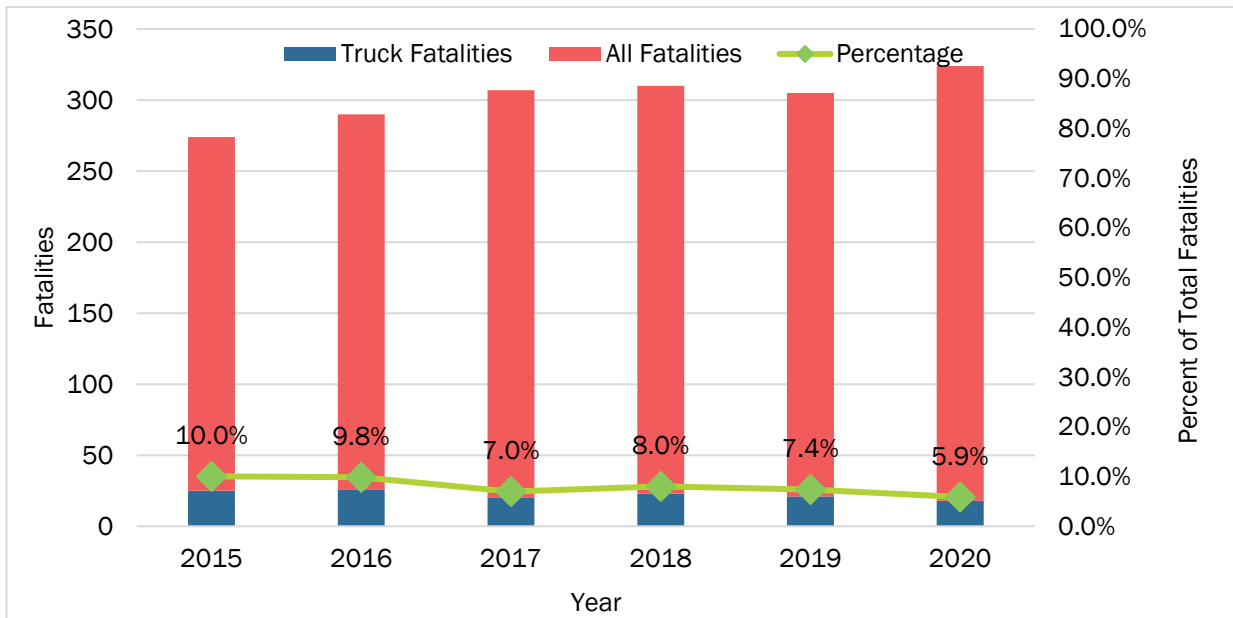
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Figure 7. Roadway Fatalities in the Region by Emphasis Area



Source: COG analysis of National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) using the Fatality and Injury Reporting System Tool (FIRST), 2016-2020. Numbers may not be additive. Fatal crashes may be attributed to multiple factors, and crashes may have resulted in more than one fatality.

Figure 8: National Capital Region Truck-Related Fatalities

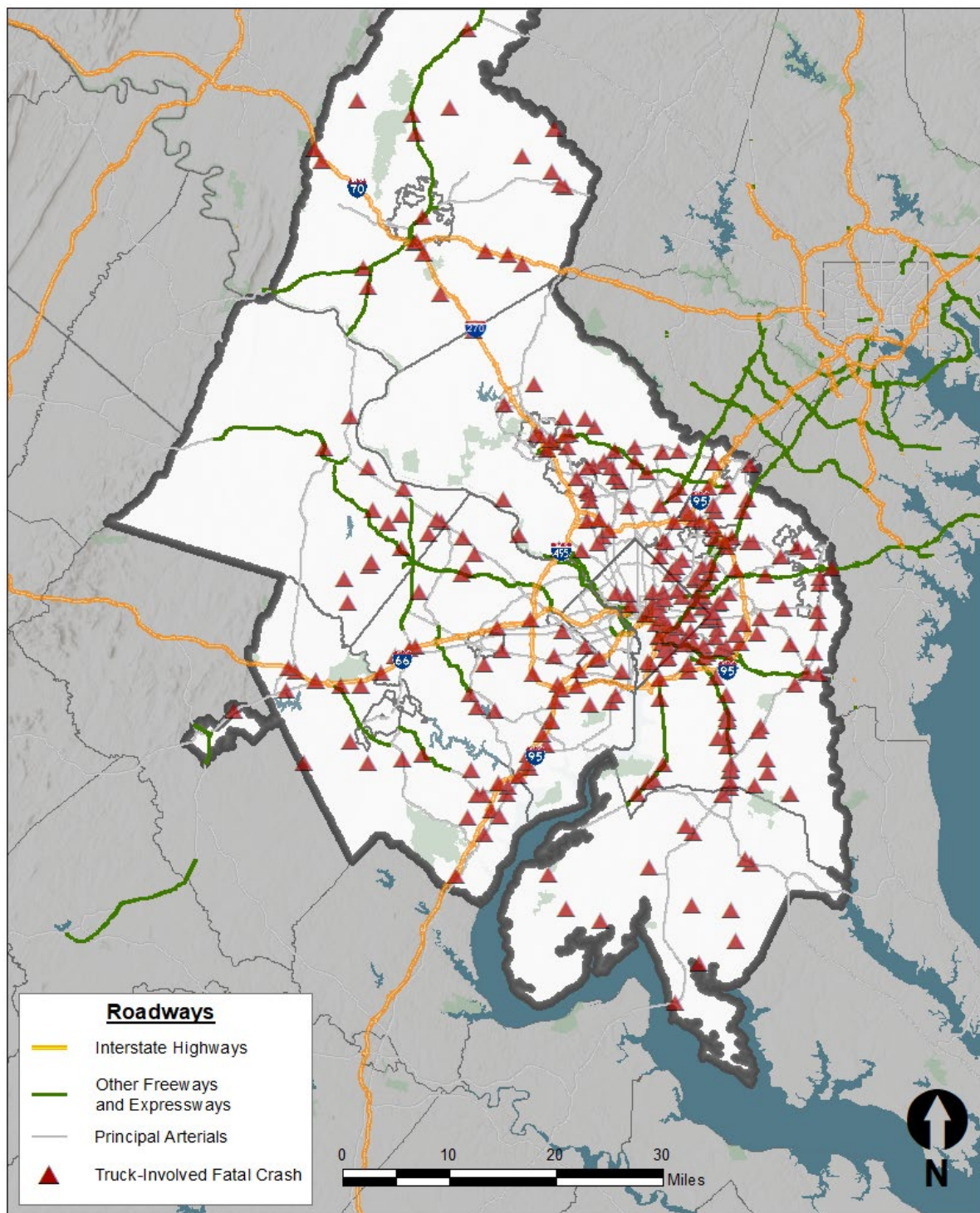


Source: COG analysis of National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS) using the Fatality and Injury Reporting System Tool (FIRST), 2015-2020.

As seen below in Figure 9, between 2015 and 2020, fatal truck-involved crashes in the region were clustered along the I-95 corridor, I-495, and along the U.S. 301/MD-5 corridor.

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Figure 9: Fatal Truck Crashes in the Region, 2015-2020



Source: COG analysis of National Highway Traffic Safety Administration's Fatality Analysis Reporting System (FARS), 2015-2020.

2.3. Rail Freight

The region’s rail system consists of more than 300 miles of mainline track, most of which are operated by two railroads – CSX (approximately 209.5 miles), and the Norfolk Southern Corporation (approximately 50 miles). Additionally, the region is served by Maryland Midland Railway, a short line operating in Frederick County, Maryland. Three passenger systems – Amtrak, Virginia Railway Express, and the Maryland Area Regional Commuter (MARC) – also operate over the region’s freight rail system.

Table 3 provides information about each of the railroads operating in the region by class and miles of mainline track owned. Figure 10 shows the rail system by ownership. Total rail mileage in the region is approximately 307 miles, but the rail lines operating through the City of Alexandria and Arlington, Fairfax, and Prince William Counties, are shared by CSX Transportation and the Commonwealth of Virginia.

Table 3: National Capital Region Railroads

Railroad	Class I Freight	Class III Freight	Passenger	Miles Operated in the Region
CSX Transportation	✓			209.5
Norfolk Southern Corporation	✓			50
Maryland Midland Railway ²⁰		✓		27
Amtrak			✓	19
Commonwealth of Virginia			✓	33

Source: Metropolitan Washington Council of Governments, 2023.

The many types of services offered by freight railroads fall into three main categories: bulk, intermodal, and carload or “mixed service”.²¹

- **Bulk services** utilize liquid or dry-bulk carrying railcars, often assembled in long “unit trains” consisting of a single commodity and railcar type. Unit trains offer economies of scale because they involve long trains made up of a single railcar type, moving between major origins and destinations. Coal and grain are often moved in unit trains.
- **Intermodal services** involve transporting containers (single-stacked or double-stacked), truck trailers (on flat cars), entire trucks (known as “piggyback” service), and sometimes “autoracks”

²⁰ Maryland Midland Railroad is a subsidiary of Genesee & Wyoming Inc.

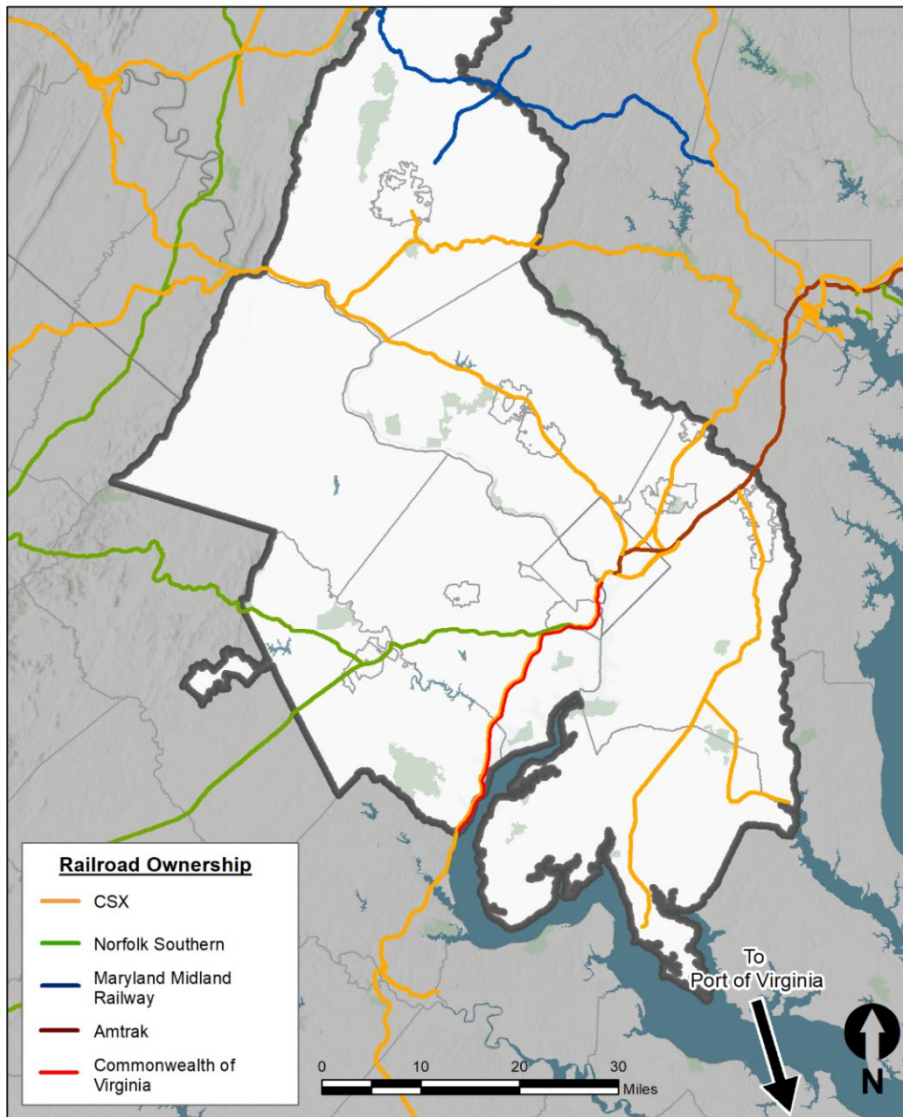
²¹ This section is adapted from the Virginia Multimodal Freight Study – Phase 1.

(specialized two-level or three-level railcars carrying automobiles). Intermodal trains aim to provide a level of service comparable to trucking, with scheduled high-speed service. Figure 11 shows where the major rail-intermodal terminals within and near the region are located.

- **Carload services:** Carload trains carry a mix of different types of railcars and commodities, coming from different origins and moving to different destinations. Smaller shippers and receivers who might use a few railcars per day or per week, or larger shippers and receivers who handle multiple types of commodities, are typical carload customers.

Much of the National Capital Region’s freight rail network is owned by CSX, which operates railways in multiple jurisdictions in the region. Norfolk Southern operates railways in Alexandria, Fairfax County, and Prince William County; the Maryland Midland Railway operates two rail lines in Frederick County. Amtrak owns rail lines from Union Station in the District of Columbia through Prince George’s County and north.

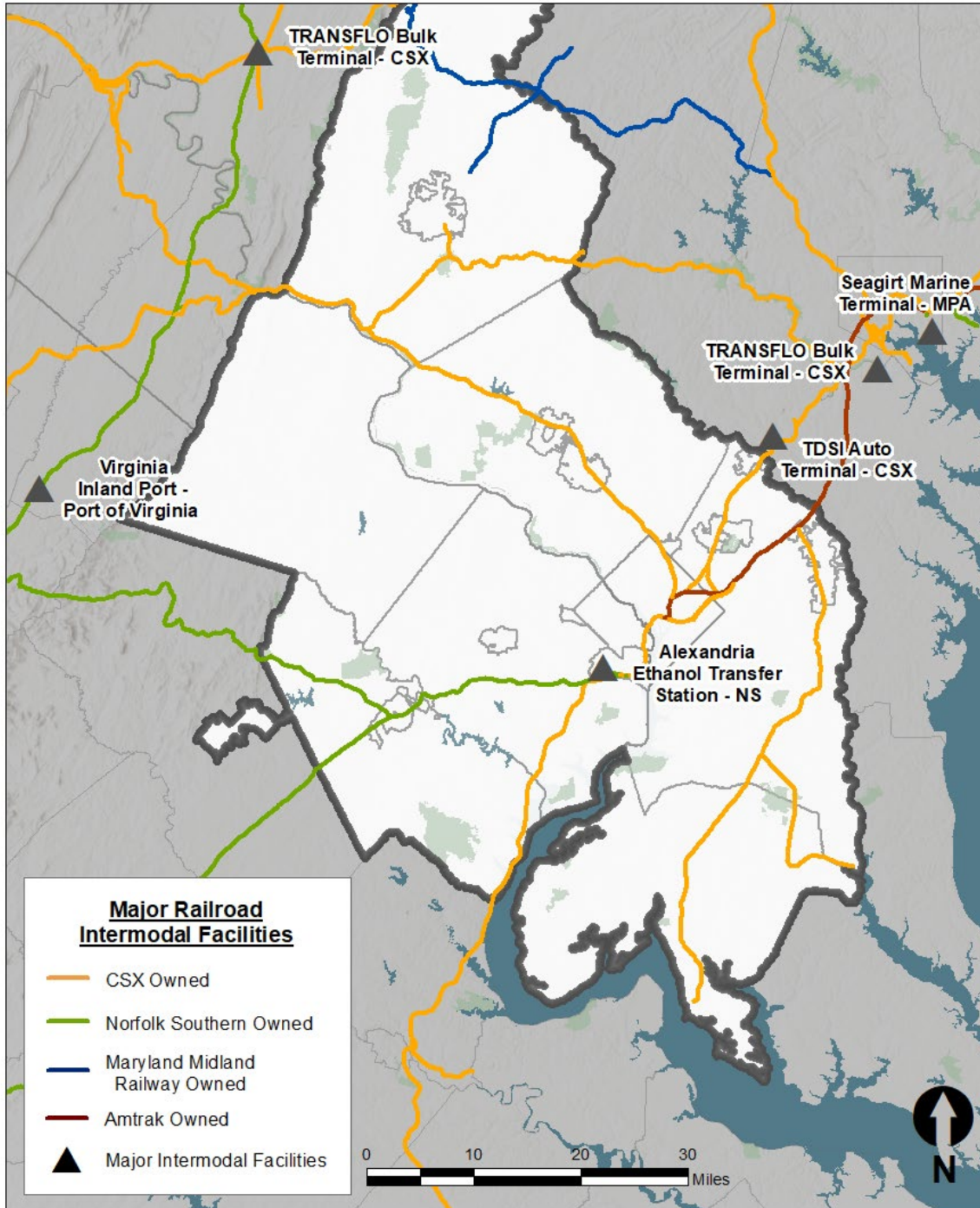
Figure 10: Regional Freight Rail Network



Source: Metropolitan Washington Council of Governments, 2023

The Alexandria Ethanol Transfer Station is the only major intermodal facility on a railroad within the National Capital Region (Figure 11). Several intermodal facilities are located just outside the region, including the Virginia Inland Port in Front Royal, three CSX terminals in Maryland, and the Seagirt Marine Terminal in Baltimore.

Figure 11: Major Intermodal Facilities Served by Rail



Source: FHWA National Highway System (NHS) Intermodal Connectors (2022)

2.3.1. RAIL SAFETY

As shown in Table 4, rail crash locations can be identified at the City and County level, based on data gathered from the Federal Railroad Administration (FRA).

Table 4: Rail Crash Locations

County/City Name	2017	2018	2019	2020	2021	2022
Arlington County	0	0	0	0	0	0
Charles County	0	0	0	1	0	0
City of Alexandria	0	0	0	0	0	0
City of Fairfax	0	0	0	0	0	0
City of Manassas	2	1	1	0	0	0
City of Manassas Park	0	0	0	0	0	0
District of Columbia	0	1	0	0	0	1
Fairfax County	2	0	1	1	0	3
Frederick County	0	1	0	2	0	1
Loudoun County	0	0	0	0	0	0
Montgomery County	2	1	3	2	0	0
Prince George's County	2	2	0	3	2	2
Prince William County	0	2	1	4	1	0

Source: Highway-Rail Grade Crossing Incident Data from FRA

2.4. Air Cargo

Air cargo refers to the shipment of commercial freight in either dedicated cargo aircraft or passenger aircraft. Because size and weight in an aircraft is at a premium, air cargo typically consists of high value and/or time sensitive goods. While large and heavy materials are sometimes shipped as air cargo, especially if they are time sensitive, more typical examples include pharmaceuticals, computer chips and electronic components, medical supplies, automotive parts, documents, and perishable commodities such as flowers, fresh fruits, and fish.

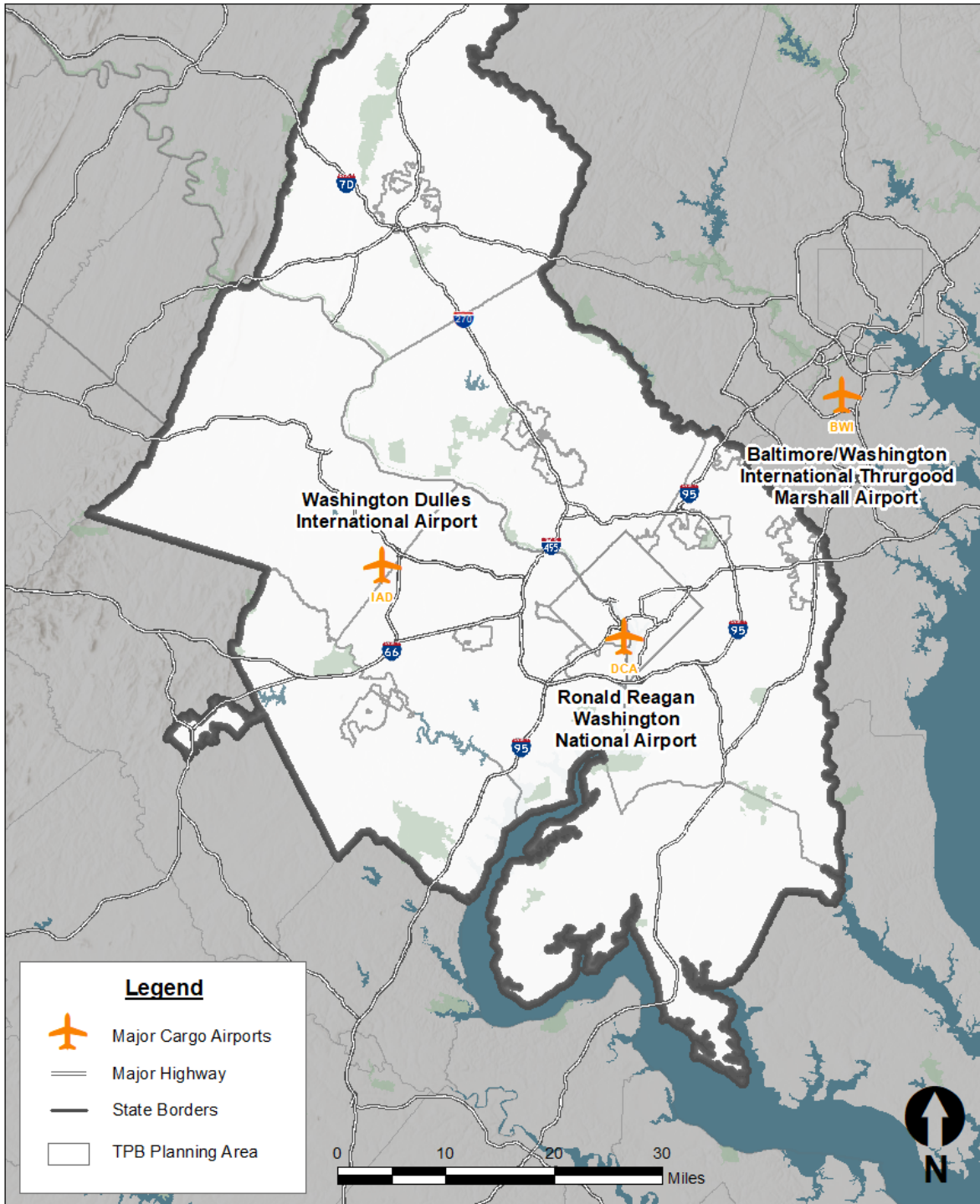
Air cargo is handled on pallets or in small, specialized containers called unit load devices that are shaped to fit different aircraft types. These can be loaded on dedicated all-cargo planes (like those operated by UPS and FedEx), or as belly cargo on passenger planes.

2.4.1. AIR CARGO NETWORK

Figure 12 shows the major cargo airports serving the region, as well as Ronald Reagan Washington National Airport (DCA). It is important to note that although Ronald Reagan Washington National Airport does handle small amounts of air cargo, the vast majority in the region are handled at Washington Dulles International Airport (Dulles), and Baltimore/Washington Thurgood Marshall International Airport (BWI). Because of DCA's smaller size compared to Dulles and BWI, and its limited capacity for expansion, its share of the air cargo market has substantially declined since 1990.²² Today, the airport is primarily focused on passenger air travel, and therefore is excluded from much of the air cargo analysis in this Plan.

²² 2008 Washington-Baltimore Regional Air Cargo Study

Figure 12: Major Cargo Airports Serving the Region



Source: Metropolitan Washington Council of Governments, 2023

2.4.2. AIR CARGO OPERATIONS

Of the National Capital Region’s three commercial airports, as of the most recent data, BWI currently processes the greatest amount of air cargo, which represents a shift in recent years. Between 2005 (the earliest year for which the TPB has air freight activity data) and 2014, Dulles handled a greater volume of air cargo tonnage compared to BWI. Although total air cargo declined at both airports over this time period, Dulles was able to offset some of its declines with international freight tonnage. Beginning in 2017, however, BWI began serving Amazon Air as a regional hub, which has amplified the volume of air cargo tonnage handled by the airport. In 2019, BWI expanded its Midfield Cargo complex to support additional air cargo from the retailer, creating new storage, rehabilitating taxiways, and constructing a new runway connector. In 2021, BWI processed more than 276,000 metric-tons of freight, an increase attributed to an uptick in online shopping due to the COVID-19 pandemic. Amazon is responsible for a significant portion of freight processed at BWI, accounting for 52 percent of total air cargo processed in 2021. In 2022, total freight processed at BWI decreased by 8.5 percent (to approximately 253,000 metric-tons), yet within this period Amazon’s air cargo processed at BWI increased by 10 percent, representing 62 percent of total air cargo.

Table 5 shows the Airports Council International (ACI) 2020 rankings of the top 50 North American airports for total air cargo. BWI is ranked 26th and Dulles is ranked 33rd. In the previous National Capital Region Freight Plan, published in 2016, Dulles was ranked 23rd and BWI was 36th. DCA did not rank within the top 50.

Table 5: Top 50 North American Airports for Air Cargo (Metric Tons)

Rank	City (Airport Code)	Total Cargo
1	Memphis TN (MEM)	4,613,431
2	Anchorage AK (ANC)	3,157,682
3	Louisville KY (SDF)	2,917,243
4	Los Angeles CA (LAX)	2,229,476
5	Miami FL (MIA)	2,137,699
6	Chicago IL (ORD)	2,002,671
7	Cincinnati OH (CVG)	1,300,758
8	New York NY (JFK)	1,104,480
9	Indianapolis IN (IND)	1,013,054
10	Ontario CA (ONT)	843,852
11	Dallas/Fort Worth TX (DFW)	790,696
12	Newark NJ (EWR)	672,471
13	Atlanta GA (ATL)	599,180
14	Oakland CA (OAK)	583,911
15	Philadelphia PA (PHL)	565,289
16	Honolulu HI (HNL)	457,695
17	Seattle WA (SEA)	454,584
18	Houston TX (IAH)	453,043
19	San Francisco CA (SFO)	439,358
20	Toronto ON (YYZ)	391,492
21	Phoenix AZ (PHX)	381,319
22	Rockford IL (RFD)	378,790
23	Portland OR (PDX)	312,713
24	Denver CO (DEN)	299,816
25	Boston MA (BOS)	272,302
26	Baltimore MD (BWI)	269,976

27	Fort Worth TX (AFW)	242,218
28	Vancouver BC (YVR)	241,895
29	Tampa FL (TPA)	230,757
30	Salt Lake City UT (SLC)	214,891
31	Minneapolis MN (MSP)	203,882
32	Orlando FL (MCO)	202,416
33	Washington DC (IAD)	197,917
34	Hartford CT (BDL)	175,301
35	Charlotte NC (CLT)	174,913
36	Calgary AB (YYC)	172,756
37	Detroit MI (DTW)	171,171
38	Sacramento CA (SMF)	147,883
39	San Diego CA (SAN)	136,697
40	San Antonio TX (SAT)	120,077
41	Columbus OH (LCK)	119,976
42	Las Vegas NV (LAS)	109,051
43	Montreal QC (YUL)	107,389
44	Raleigh-Durham NC (RDU)	101,473
45	Austin TX (AUS)	99,830
46	Manchester NH (MHT)	95,914
47	Greensboro NC (GSO)	95,780
48	Allentown PA (ABE)	95,361
49	Montreal QC (YMX)	94,694
50	Kansas City MO (MCI)	89,930

Source: Airports Council International 2020

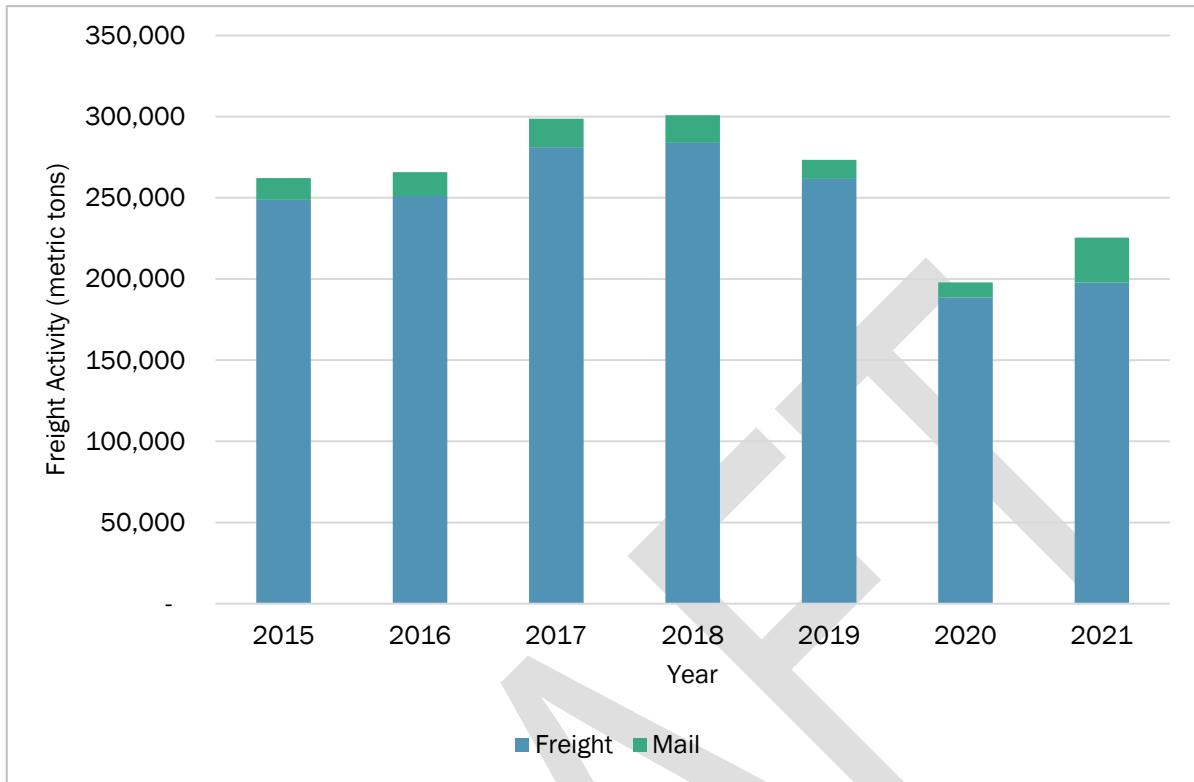
Table 6 shows historical air cargo tonnage handled at Dulles and BWI airports. Figure 13 and Figure 14 display these tonnages for Dulles and BWI respectively. While the tonnage for freight activity transportation at Dulles International Airport fluctuated over time, there was a clear increasing trend in the tons of freight transported at BWI.

Table 6: Freight Activity at Cargo Airports Serving the Region

Year	IAD-Freight (metric tons)	IAD-Mail (metric tons)	IAD-Total (metric tons)	BWI-Freight (metric tons)	BWI-Mail (metric tons)	BWI-Total (metric tons)
2014	257,317	11,396	268,713	100,507	4,665	105,172
2015	248,724	13,434	262,158	111,104	5,579	116,684
2016	251,130	14,688	266,067	113,699	4,376	118,076
2017	281,160	17,523	298,683	162,588	5,287	167,875
2018	283,822	17,114	300,936	194,281	5,267	199,548
2019	261,707	11,678	273,385	222,803	4,151	226,954
2020	188,626	9,290	197,916	266,460	3,519	269,979
2021	197,843	27,607	225,450	276,512	4,178	280,690

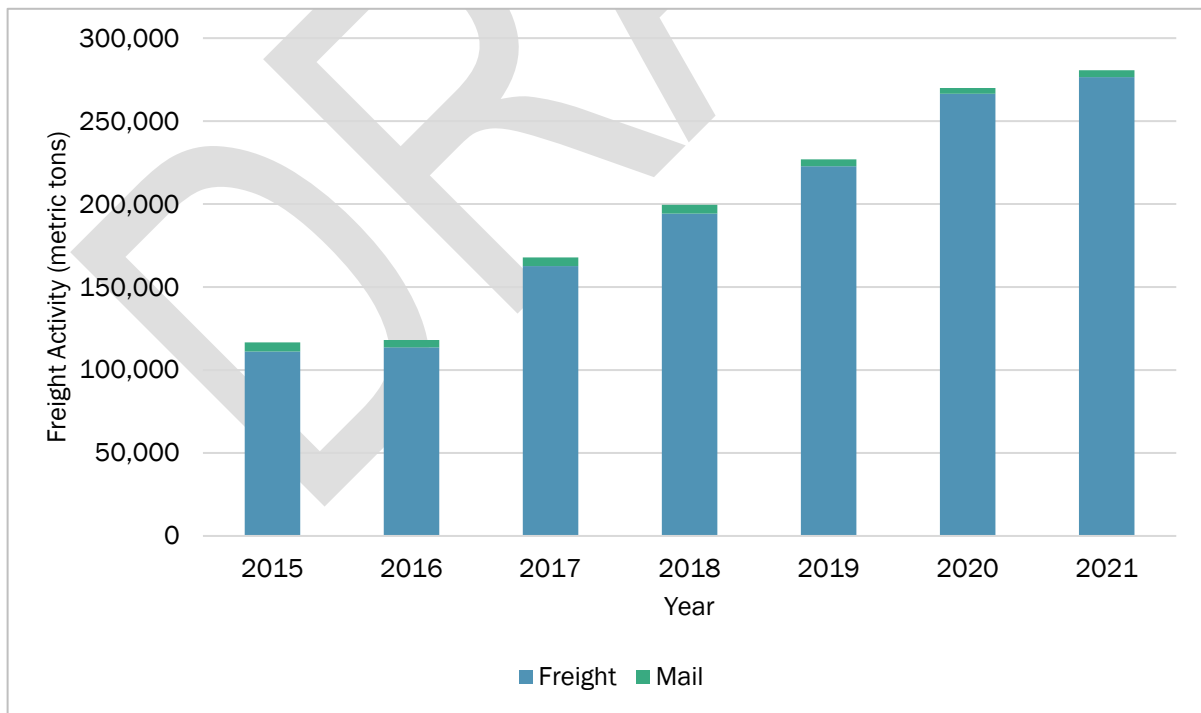
Source: BWI and IAD Airport websites, 2014-2021.

Figure 13: Freight Activity at Dulles International Airport



Source: Dulles Airport Website, 2015-2021

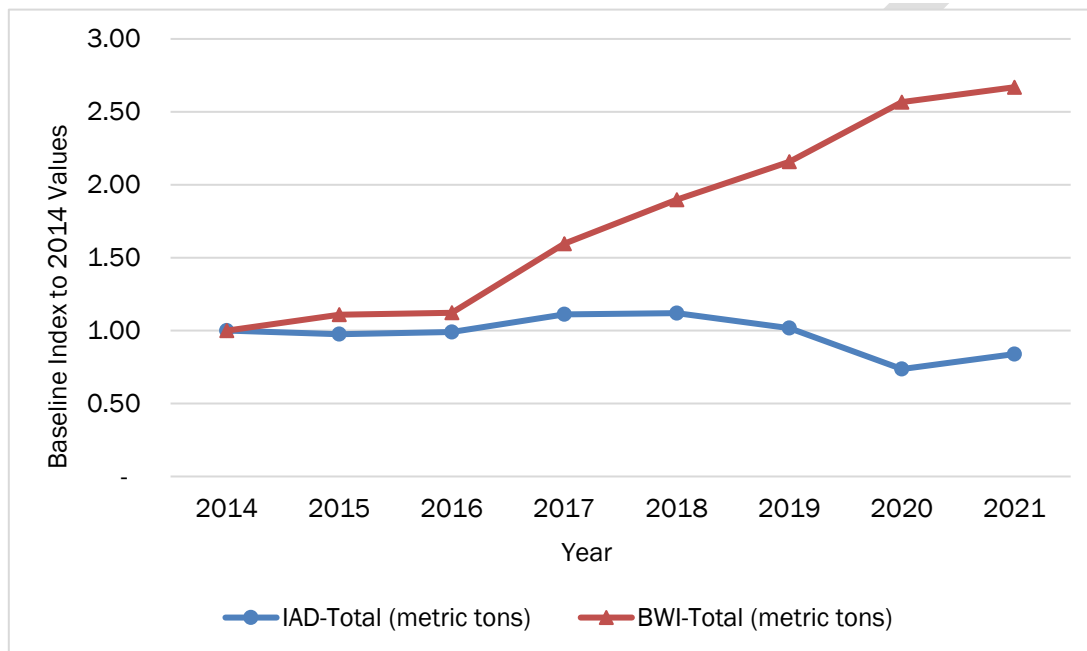
Figure 14: Freight Activity at BWI Airport



Source: BWI Airport Website, 2015-2021

Figure 15 shows air cargo trends for Dulles and BWI from 2014-2021, indexed to the baseline air cargo volumes handled by both airports in 2014. As illustrated, air cargo processed at BWI, which is a regional hub for Amazon, increased significantly from 2014-2021. In 2022, Amazon accounted for 62 percent of total air cargo processed at BWI. Concurrently, air cargo processed at Dulles has remained relatively constant since 2014. Factors that contribute to the differences in air cargo volumes include e-commerce (high demand during the COVID-19 pandemic) and a decrease in international flights into both airports in 2020 and 2021.

Figure 15: Historic Air Cargo Trends for Dulles and BWI



Source: IAD and BWI Airport Websites, 2014-2021

2.5. Intermodal Connectors

Intermodal connectors are short, public roadway segments that link airports, marine ports, and rail terminal facilities to the National Highway System (NHS). For freight purposes, intermodal connectors are roadways that tend to carry lower volumes of traffic at slower speeds than typical NHS routes. As large and heavy trucks use these critical roadway segments to carry the full range of commodities essential to the nation’s economy, ensuring that these connectors are designed properly and kept in good condition helps avoid slowing freight movement or damaging goods in transit. Intermodal connectors are critical to connect trucks with major intermodal facilities, including airports, rail terminals, and pipeline terminals.

The FHWA identifies one freight related intermodal facility within the National Capital Region:

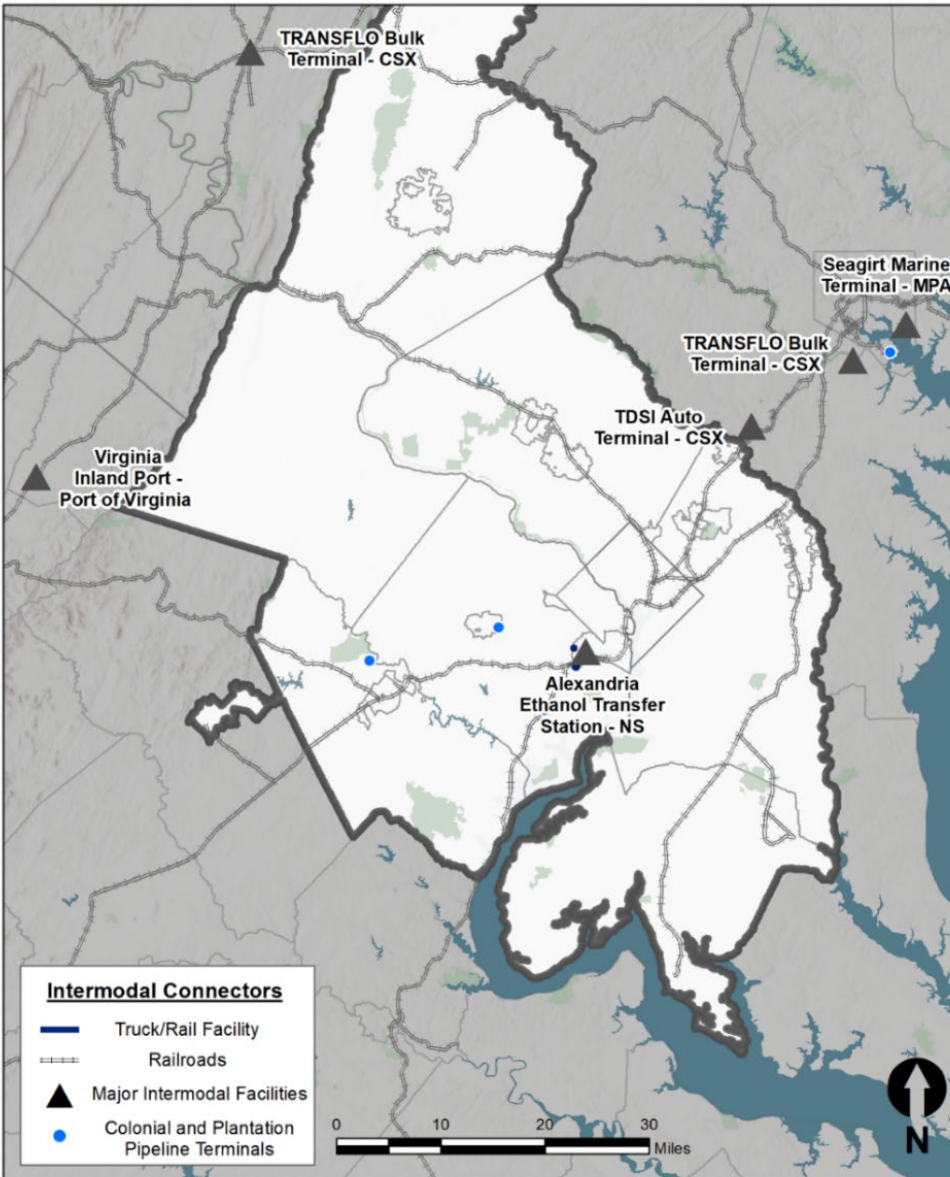
- Alexandria Intermodal (Ethanol Transfer Station) – Norfolk Southern - Van Dorn Street (I-95 to Metro Road) and Metro Road (Van Dorn Street to facility entrance).

Two intermodal connectors to major freight intermodal facilities are located just outside the National Capital Region:

- Virginia Inland Port – Port of Virginia / Norfolk Southern – U.S. Route 340 (I-66 to facility entrance)
- Jessup TDSI Auto Terminal – CSX – MD 175 (I-95 to Dorsey Run Road), Dorsey Run Road (MD 175 to MD 32)

Additionally, FHWA designates Amtrak stations, Virginia Railway Express stations, Metrorail stations, and commercial airports (BWI, DCA, IAD) as intermodal connectors in the National Capital Region (Figure 16).

Figure 16: Intermodal Connectors



Source: National Highway System Intermodal Connectors

In the National Capital Region, the Potomac River is designated as the “M-495” Marine Highway by the U.S. Maritime Administration (MARAD). MARAD’s Marine Highway system encompasses 29 “Marine Highway Routes” that serve as extensions of the nation’s surface transportation system,

with the goal of expanding the use of America’s navigable waters.²³ Although limited amounts of freight are currently transported on M-495, the Northern Virginia Regional Commission has evaluated the feasibility of operating commercial ferry service on M-495 between Woodbridge, Virginia, and multiple locations further north on the Potomac and Anacostia Rivers.²¹

3.FREIGHT DEMAND

3.1. Freight Analysis Framework

The freight demand analysis presented in this report relies on the Federal Highway Administration’s Freight Analysis Framework (FAF). The current FAF dataset analyzed in this report is from the 2020 calendar year. The FAF data provides estimates of the quantity of freight by weight (in tons) and by value (in 2020 dollars) moving between different geographic areas, by the various transportation modes seen in Table 7. Note that the geography of FAF data (zones) does not quite match the geography of the TPB membership area, so some interpretations and assumptions have been made in the following analyses. The FAF also provides a breakdown of the commodity type.

Table 7: FAF Modes

Mode	Description
Truck	Includes private and for-hire trucks. Does not include truck that is part of Multiple Modes and Mail or truck moves in conjunction with domestic air cargo.
Rail	Includes any common carrier or private railroad. Does not include rail that is part of Multiple Modes and Mail.
Water	Includes shallow draft, deep draft, Great Lakes, and intra-port shipments. Does not include water that is part of Multiple Modes and Mail.
Air (includes truck-air)	Includes shipments move by air or a combination of truck and air in commercial or private aircraft. Includes air freight and air express. In the case of imports and exports by air, domestic moves by ground to and from the port of entry or exit are categorized with Truck.
Multiple Modes and Mail	Includes shipments by multiple modes and by parcel delivery services, U.S. Postal Service, or couriers (capped at 150 pounds). This category is not limited to containerized or trailer-on-flatcar shipments.
Pipeline	Includes crude petroleum, natural gas, and product pipelines. Note: It also includes pipeline flows from offshore wells to land, which are counted as Water moves by the U.S. Army Corps of Engineers. Does not include pipeline that is part of Multiple Modes and Mail.
Other and Unknown	Includes movements not elsewhere classified such as flyaway aircraft, and shipments for which the mode cannot be determined.

²³ United States Marine Highway Program: <https://www.maritime.dot.gov/grants/marine-highways/marine-highway>

No Domestic Mode	Includes shipments that have an international mode, but no domestic mode and is limited to import shipments of crude petroleum transferred directly from inbound ships to a U.S. refinery at the zone of entry. This classification enables a proper accounting of flows that do not utilize any domestic transportation network.
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Source: Federal Highway Administration Freight Analysis Framework, 2020

3.2. National Capital Region Commodity Flows

Through the analysis of the commodities that are most critical and most prevalently moving into, out of, and within the region, links between economic activity and freight movement become apparent. In the following analysis of commodities, movement of commodities through the region is not included unless specifically noted. For more information on the commodity classes and their definitions, please refer to the Appendix.

3.2.1. WEIGHT AND VALUE SERVED BY THE REGIONAL FREIGHT NETWORK

There are two primary measures of freight activity within a region: weight and value. Weight is an indicator of the demand that freight has on transportation infrastructure. In this report, weight is measured in tons and value in 2020 dollars.

Inbound, outbound, and intraregional (but not through) commodities total nearly 219 million tons and with an equivalent value of more than \$261 billion moved over the region’s multimodal transportation system in 2020. These figures include both domestic trade (within the region or between the region and other areas of the United States) as well as international trade (between the region and other countries).

Considering weight and looking at Table 8, three major commodity groups are responsible for more than 50 percent of the region’s tonnage – petroleum products, gravel and crushed stone, and non-metallic mineral products. Other important commodity groups by weight include waste and scrap, mixed freight, wood products, other prepared foodstuffs, coal, and natural sands. Comparing this to the 2016 Plan results for weight, petroleum products has taken over as the top commodity by weight instead of gravel and crushed stone.

Table 8: Top Commodity Types by Weight, 2020

Rank	Commodity Class	Total (thousands of tons)	Cumulative Share	Share of Total
1	Other petroleum products	52,427	24%	24%
2	Gravel and crushed stone	36,903	41%	17%
3	Non-metallic mineral products	29,172	54%	13%
4	Waste and scrap	13,965	60%	6%
5	Mixed freight	10,125	65%	5%
6	Wood products	8,255	69%	4%
7	Other prepared foodstuffs	8,010	72%	4%
8	Coal	7,636	76%	3%
9	Natural sands	6,242	79%	3%
10	Gasoline, aviation fuel, ethanol	5,620	81%	3%
11	Animal feed, eggs, honey & other animal products	3,846	83%	2%

12	Other non-metallic minerals	2,953	84%	1%
13	Other agricultural products	2,552	85%	1%
14	Fuel oils	2,308	87%	1%
15	Milled grain & bakery products	2,262	88%	1%
16	Base metal	1,918	88%	1%
17	Plastics & rubber	1,853	89%	1%
18	Basic chemicals	1,835	90%	1%
19	Furniture, mattresses, lamps, signs	1,698	91%	1%
	All other commodities	19,971	100%	9%
Total		219,550		

Source: Federal Highway Administration Freight Analysis Framework

Considering value and looking at Table 9, there are four commodity groups that account for over 40 percent of the total value of commodities moved within the region- mixed freight (mixed freight includes items for grocery and convenience stores, supplies and food for restaurants and fast food chains, hardware or plumbing supplies and office supplies), electronic and electrical equipment, pharmaceutical products, and motorized and other vehicles. Comparing the top four commodity types by value in this and the 2016 Plan, electronic and electrical equipment moved from first place to second place, mixed freight moved from the third spot to the top commodity type.

Table 9: Top Commodity Types by Value, 2020

Rank	Commodity Class	Total (millions of \$)	Cumulative Share	Share of Total
1	Mixed freight	43,596	17%	17%
2	Electronic & electrical equipment	36,846	31%	14%
3	Pharmaceutical products	23,286	40%	9%
4	Motorized and other vehicles	16,207	46%	6%
5	Miscellaneous manufactured products	14,877	52%	6%
6	Machinery	11,231	56%	4%
7	Other petroleum products	11,094	60%	4%
8	Precision instruments and apparatus	9,041	64%	3%
9	Other prepared foodstuffs	8,867	67%	3%
10	Textiles, leather, & their articles	8,792	70%	3%
11	Plastics & rubber	8,262	73%	3%
12	Meat, poultry, fish, seafood	6,692	76%	3%
13	Furniture, mattresses, lamps, signs	6,403	78%	2%
14	Other chemical products	5,473	81%	2%
15	Articles of base metal	5,453	83%	2%
16	Non-metallic mineral products	5,025	85%	2%
17	Wood products	4,668	86%	2%
18	Alcoholic beverages	4,274	88%	2%
19	Base metal	3,394	89%	1%
	All other commodities	28,102	100%	11%
Total		261,582		

Source: Federal Highway Administration Freight Analysis Framework

3.2.2. WEIGHT AND VALUE SERVED BY FREIGHT MODE

Freight movement uses either a single mode or a combination of more than one mode of transportation. The FAF categories for each type of freight movement include the following:

- Truck;
- Rail;
- Water;
- Air (includes truck-air);²⁴
- Pipeline; and
- Other/unknown

More information on the FAF mode categories can be found in Table 7, including a description of what the parameters are for transportation within that mode.

In the National Capital Region, trucking accounts for 73 percent of total freight transported by weight, followed by 22 percent transported by pipeline, three percent transported by rail, and two percent transported by multiple modes (Table 10). This represents a shift from the 2016 National Capital Region Freight Plan. From 2016, the proportion of freight transported by truck in the NCR decreased by 13 percent (from 86 percent to 73 percent); the percentage of freight transported by pipeline significantly increased (from four percent to 22 percent²⁵); and the percentage of freight transported by rail slightly decreased (from five percent to three percent). No significant number of commodities (by weight or value) are transported by water or “other and unknown” modes in the National Capital Region.

Compared to freight movement nationally, the National Capital Region transports a greater proportion of freight by truck and by pipeline. Nationally, 65 percent of freight by weight is transported by truck, 19 percent by pipeline, eight percent by rail, four percent by water, and three percent by multiple modes (Table 10).

Table 10: Commodities Share of Tonnage by Mode, 2020

Commodity Class	Truck	Rail	Air	Multiple Modes &	
				Mail	Pipeline
Other petroleum products	11%	1%	0%	0%	89%
Gravel and crushed stone	100%	0%	0%	0%	0%
Non-metallic mineral products	92%	7%	0%	0%	0%
Waste and scrap	88%	5%	0%	6%	0%
Mixed freight	98%	1%	0%	1%	0%
Wood products	95%	3%	0%	2%	0%
Other prepared foodstuffs	95%	3%	0%	2%	0%

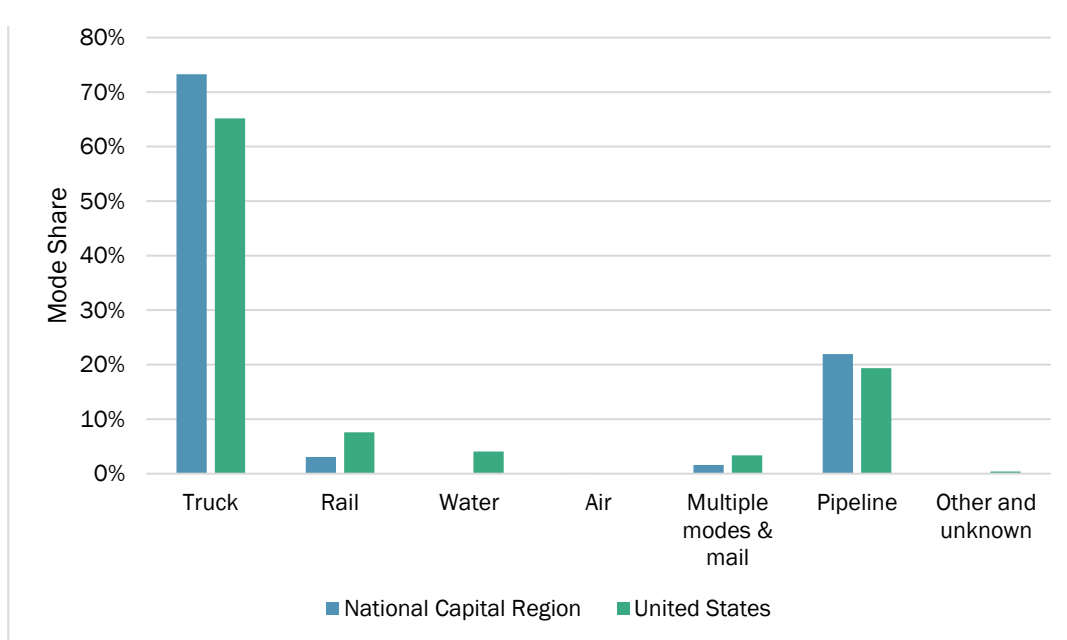
²⁴ Includes shipments moved by air or a combination of truck and air in commercial or private aircraft. Includes air freight and air express. In the case of imports and exports by air, domestic freight moved by ground to and from the port of entry or exit are categorized with Truck.

²⁵ This significant increase in pipeline share may be explained by inclusion in the data set of the Cove Point Liquefied Natural Gas export facility in Calvert County, Maryland, as well as national FAF methodology changes.

Coal	85%	12%	0%	3%	0%
Natural sands	100%	0%	0%	0%	0%
Gasoline, aviation fuel, ethanol	63%	0%	0%	7%	29%
Animal feed, eggs, honey & other animal products	95%	3%	0%	2%	0%
Other non-metallic minerals	97%	1%	0%	2%	0%
Other agricultural products	93%	2%	0%	4%	0%
Fuel oils	96%	0%	0%	0%	4%
Milled grain & bakery products	98%	2%	0%	0%	0%
Base metal	94%	3%	1%	2%	0%
Plastics & rubber	83%	8%	2%	7%	0%
Basic chemicals	82%	10%	2%	6%	0%
Furniture, mattresses, lamps, signs	96%	2%	0%	2%	0%
All other commodities	89%	6%	1%	4%	0%
Total	73%	3%	0%	2%	22%

Source: Federal Highway Administration Freight Analysis Framework

Figure 17: Transportation Modes Used (by Weight) – National Capital Region and the United States, 2020



Source: Federal Highway Administration Freight Analysis Framework

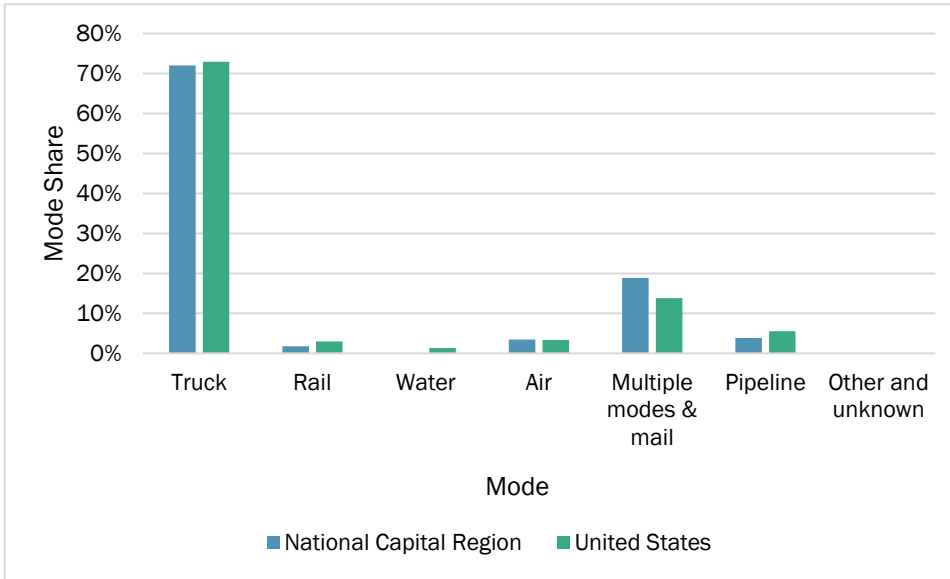
Within the region, 72 percent of total freight (by value) is transported by truck, followed by 19 percent transported by multiple modes and mail (Table 11). These figures are comparable to national data: 73 percent of total freight is moved by truck, 14 percent is transported by multiple modes and mail, and six percent is moved by pipeline (Figure 17.). A greater proportion of total freight (by value) in the region is hauled via truck or multiple modes and mail than in the nation overall. Relatively less freight is hauled by rail, water, or pipeline in the region than in the broader nation.

Table 11: Commodities Share of Tonnage by Value, 2020

Commodity Class	Truck	Rail	Air	Multiple Modes & Mail	Pipeline
Mixed freight	95%	1%	0%	4%	0%
Electronic & electrical equipment	59%	1%	7%	33%	0%
Pharmaceutical products	44%	0%	5%	51%	0%
Motorized and other vehicles	82%	2%	2%	13%	0%
Miscellaneous manufactured products	52%	4%	3%	41%	0%
Machinery	79%	3%	6%	12%	0%
Other petroleum products	16%	1%	0%	0%	83%
Precision instruments and apparatus	46%	1%	11%	43%	0%
Other prepared foodstuffs	95%	1%	0%	4%	0%
Textiles, leather, & their articles	56%	3%	2%	39%	0%
Plastics & rubber	81%	3%	4%	12%	0%
Meat, poultry, fish, seafood	97%	2%	0%	1%	0%
Furniture, mattresses, lamps, signs	92%	1%	0%	6%	0%
Other chemical products	74%	2%	7%	17%	0%
Articles of base metal	84%	2%	5%	9%	0%
Non-metallic mineral products	91%	4%	2%	3%	0%
Wood products	94%	3%	0%	3%	0%
Alcoholic beverages	95%	1%	0%	4%	0%
Base metal	90%	2%	4%	4%	0%
All other commodities	79%	3%	5%	11%	3%
Total	72%	2%	3%	19%	4%

Source: Federal Highway Administration Freight Analysis Framework. No data available for commodities transported by water or other and unknown modes.

Figure 18: Transportation Modes Used (by Value) – National Capital Region and the United States, 2020



Source: Federal Highway Administration Freight Analysis Framework

Trucking

Trucks are essential to freight transportation in the National Capital Region. Nationally, trucks are responsible for the most tonnage handled, the largest number of trips, and the largest number of ton-miles. Trucks are flexible. They can accommodate a broad range of commodities, from raw materials to semi-finished goods to consumer goods to post-consumer products, and unlike other transportation modes, can access virtually any origin or destination.

Trucks often serve as critical transportation links between other modes within complex, multimodal supply chains. Every freight shipper or receiver that is not located on an active rail line, next to a navigable waterway, or inside the gates of an airport, is dependent on trucking. The continued growth and evolution of e-commerce systems, reliance on just-in-time inventory practices, and expansion of expedited small package home delivery services, points to the growing significance of the role that trucks will play in the future.

By tonnage, the leading truck-hauled commodities in the region are gravel and crushed stone; nonmetallic mineral products; and waste and scrap (Table 12). By value, mixed freight; electronic and electrical equipment; and motorized and other vehicles are the leading commodities, followed by pharmaceutical products; machinery; and other prepared foodstuffs.

Table 12: Commodity Types Handled by Truck, Value and Weight, 2020

Top Tonnage Commodities	Thousands of Tons	Top Value Commodities	Millions of Dollars
Gravel and crushed stone	36,798	Mixed freight	41,212
Non-metallic mineral products	26,946	Electronic & electrical equipment	21,848
Waste and scrap	12,345	Motorized and other vehicles	13,341
Mixed freight	9,886	Pharmaceutical products	10,159
Wood products	7,834	Machinery	8,864
Other prepared foodstuffs	7,592	Other prepared foodstuffs	8,435

Coal	6,506	Miscellaneous manufactured products	7,746
Natural sands	6,236	Plastics & rubber	6,665
Other petroleum products	5,580	Meat, poultry, fish, seafood	6,496
Animal feed, eggs, honey & other animal products	3,649	Furniture, mattresses, lamps, signs	5,921

Source: Federal Highway Administration Freight Analysis Framework

Rail

Rail operations specialize in long-haul transportation of high-value containerized goods; transportation of bulk goods (e.g., coal); and long-haul transportation of mixed car types (known as carload service). The availability of rail service can reduce the dependence on trucking, which is particularly important for heavy commodities that damage pavement and roadways if hauled by truck.

By weight, the leading commodity moved by rail in the region is non-metallic mineral products, followed by coal, and waste and scrap (Table 13). By value, the leading rail commodities are miscellaneous manufactured products; electronic and electrical equipment; and mixed freight.

Table 13: Commodity Types Handled by Rail, Value and Weight, 2020

Top Tonnage Commodities	Thousands of Tons	Top Value Commodities	Millions of Dollars
Non-metallic mineral products	2,114	Miscellaneous manufactured products	584
Coal	910	Electronic & electrical equipment	533
Waste and scrap	722	Mixed freight	408
Other petroleum products	364	Motorized and other vehicles	383
Cereal grains	257	Machinery	347
Miscellaneous manufactured products	234	Transportation equipment	321
Wood products	233	Textiles, leather, & their articles	251
Other prepared foodstuffs	221	Plastics & rubber	246
Basic chemicals	182	Non-metallic mineral products	225
Textiles, leather, & their articles	151	Meat, poultry, fish, seafood	139

Source: Federal Highway Administration Freight Analysis Framework

Multiple Modes and Mail

Due to the existing data, not all freight flows can be assigned to a specific mode. These flows are reported as multiple modes and mail in FAF and include truck-rail, truck-water, and rail-water intermodal shipments involving one or more end-to-end transfers of cargo between two different modes. It also includes parcel delivery service shipments weighing 100 pounds or less (because shippers that use such services do not typically know what modes are involved in the actual shipping process).

By tonnage, the leading multiple modes and mail commodity is waste and scrap; gasoline, aviation fuel, ethanol; and coal (Table 14). By value, the leading multiple modes and mail commodities are electronic and electrical equipment, pharmaceutical products, miscellaneous manufactured products, precision instruments, and textile and leather products.

Table 14: Commodity Types Handled by Multiple Modes and Mail, Value and Weight, 2020

Top Tonnage Commodities	Thousands of Tons	Top Value Commodities	Millions of Dollars
Waste and scrap	891	Electronic & electrical equipment	12,060
Gasoline, aviation fuel, ethanol	398	Pharmaceutical products	11,919
Coal	219	Miscellaneous manufactured products	6,049
Other prepared foodstuffs	194	Precision instruments and apparatus	3,852
Wood products	184	Textiles, leather, & their articles	3,414
Plastics & rubber	132	Motorized and other vehicles	2,101
Textiles, leather, & their articles	116	Mixed freight	1,818
Basic chemicals	114	Machinery	1,387
Other agricultural products	112	Printed products	1,374
Miscellaneous manufactured products	111	Plastics & rubber	1,007

Source: Federal Highway Administration Freight Analysis Framework

Air

Air cargo enables fast, reliable, just-in-time delivery service that integrated carriers such as UPS and FedEx have perfected. Air freight is more expensive than other modes and is therefore typically used for transport of high value, time-sensitive goods such as mail and express packages, perishable products, specialized machinery, and consumer goods. Commodities moved by air in the National Capital Region account for three percent of the total value of all commodities transported within the region.

The leading air freight commodities in the region by weight are plastics and rubbers, basic chemicals, and pharmaceutical products (Table 15). By value, the leading air freight commodities are electronic and electrical equipment, pharmaceutical products, and transportation equipment.

Table 15: Commodity Types Handled by Air, Value and Weight, 2020

Top Tonnage Commodities	Thousands of Tons	Top Value Commodities	Millions of Dollars
Plastics & rubber	44	Electronic & electrical equipment	2,404
Basic chemicals	39	Pharmaceutical products	1,170
Pharmaceutical products	24	Transportation equipment	977
Base metal	22	Precision instruments and apparatus	951
Electronic & electrical equipment	20	Machinery	633
Machinery	17	Miscellaneous manufactured products	497
Articles of base metal	15	Other chemical products	399
Motorized and other vehicles	14	Motorized and other vehicles	382
Mixed freight	13	Plastics & rubber	344
Other chemical products	13	Articles of base metal	282

Source: Federal Highway Administration Freight Analysis Framework

3.2.3. DIRECTION OF TRADE

The region's freight moves in different directions, depending on the commodity:

- Inbound freight is moved from other states, or other countries, to the region.
- Outbound freight is moved from the region to other areas of the United States, or to other countries.
- Intraregional freight is moved from one point in the region to another point in the region.
- Through freight is moved from a location outside of the region to another location outside of the region, via transportation infrastructure within the region. Through freight is not included in the tabulation of commodities.

As shown in Table 16, the direction of travel for the region's top commodities based on weight are:

- Approximately 33 percent of total freight by weight is inbound, 25 percent is outbound, and 42 percent is intraregional. This represents an increase in outbound freight and a decrease in intraregional freight movement from the 2016 Freight Plan.
- Commodities that are primarily inbound include: petroleum products and fuels (gasoline, aviation fuel, ethanol); milled grain and bakery products; and base metal.
- Commodities that are primarily outbound include: coal; and animal feed, eggs, honey & other animal products.
- Commodities that are primarily intraregional include: gravel and crushed stone; waste and scrap; nonmetallic mineral products; natural sands; nonmetallic minerals; and fuel oils.
- The region's inbound freight by weight is eight percent higher than outbound freight, indicating that the region's economy consumes more goods than it produces.

Table 16: Direction of Travel for Top Commodities by Weight, 2020

Rank	Commodity Class	Inbound	Outbound	Intraregional
1	Other petroleum products	50%	25%	25%
2	Gravel and crushed stone	11%	6%	83%
3	Non-metallic mineral products	16%	26%	58%
4	Waste and scrap	6%	35%	59%
5	Mixed freight	39%	31%	30%
6	Wood products	52%	20%	28%
7	Other prepared foodstuffs	50%	21%	29%
8	Coal	11%	89%	0%
9	Natural sands	20%	4%	76%
10	Gasoline, aviation fuel, ethanol	74%	2%	24%
11	Animal feed, eggs, honey & other animal products	15%	68%	17%
12	Other non-metallic minerals	30%	27%	43%
13	Other agricultural products	42%	45%	13%
14	Fuel oils	25%	15%	60%
15	Milled grain & bakery products	74%	17%	8%
16	Base metal	65%	15%	20%
17	Plastics & rubber	48%	25%	27%

18	Basic chemicals	51%	41%	7%
19	Furniture, mattresses, lamps, signs	55%	19%	26%
	All other commodities	48%	27%	26%
Total		33%	25%	42%

Source: Federal Highway Administration Freight Analysis Framework

As shown in Table 17, the direction of travel for the region's top commodities based on value are:

- Approximately 53 percent of total freight by value is inbound, 26 percent is outbound, and 21 percent is intraregional.
- Commodities by value that are primarily inbound include: motorized and other vehicles, textiles and leathers; meat, poultry, fish, and seafood; other prepared foodstuffs; and articles of base metal.
- Outbound and intraregional commodities by value are limited, with no commodity representing value greater than 50 percent (by direction of travel).

Table 17: Direction of Travel for Top Commodities by Value, 2020

Rank	Commodity Class	Inbound	Outbound	Intraregional
1	Mixed freight	33%	29%	38%
2	Electronic & electrical equipment	51%	35%	14%
3	Pharmaceutical products	47%	42%	11%
4	Motorized and other vehicles	87%	8%	5%
5	Miscellaneous manufactured products	57%	27%	15%
6	Machinery	57%	18%	24%
7	Other petroleum products	49%	27%	24%
8	Precision instruments and apparatus	58%	36%	7%
9	Other prepared foodstuffs	66%	17%	17%
10	Textiles, leather, & their articles	80%	11%	9%
11	Plastics & rubber	52%	19%	29%
12	Meat, poultry, fish, seafood	64%	13%	23%
13	Furniture, mattresses, lamps, signs	51%	19%	30%
14	Other chemical products	57%	34%	9%
15	Articles of base metal	63%	16%	20%
16	Non-metallic mineral products	37%	27%	23%
17	Wood products	58%	17%	41%
18	Alcoholic beverages	51%	5%	8%
19	Base metal	81%	8%	25%
	All other commodities	50%	31%	19%
Total		53%	26%	21%

Source: Federal Highway Administration Freight Analysis Framework

3.2.4. KEY TRADING PARTNERS

By weight, the region's three largest trading partners are the Baltimore region, Virginia (excluding the Richmond and Virginia Beach-Norfolk regions), and the Virginia Beach-Norfolk region (Table 18). These were the same trends as in the 2016 Freight Plan, except that in 2016, West Virginia was identified as the second-largest trading partner by weight.

Table 18: Top Trading Partner Regions by Weight, 2020

Rank	Partner Region	Thousands of Tons	Percentage	Cumulative Percentage
1	Baltimore MD	27,691	22%	22%
2	Remainder of Virginia	24,914	20%	42%
3	Virginia Beach-Norfolk VA-NC (VA Part)	15,029	12%	53%
4	Remainder of Pennsylvania	9,733	8%	61%
5	Richmond VA	8,459	7%	68%
6	West Virginia	8,209	6%	74%
7	Remainder of Maryland	5,461	4%	79%
8	Pittsburgh PA-OH-WV (PA Part)	2,951	2%	81%
9	Baton Rouge LA	1,604	1%	82%
10	Remainder of North Carolina	1,270	1%	83%
11	Philadelphia PA-NJ-DE-MD (PA Part)	1,242	1%	84%
12	New York NY-NJ-CT-PA (NJ Part)	1,199	1%	85%

Source: Federal Highway Administration Freight Analysis Framework

By value, the region's three most valuable trading partners are the Baltimore region, Virginia (excluding the Richmond and Virginia Beach-Norfolk regions), and Pennsylvania (excluding the Philadelphia region) Table 19. One noted difference from the 2016 Freight Plan was that in 2016, the New York NY CSA was identified as the region's second most-valuable trading partner.

Table 19: Top Trading Partner Regions by Value, 2020

Rank	Partner Region	Millions of Dollars	Percentage	Cumulative Percentage
1	Baltimore MD	37,391	18%	18%
2	Rest of VA	12,477	6%	24%
3	Rest of PA	11,811	6%	30%
4	Virginia Beach-Norfolk VA-NC (VA Part)	11,366	5%	35%
5	Richmond VA	7,278	4%	39%
6	New York NY-NJ-CT-PA (NJ Part)	7,272	3%	42%
7	Los Angeles CA	6,385	3%	45%
8	Philadelphia PA-NJ-DE-MD (PA Part)	5,072	2%	48%
9	Chicago IL-IN-WI (IL Part)	5,032	2%	50%
10	New York NY-NJ-CT-PA (NY Part)	4,567	2%	52%
11	Mississippi	4,465	2%	54%
12	Rest of MD	4,245	2%	56%

Source: Federal Highway Administration Freight Analysis Framework

3.2.5. TOTAL WEIGHT AND VALUE SERVED

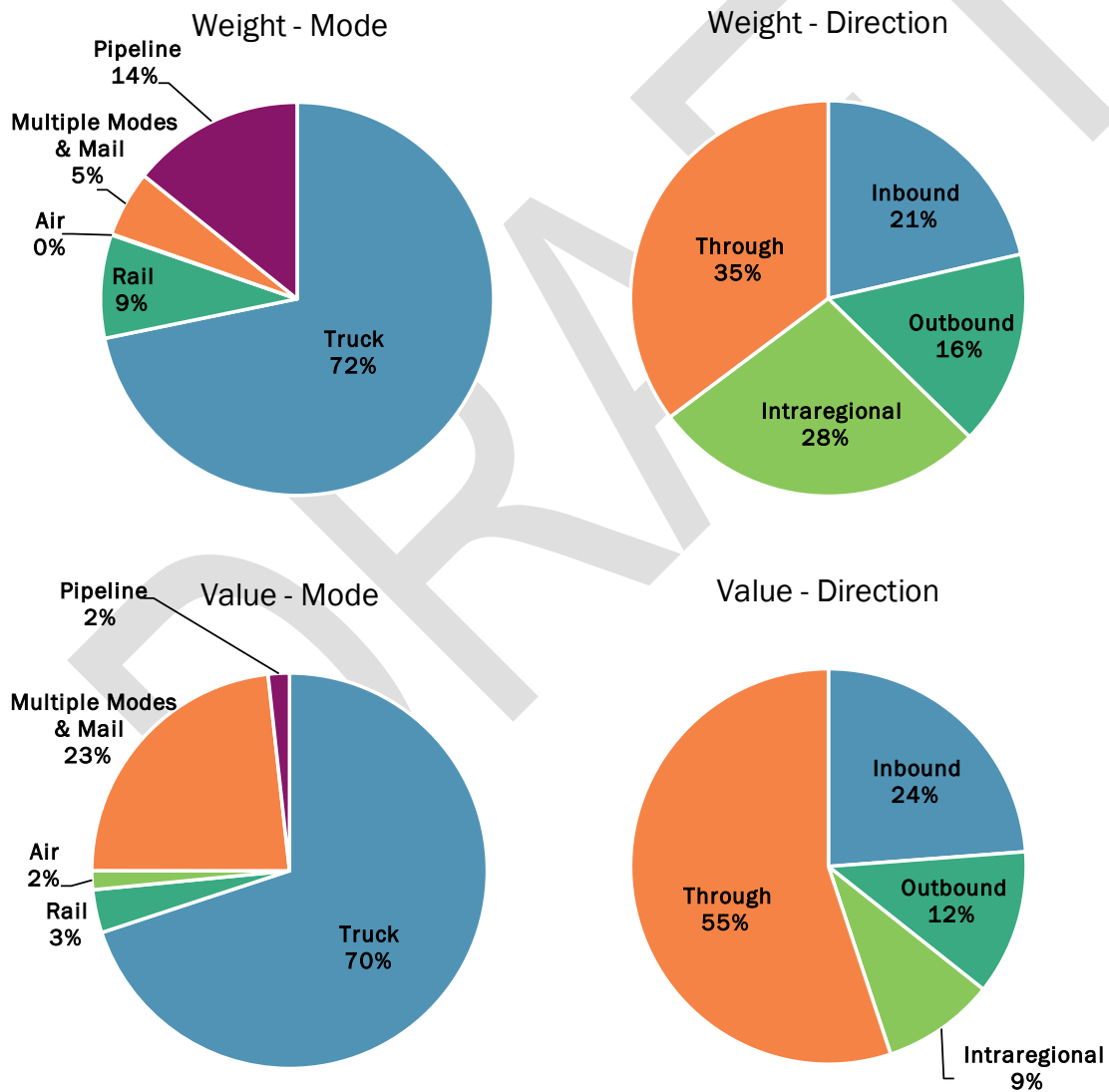
In looking at the total impact of freight weight and value transported within the region, across the various modes, Figure 19 summarizes the key trends. Though information on through-freight is not available for the analyses above, this section provides overall shares by weight and value including a TPB-estimated share of through freight.²² In terms of weight, the predominant mode is truck transportation, comprising 72 percent of the weight of freight in the region. In terms of value, truck is also the dominant form of transportation, transporting 70 percent of the value within the region.

Transportation via water is negligible; the Port of Baltimore and the Port of Virginia, the two closest large ports to the National Capital Region, both lie outside of the FAF region.

Based on directionality, through freight accounts for the most freight activity in the National Capital Region. The second highest direction for freight travel is intraregional, where 28 percent of the freight by weight originates and is transported within the National Capital Region, with gravel and crushed stone and natural sand representing the top intraregional commodities. Inbound freight by weight accounts for 21 percent of the region’s total while outbound freight by weight represents 16 percent.

Based on value, over half of the region’s freight by value passes through the National Capital Region. The next highest value of freight moves into the region, with approximately 24 percent of freight value coming in from other areas.

Figure 19. Total Freight Weight and Value by Mode and Direction, 2020



Source: Federal Highway Administration Freight Analysis Framework

Table 20 and Table 21 show the breakdown of the freight modes and the direction of transportation, via weight and value. The region is reliant on higher-valued commodities produced outside the NCR, 69 percent of which are transported by truck; the region’s total inbound freight value is more than outbound and intraregional freight values combined but the largest value is of the freight going through the NCR, with over 55 percent of the freight value traveling through the region.

Based on weight-to-value ratio, higher priced commodities are disproportionately shipped by pipeline and air. More freight by both weight and value is transported inbound by pipeline than the combined amounts and values shipped outbound or intraregionally. Air freight accounts for less than one percent of total freight by weight (inbound and outbound) but represents nearly two percent of freight by value.

Table 20: National Capital Region Freight Modes – Weight (thousands of tons), 2020

Mode	Inbound	Outbound	Intraregional	Through	Total
Truck	40,989	38,552	81,328	82,431	160,870
Rail	2,658	2,817	1,234	22,154	28,863
Water	-	-	-	-	-
Air	62	226	-	-	288
Multiple modes & mail	2,019	1,444	27	14,864	18,354
Pipeline	26,841	10,937	10,414	-	48,192
Other and unknown	0	0	1	-	1
Total	72,569	53,976	93,004	119,449	338,998

Source: COG analysis of Federal Highway Administration Freight Analysis Framework

Table 21: National Capital Region Freight Modes – Value (millions of dollars), 2020

Mode	Inbound	Outbound	Intraregional	Through	Total
Truck	95,089	44,938	48,361	219,050	407,438
Rail	2,345	2,263	68	15,850	20,526
Water	-	-	-	-	-
Air	3,889	5,148	-	-	9,037
Multiple modes & mail	31,732	14,471	3,167	86,077	135,447
Pipeline	5,647	2,286	2,176	-	10,109
Other and unknown	0	0	1	-	1
Total	138,702	69,106	53,773	320,977	582,558

Source: COG analysis of Federal Highway Administration Freight Analysis Framework

3.3. Freight Transportation Forecasts

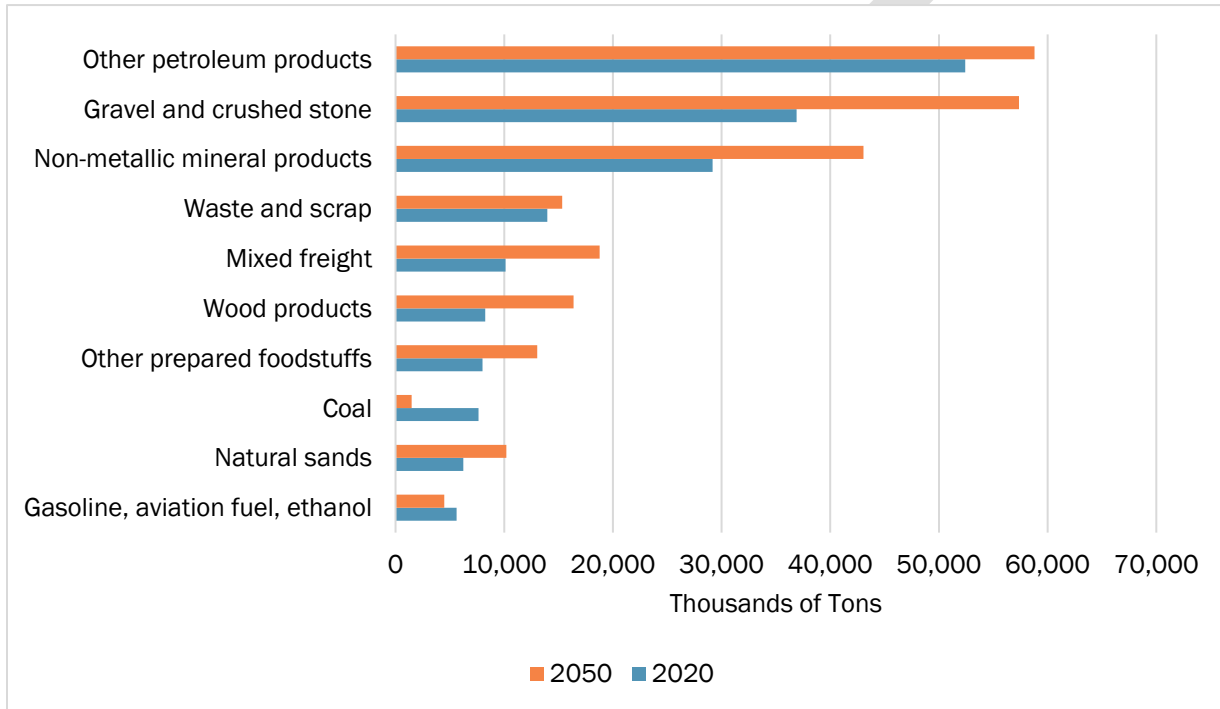
3.3.1. FORECAST GROWTH IN REGIONAL COMMODITIES

Freight data for the National Capital Region, gathered from the FHWA’s Freight Analysis Framework, includes a set of forecasts for the growth in freight tonnage and value, by mode, commodity, and origin-destination pair. These forecasts are derived from broader forecasts for the national economy, representing a best-case scenario for the nation and the region respectively. As with most forecasts, significant changes to factors such as economic activity, fuel prices, climate, and logistics practices may produce different outcomes.

National Capital Region Commodities

Growth in output and consumption are direct indicators of growth in freight demand and increased tonnage moving across the region’s transportation infrastructure. Growth in some types of commodities will be greater than others and will change the relative proportions of commodity types transported within the region. The volume of other petroleum products is set to grow slightly and remain the top commodity type in 2050. Similarly, gravel and crushed stone, non-metallic mineral products are forecast to grow and retain their 2nd and 3rd rankings in 2050. Mixed freight is expected to overtake waste and scrap as the 4th most in-demand commodity by weight in the region by 2050.

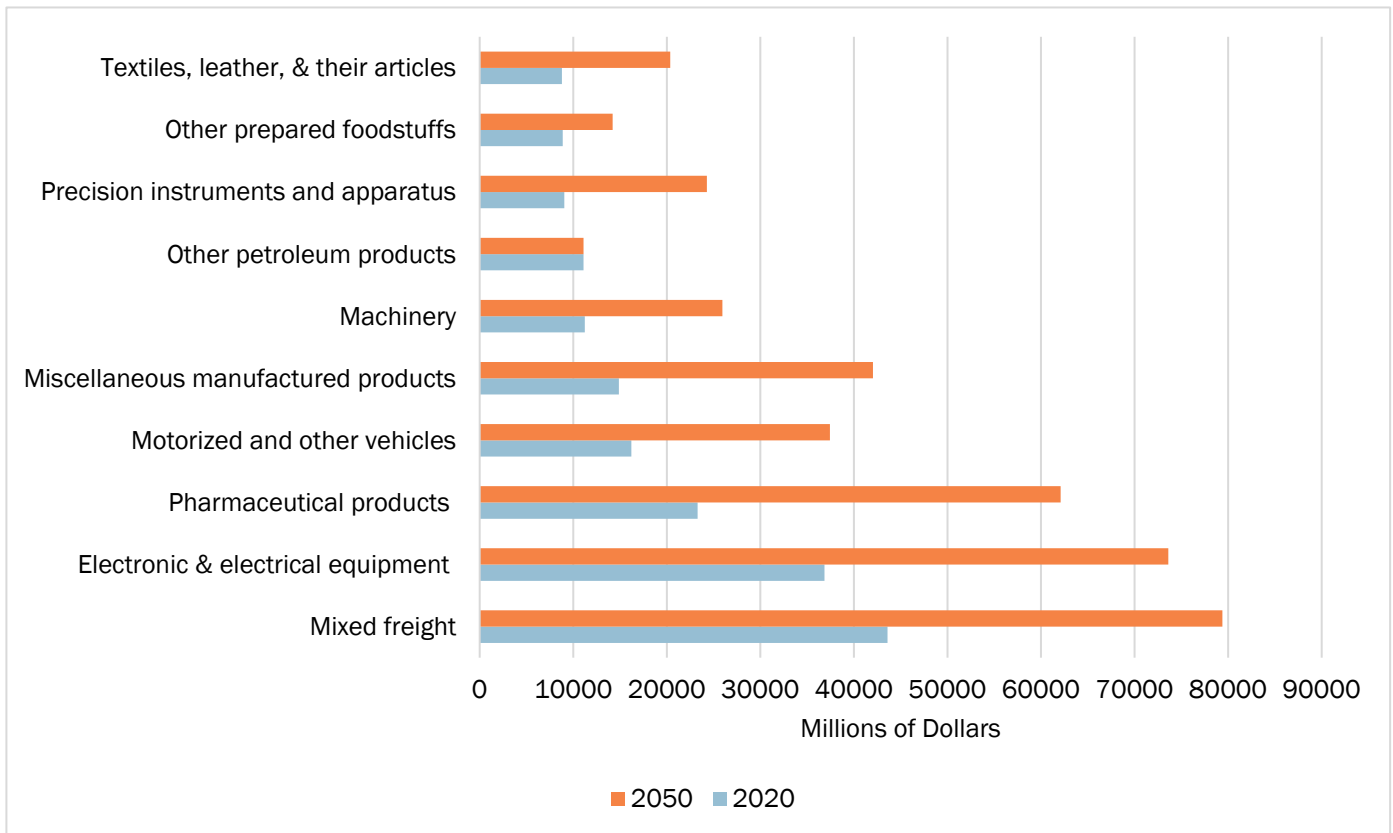
Figure 20A: Forecast Growth in Regional Commodities by Weight from 2020 to 2050



Source: Federal Highway Administration Freight Analysis Framework

On the basis of values (see Figure 20), the top regional commodity mixed freight is expected to show an increase in the value of trade by 2050. The other petroleum products commodity class is the only one forecast to show a small decline in value of trade by 2050. The top commodity by value will still be mixed freight in the year 2050.

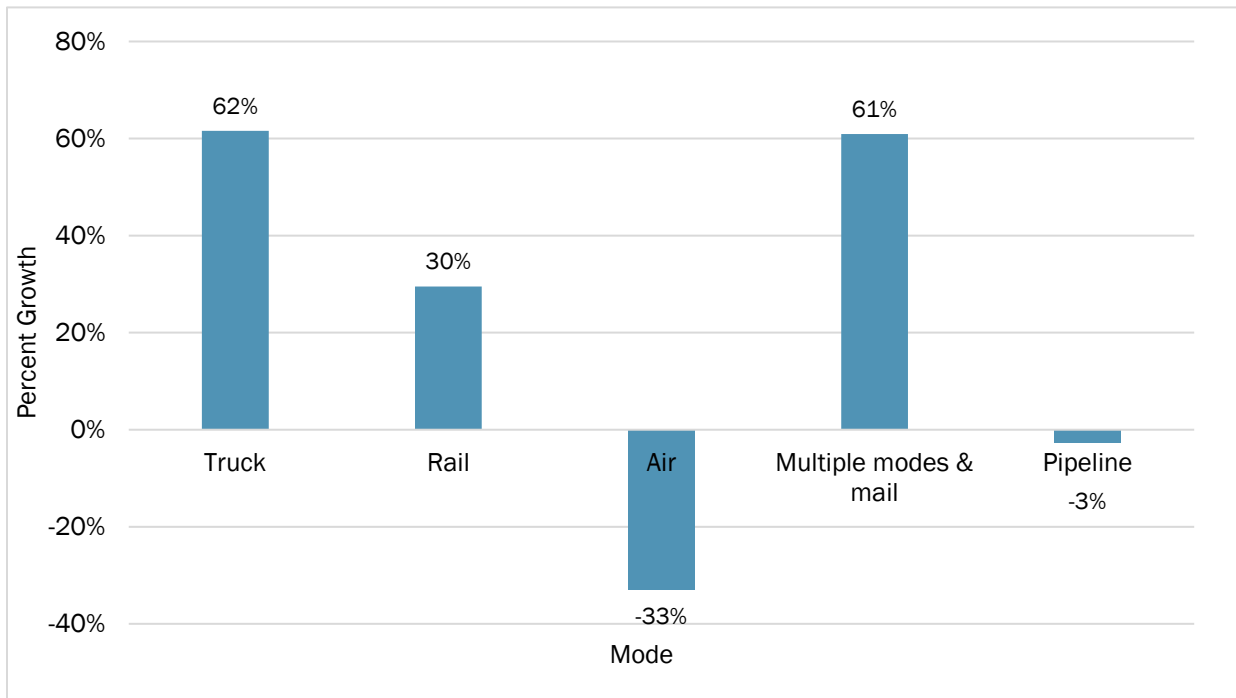
Figure 20B: Forecast Growth in Regional Commodities by Value from 2020 to 2050



Source: Federal Highway Administration Freight Analysis Framework

Different transportation modes will experience different growth rates. Modes forecast to grow the fastest are for the fastest-growing commodities. The fastest growth is for trucks followed closely by multiple modes and mail which is anticipated to increase by 62 and 61 percent respectively by 2050. Rail is anticipated to increase whereas air is expected to decline over the same period. Pipeline is also anticipated to decline by three percent in 2050.

Figure 21: Forecast Growth in Tonnage by Mode from 2020 to 2050



Source: Federal Highway Administration Freight Analysis Framework

DRAFT

4. KEY TRENDS INFLUENCING FREIGHT IN THE REGION

While the freight transportation system is currently performing at a level that supports the region's economy and quality of life, recurring bottlenecks or recurring congestion on some roadways and railways negatively affect the reliability of freight deliveries. The growth in freight volumes forecast for the region is a result of an increasing demand for goods – demand driven by the region's expanding economy, growing population, and high median household income levels. To fully realize the benefits associated with the forecast growth in freight traffic, the region will need to address the challenges to the multimodal transportation system considering that growth. These challenges include more trucks sharing the roadways with passenger vehicles, bicycles, and pedestrians; more freight trains sharing the railways with commuter and intercity passenger trains; and increased wear and tear on pavements, bridges, and rail infrastructure. As trucks are the primary means by which goods are delivered to stores, restaurants, businesses, and residences, the denser and more vibrant a neighborhood becomes, the more that trucks must share the streets in proximity to pedestrians, bicyclists, and other vulnerable road users. Addressing the challenges associated with truck deliveries in dense and vibrant regional activity centers is a key planning issue. Additionally, the freight transportation system continues to be affected by lingering effects from the COVID-19 pandemic and associated impacts on economic and transportation activity.

4.1. Demographic and Economic Trends

The physical movement of freight is of critical importance to any region's economy. Consumers rely on efficient and reliable freight transportation for shipments of consumer products to homes and retail establishments and for product returns and trash removal. Commercial enterprises rely on efficient and reliable freight transportation for inbound shipments of raw materials, intermediate goods, and other supplies required to produce finished goods as well as outbound shipments of intermediate goods and finished products to regional, national, and global markets. Commercial enterprises in the service sector stimulate freight demand by providing income to their employees, who in turn use that income to purchase goods and services.

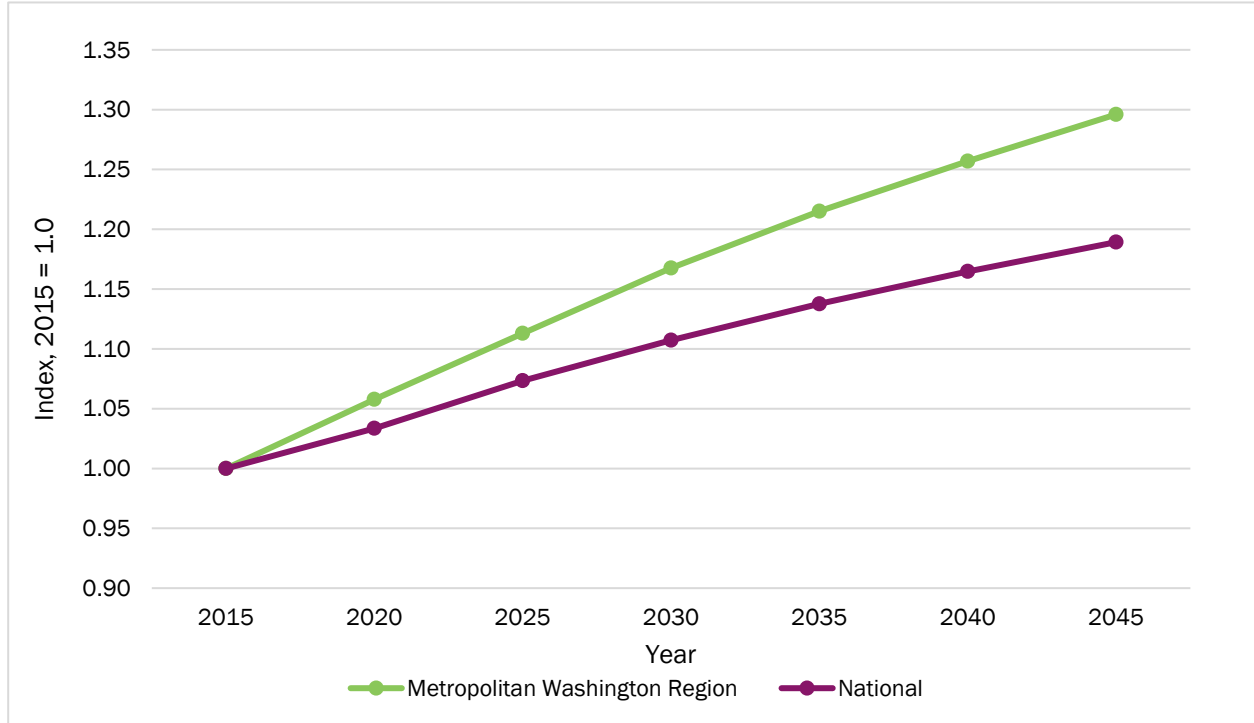
All commercial enterprises depend on freight, but those that are directly involved in activities such as transporting goods, farming, mining, manufacturing, construction, and managing retail operations depend on it more strongly than others. These freight-dependent industries account for 17 percent of the region's gross domestic product (GDP) and 18 percent of its total employment.²⁶ To understand freight movement in the region, it is therefore useful to examine the key economic and demographic drivers of freight demand, including overall employment, GDP, economic structure, population, and wealth.

²⁶ Freight-dependent industries are defined as four subsectors: Private Goods Producing Industries, Retail, Transportation & Warehousing, and Other.

4.1.1. POPULATION

As of 2020 the Washington-Arlington-Alexandria Metropolitan Statistical Area (MSA) was home to 5.7 million people, making it the sixth most populous MSA in the nation. The region is adding population at a faster pace than the nation as a whole (Figure 22). Expanding employment in the business and professional service- and government-sectors attracts highly educated people from throughout the United States and the world. The region’s population is expected to grow by an additional 22.5 percent by the year 2045. Each new resident creates additional demand for consumer goods – residents with higher disposable income generate greater demand for material goods and correspondingly greater overall demand for freight transportation.

Figure 22: Population Growth Trends - National Capital Region and the United States



Sources: U.S. Census Bureau ²⁷; Metropolitan Washington Council of Governments ²⁸ Round 9.2 Growth Trends to 2045 Cooperative Forecasting in Metropolitan Washington, June 2022 and U.S. Census Bureau

4.1.2. INCOME

The Region ranks second in the nation for median household income (\$110,355 in 2021), 58 percent above the national average. ²⁹ This means that the median regional household earns approximately \$40,638 more per year than the median American household. The combination of a growing population and rising consumer affluence generates high demand for consumer goods, which translates into high demand for freight transportation services. A comparison of the median

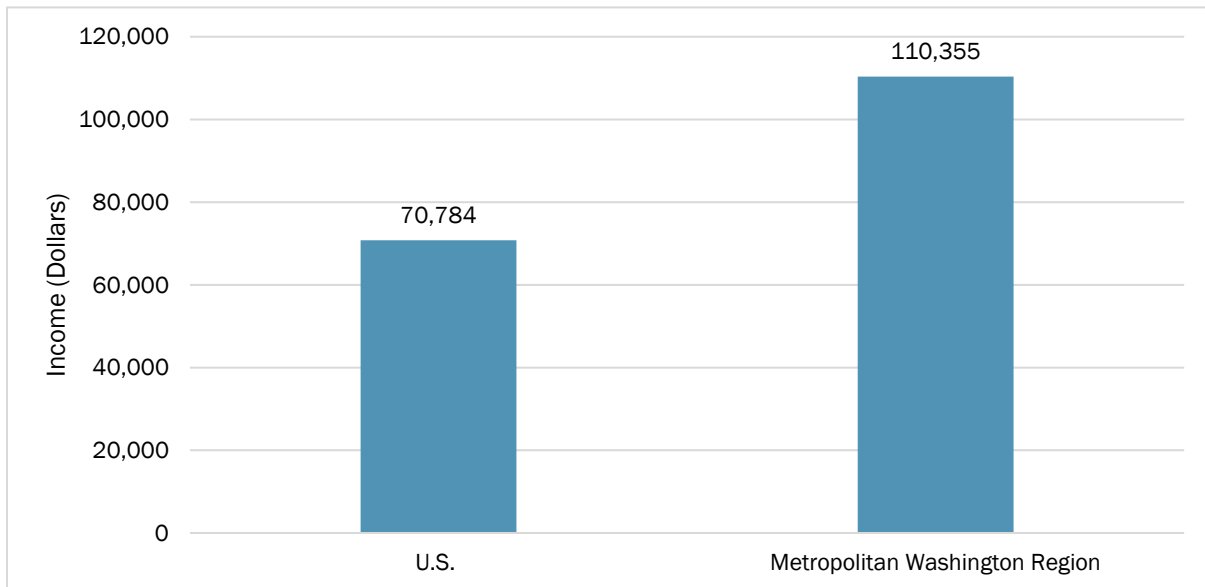
²⁷ For all historical data points; 1990 – 2020 and United States population projections; 2020 – 2045.

²⁸ For TPB Planning Area and District of Columbia population projections; 2015 – 2045.

²⁹ U.S. Census Bureau, Household Income: 2021, American Community Survey Briefs

household income in the United States and the Washington-Arlington-Alexandria MSA can be seen in Figure 23 below.

Figure 23: Median Household Income in the Washington-Arlington-Alexandria MSA Compared to U.S. Median Household Income



Source: U.S. Census Bureau, Household Income: 2021, American Community Survey Briefs

4.1.3. EMPLOYMENT AND GROSS DOMESTIC PRODUCT

The region's economy employed 2.8 million people in 2021³⁰, roughly 1.8 percent of all U.S. jobs. Between 2001 and 2021, total employment in the region increased by 299,829 or 11.8 percent, compared to a U.S. growth rate of 7.9 percent (see Figure 24). Employment growth in the region's economy has generally exceeded the rate of growth of employment in the national economy, with the exception of 2021, where the region did not have as rapid growth as the national economy in recovering from the downturn in economic activity in 2020.

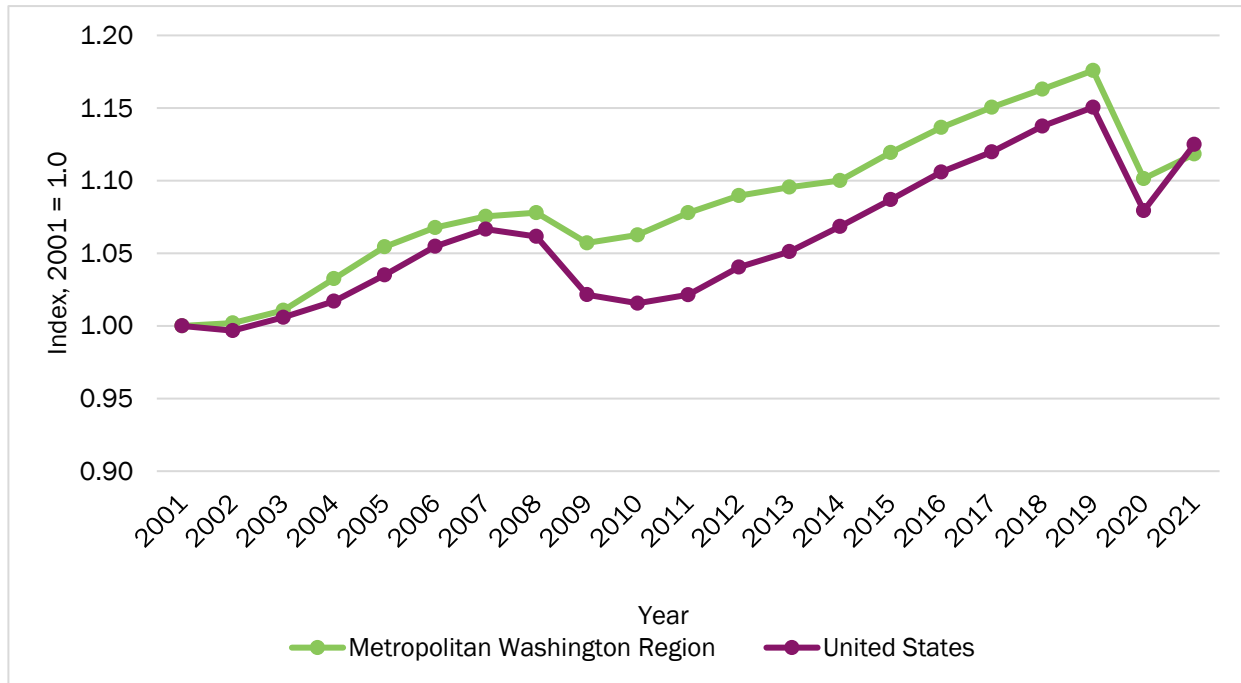
In 2020, the region's gross domestic product (or GDP) was \$561 billion. GDP is a measure of the total value added to goods and services due to economic activity in the region. As with employment, the region has been surpassing the United States as a whole in terms of GDP growth. In nominal terms, the region's GDP grew by 46 percent between 2001 and 2020, compared to 40 percent for the United States overall (see Figure 25). There is a direct relationship between the growth in economic activity, as measured by GDP, and the demand for freight transportation. The United States Bureau of Transportation Statistics (BTS) defines this relationship as the ratio of total ton-miles³¹ of freight to total GDP. In 2002 this freight transportation intensity ratio was 0.38 ton-miles

³⁰ Data for the TPB region from "New Preliminary 2021 QCEW Quarter Data and Annual Average, Prepared by Greg Goodwin, MWCOG, Cooperative Forecasting and Data Subcommittee, July 12, 2022

³¹ A ton-mile is defined as one ton of freight carried one mile.

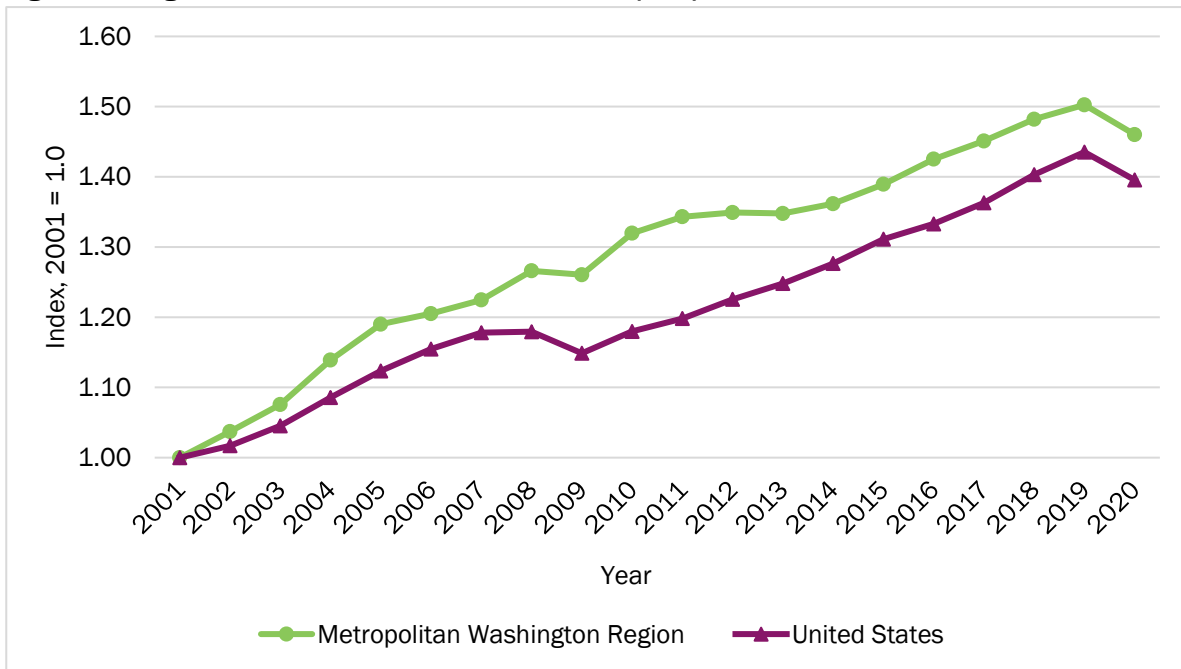
per dollar, indicating that every marginal dollar of GDP would be expected to generate an additional 0.38 ton-miles of freight activity.²³

Figure 24: Historic Employment Trends - National Capital Region and the United States



Sources: U.S. Bureau of Labor Statistics and Metropolitan Washington Council of Governments compilation of Quarterly Census of Employment and Work (QCEW) summaries for TPB Planning Area jurisdictions, 2001-2021

Figure 25: Regional and U.S. Gross Domestic Product (GDP)



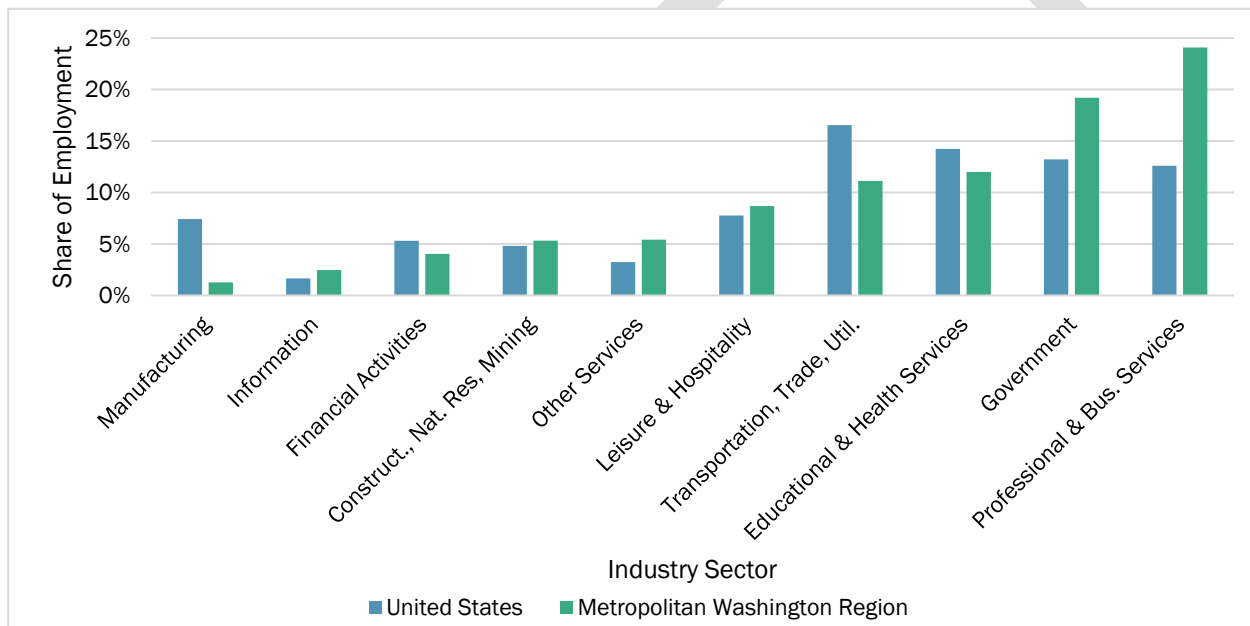
Source: U.S. Bureau of Economic Analysis, 2001-2020

4.1.4. STRUCTURE OF THE ECONOMY

The structure of the region’s economy is significantly different than that of the United States as a whole. The proportion of total employment in the government sector and in the professional and business services sector is higher in the region than it is nationwide. Conversely, the proportion of total employment in the manufacturing; trade, transportation, and utilities; and natural resources and mining sectors is lower in the region than it is nationwide. The region’s other sectors: information, construction, financial activities, leisure and hospitality, and educational and health services, are roughly equivalent to that of the United States as a whole (see Figure 26 in terms of employment proportions).

This relatively high representation of government and professional and business services employment and relatively low representation of manufacturing, mining, and trade, transportation and utilities employment is consistent with a service-based regional economy that demands more goods than it produces.

Figure 26: Economic Structure – Share of Employment by Industry Sector, National Capital Region and the United States



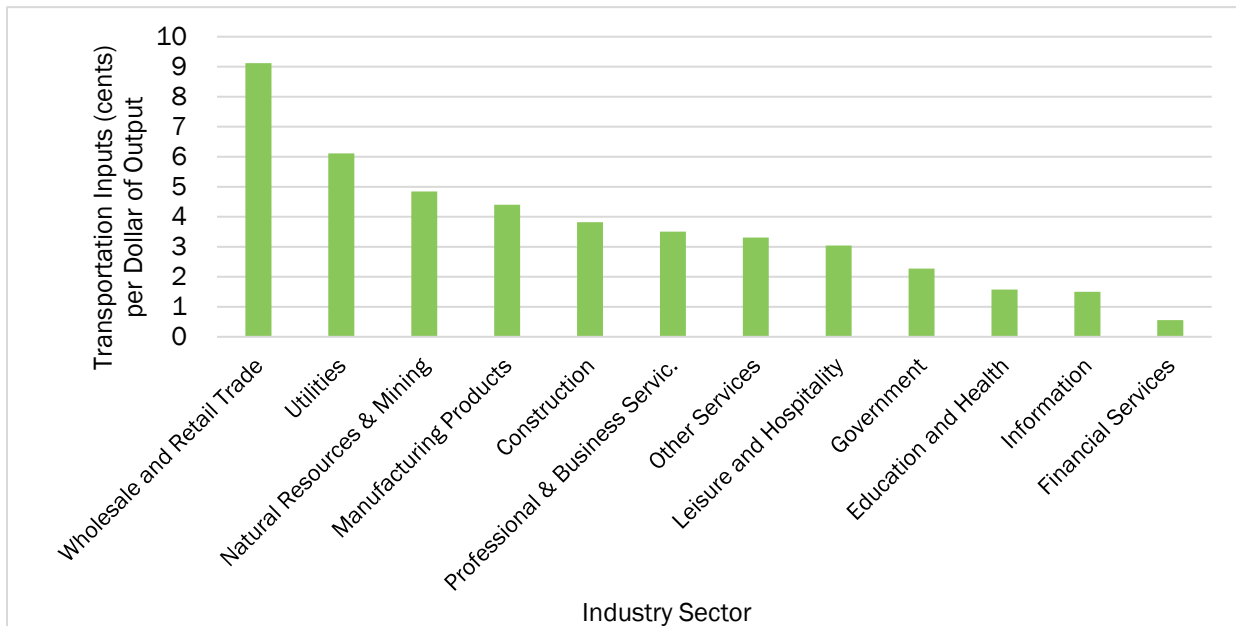
Source: Consultant analysis of the U.S. Bureau of Labor Statistics data, 2020

4.1.5. FREIGHT DEMAND BY INDUSTRY

Transportation is a cost of doing business and an important input for major sectors of the region’s economy. The impact of transportation costs on a given business depends in large part upon the type of industry the business is in. By examining the transportation inputs required to produce a given output by industry sector, it is possible to identify which sectors are particularly dependent on freight transportation.

Figure 27 shows the relative use of freight and passenger transportation services by industry and illustrates the industry sectors that are most dependent on transportation services. In order, the most transportation dependent industries are construction, transportation and warehousing, utilities, wholesale and retail trade, leisure and hospitality, and manufacturing. Except for leisure and hospitality, these sectors are primarily dependent on freight transportation, rather than passenger transportation.

Figure 27: Transportation Reliance by Industry



Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Transportation Satellite Accounts, March 2022

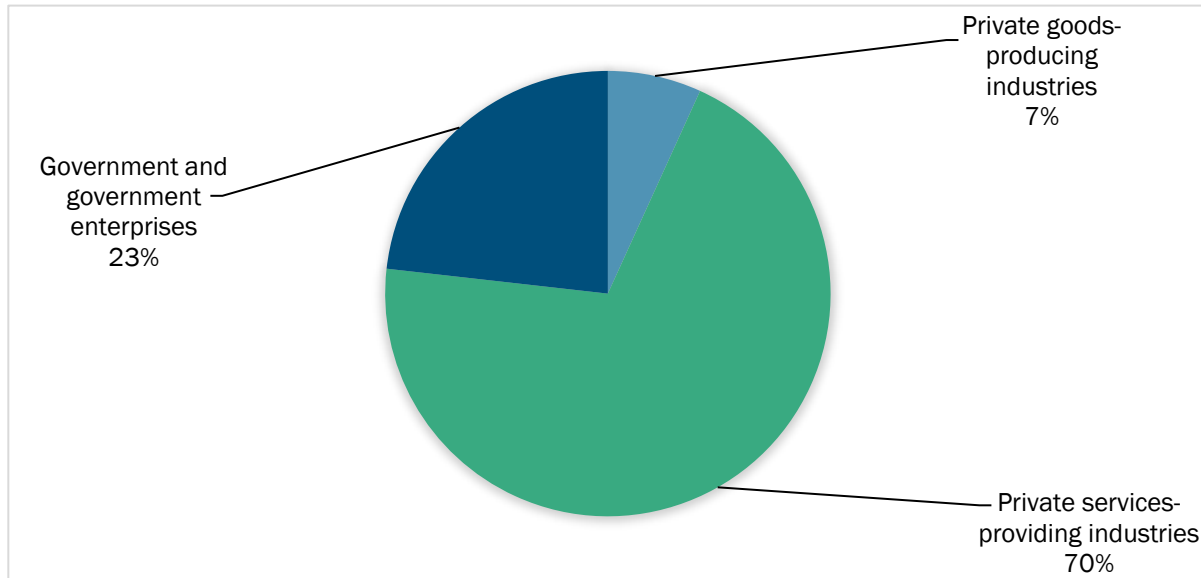
4.1.6. REGIONAL FREIGHT DEPENDENT INDUSTRIES

Regional businesses, such as farms that grow crops or raise animals, and quarries that extract gravel for use in construction, depend on freight movement to move the products they produce to processing plants, wholesalers, and retail outlets. Other producing businesses, like manufacturers and construction firms, also depend on freight transportation to bring them the intermediate products—fabricated steel, component parts, concrete, etc.—needed to manufacture finished products or construct buildings and infrastructure. Businesses in the transportation, warehousing and logistics, and wholesale trade industries connect producers and consumers; ensuring that needed goods are transported where and when they are needed. Finally, consumers such as retail establishments, residents, and utilities rely on freight movement to deliver goods and materials to the final point-of-sale or point-of-use. These freight dependent industries can be organized into three categories or clusters:

- The goods movement cluster is composed of businesses that provide freight transportation services, such as trucking companies, logistics firms, railroads, air cargo firms, wholesalers, and warehouse / distribution / fulfillment center operators. Overall, the goods movement cluster represents approximately seven percent of the region’s GDP.
- The freight intensive industry cluster is composed of industries where the transportation of raw materials, intermediate products, and finished goods accounts for a significant share of their cost of doing business such as natural resources, mining, manufacturing, construction, and utilities. The freight intensive industry cluster represents approximately seven percent of the region’s GDP.
- The retail cluster is composed of consumer outlets – such as supermarkets, auto dealers, and apparel stores – that require freight transportation services to stock and replenish their inventory. The retail cluster represents approximately four percent of the region’s GDP.

While other industries depend on freight movement to some extent, they are not considered freight dependent in this analysis. These non-freight dependent industries include government, financial services, information, education and health services, professional and business services, and leisure and hospitality and represent approximately 83 percent of the region’s GDP.

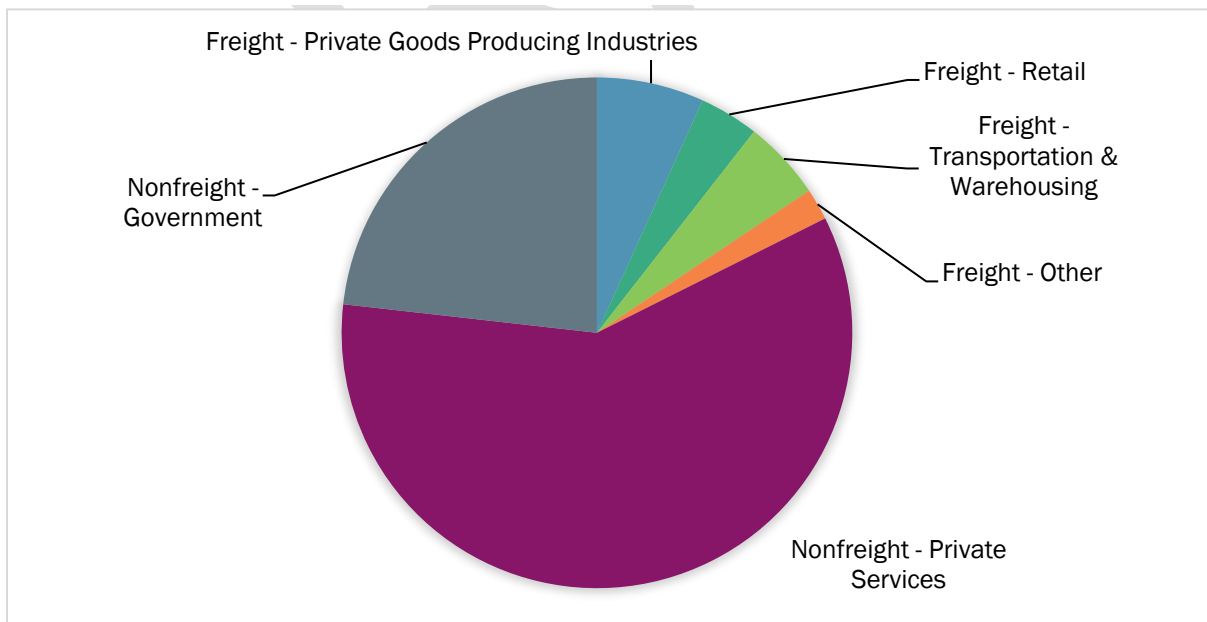
Figure 28: Private Goods Producing Industry Share of GDP



Source: U.S. Bureau of Economic Analysis, 2020

Figure 28 above shows that the private goods producing share of the economy represents seven percent of GDP. Goods producing industries include agriculture, forestry, fishing, and hunting; mining, quarrying, and oil and gas extraction; construction; and manufacturing.

Figure 29: National Capital Region Freight and Non-Freight-Related Industry Sectors



Source: U.S. Bureau of Economic Analysis, 2020

Figure 29 shows that the freight related share of the economy is more than twice as big as this when including other freight intensive industries and industry segments in the goods movement cluster and retail sector as described above.

4.1.7. POPULATION AND EMPLOYMENT FORECASTS

Population and employment forecasts for the region indicate that demand for goods, along with the associated demand for freight transportation services, will continue to grow in the future (Table 22).

Table 22: National Capital Region Population and Employment Growth Projections

	2020 (thousands)	2045 (thousands)	Growth (absolute)	Growth (percentage)
Population	5,700	6,984	1,284	22.5%
Employment	3,391	4,166	776	22.9%

Source: Metropolitan Washington Council of Governments, ROUND 9.2 GROWTH TRENDS TO 2045, Cooperative Forecasting in Metropolitan Washington³²

4.2. Evolving Supply Chains and Logistics Patterns

Beginning in 2020, the COVID-19 pandemic disrupted supply chain logistics globally and placed pressure on the “just-in-time” inventory model. In the National Capital Region, the supply chain crisis caused by the COVID-19 pandemic raised awareness among consumers and businesses of supply chain risks and may prompt modifications to use of “just-in-time” inventories to incorporate more consideration of resilience to unexpected events. Still, the business objective of minimizing inventories within this context remains and will likely continue to drive business strategy and investment in many freight industry sectors.

In the National Capital Region, the current supply chain paradigm resulted in retail businesses locating distribution centers at the periphery of the region. The location of distribution and fulfillment centers is also impacted by consumer spending increasingly shifting from retail stores to online retailers, a significant trend affecting the supply chain nationally and in the National Capital Region. As a share of retail sales, e-commerce increased from a 4.2 percent share of total U.S. retail sales in 2010 to 16.4 percent in 2020, and 14.8 percent in 2022. These large distribution centers are strategically placed near Interstate highways to serve retail establishments in one or more metropolitan areas and by allowing trucks to serve distribution centers and deliver goods in a single shift. As e-commerce alters the future retail landscape, new transportation providers and new modes of freight delivery (e.g., smaller commercial trucks and freight bicycles in urban areas) will likely be required. Should this trend continue, demand for fulfillment centers, and truck volumes traveling to and from fulfillment centers, may increase, while truck volumes to retail stores may decrease.

E-commerce has required an increase in the size of some warehouses to stock a larger selection of items, and the placement of warehouses or distribution centers in urban areas. Warehouse automation continues to be implemented and requires additional space for the technology and equipment facilitating high-speed processes to speed orders to customers. Advances in robotics that allow for effective automation of order picking will likely accelerate further the automation of warehouses for online commerce in the near future. For the National Capital Region, this may result

³² Note: Cooperative Forecast numbers include military employees and the self-employed – people that are not included in the Quarterly Census of Employment and Work (QCEW) figures used in the review of historical employment shown in Figure 25

in increased efficiency of fulfillment centers, enabling higher volumes of goods to be transported. Conversely, it may also result in more distribution centers located in urban areas, and greater number of trucks needed to service fulfillment centers and may impact employment opportunities for residents.

EVOLVING DISTRIBUTION CENTER DESIGN AND LOCATIONS

A typical distribution center is roughly rectangular in shape and features many loading docks. Traditional distribution centers typically employ about 0.3 workers per thousand square feet whose primary work tasks involve shipping and receiving activities. The rise in e-commerce is resulting in a transformation of the typical distribution center into an e-commerce fulfillment center. An e-commerce fulfillment center typically employs about 1.0 workers per thousand square feet whose primary work tasks include picking and packing in addition to shipping and receiving activities. These additional workers require places to park, so fulfillment centers have larger employee parking lots. While traditional distribution centers are typically not located to maximize transit options, newer fulfillment centers are better able to attract the work force needed if they have robust transit options available. Fulfillment centers also require more secured truck parking, typically two or three trailer locations per loading dock. This allows truck drivers to drop off and pick up trailers during off-peak hours thereby enabling full use of the available loading docks.

Since the 2016 Freight Plan Update, several large retailers have relocated fulfillment or distribution centers within the National Capital Region: Giant Food relocated from the Landover area of Prince George's County to Jessup in Howard County; Safeway closed a distribution center in Upper Marlboro and relocated operations to Denver (Lancaster County), Pennsylvania, which has since been converted into a Target warehouse; and a former Toys R Us distribution center in Frederick County was converted into a Kroger fulfillment warehouse.

LEVERAGING TECHNOLOGY

Intelligent freight technologies can be employed to increase awareness and understanding of the region's transportation system. Intelligent freight technologies include asset tracking (via mobile communications), on-board status monitoring (e.g., sensors), and network status information, such as using "computer vision" systems that utilize and integrate data or video feeds from public sensors or traffic cameras.²⁴ In the region, these emerging technologies can be especially helpful to assess last-mile connectivity, as jurisdictions seek to understand the shifting needs and patterns of commercial trucks.

To increase speed to market, traditional retailers are converting their brick-and-mortar stores into centrally located urban distribution centers. This enables same day fulfillment of a customer's online order from the urban department store. Amazon has installed lockers across the region in locations such as supermarkets, doughnut shops, and convenience stores to enable secure delivery of packages while customers are away from home. If the emphasis of last mile logistics continues to shift towards personalized delivery services, the number of trucks on the region's streets and roadways will grow. However, these additional trucks are likely to be smaller on average. For instance, Amazon has supported the creation of small, dedicated contractor fleets that use vans and other small trucks to deliver online orders in the last mile.

The timeline for the deployment of automated trucks, drone deliveries, and other disruptive technologies is undefined, but there is potential for freight (or small deliveries) to be delivered using these modes. Note that due to federal airspace restrictions in or near the monumental core area of Washington, D.C., drone deliveries may not be permitted in specific areas of the region. While challenging to plan for, developments related to these technologies will be critical for transportation

officials and elected officials at the jurisdictional levels to monitor, especially jurisdictions with a high density of distribution centers and warehouses.

4.3. Key Trends by Freight Mode

The freight transportation industry is dynamic and continues to evolve with large firms making strategic investments in infrastructure and technology.

4.3.1. TRUCKING

Over the past 40 years the trucking industry has undergone a series of consolidations and restructurings. In 2021, 95.7 percent of trucking companies operated ten or fewer trucks and 99.7 percent operated fewer than 100 trucks³³. Larger trucking firms are making significant investments in fleet telematics to help track and manage shipments, while smaller trucking firms often lack the expertise and capital required to implement tracking technology to the same degree as the larger firms.

New fleet telematic technologies and software have provided opportunities for firms to reduce empty truck miles (when trucks travel with empty loads), increase truck loading, and efficiently convert less-than-truckload (LTL) shipments to truckload shipments through load consolidation. Combined, these efficiencies can result in fewer commercial trucks traveling on regional roadways, less congestion, and reduced highway wear on Interstates.

Technological advancements have also created opportunities for co-loading, where freight companies share space within a truck or shipping container, and the creation of multi-stop truckload movements that allow for efficient consolidation of multiple customer orders within a particular load. In addition, visibility into inbound and outbound freight movements can create opportunities for firms to do “continuous moves planning” to match outbound loads to vehicles that have delivered freight to the same facility and would otherwise leave empty. Companies like Uber Freight and Convoy have worked to create a digital freight market that will efficiently match trucks with loads more generally and digitize manual processes for billing.²⁵

Small trucking firms often contract with larger carriers and utilize third-party logistics (3PLs) and load matching services to maximize their return on capital. Trucking firms that effectively utilize information technology are likely to prosper relative to firms that are less technology-adept. This trend favors larger firms. Driver shortages have been a longstanding problem for the industry, particularly for long-haul routes. As the economy continues to generate high value time sensitive goods, demand for trucking services will continue to be high.

Truck electrification is expected to become an increasingly important trend, as more medium- and heavy-duty electrified truck models are produced. Multiple federal programs in the IIJA and the Inflation Reduction Act (IRA) provide incentives for the freight industry to electrify, such as the Qualified Commercial Clean Vehicle tax credit, which provides up to a \$40,000 tax credit to incentivize purchase of electric commercial vehicles, which will likely have impacts on adoption of medium-duty and heavy-duty electric trucks.

³³ “Economics and Industry Data”. American Trucking Association

4.3.2. RAIL

Deregulation of the railroad industry in the 1980s enabled railroads to steadily increase productivity by restructuring the rail system, shedding unprofitable lines, creating new business opportunities through long-haul intermodal service, and by transporting coal from mines in the Appalachian Mountains and Wyoming's Powder River Basin. Overall, rail plays a relatively small role in freight transportation in the Washington Metropolitan area, moving five percent of traffic to, from, and within the area.³⁴ Rail tends to have a higher modal share for heavy bulk materials, such as coal, metallic ores, and plastics. An exception is motorized vehicles, which have a high value per ton. More than three-quarters of the automobiles moved by rail or multiple modes (truck and rail) to or from Maryland are imports or exports moving through the Port of Baltimore.

The two Class I railroads operating in the National Capital Region, Norfolk Southern and CSX Transportation, also have worked to expand their intermodal business through major initiatives to add additional track, straighten curves, increase clearances, and add intermodal terminals on key rail corridors to clear the way for trains hauling double stack container cars moving between Mid-Atlantic ports and the Midwestern markets (CSX National Gateway) and between the Southeast and the Northeast (Norfolk Southern Crescent Corridor).

Multiple bridges and tunnels that serve freight rail in the National Capital Region have been recently upgraded or are being expanded. In the District of Columbia, CSX's Virginia Avenue Tunnel was reconstructed in 2018 to accommodate two tracks and allow double-stack trains. MDOT continues to seek opportunities to improve rail access to the Port of Baltimore. The project to reconstruct the Howard Street Tunnel to allow double-stack intermodal containers into the Port of Baltimore is scheduled to be completed by 2024. Additionally, a new two-track railroad bridge is being constructed adjacent to the Long Bridge, a CSX-owned rail bridge that connects the District of Columbia and Virginia and carries both freight and passenger rail. This bridge is expected to be completed in 2030 and will create a four-track rail corridor across the Potomac River.

4.3.3. AIR CARGO

As noted in Section 2.4, BWI and IAD manage the highest volumes of air cargo in and near the National Capital Region. In 2019, BWI significantly enhanced its air cargo capacity with the opening of a 200,000 square foot cargo building to handle Amazon deliveries. As of 2021, this facility at BWI was among the top five busiest Amazon Air facilities in the world.³⁵

Several air cargo trends have impacted the volumes of freight handled at IAD and BWI in recent years. In the air cargo industry, freight forwarder and air carrier networks route freight through operationally efficient, cost-effective airports that provide the highest level of customer service. To realize the benefits of these efficient and cost-effective airports, cargo is sometimes trucked many hundreds of miles before being loaded onto an aircraft. The leading factors that determine how attractive a particular airport is to air cargo shippers, receivers, and forwarders include the following:

- Local and regional air cargo demand patterns, including a rough balance of inbound and outbound freight opportunities.

³⁴ Maryland State Rail Plan. December 2022.

³⁵ Air Cargo from an Airport Planning Perspective, Presentation to the MWCOG Transportation Planning Board – Freight Subcommittee, Kevin Clarke, October 21, 2021

- Available aircraft cargo capacity, including international and wide body flights.
- Sufficient airport cargo infrastructure such as runway length, aircraft parking ramps, air cargo warehouse space, and truck maneuvering and parking space.
- Connectivity to the Interstate highway system.
- A critical mass of logistics and freight forwarding companies to support cargo consolidations.

Air cargo is, in most cases, fluid and has many airport options. This means that, unless an airport meets almost all of the above key factors, it may capture only a lesser share of the cargo market. The ultimate efficiency of airport cargo facilities depends largely on the degree of connectivity among freight forwarders, cross-dock and warehouse facilities, and off airport properties. Access in and out of the airport is important to air cargo businesses, and truck transportation is the critical link to the end-user.

The region’s cargo airports play an important role in supporting the regional economy, enabling businesses and residents to conveniently ship and receive high-value, time-sensitive goods and materials. The region’s economic structure features a higher proportion of government and professional services employment and a lower proportion of manufacturing employment than occurs in the nation overall. This, coupled with the relative affluence of the region’s residents, creates demand for more inbound air cargo than outbound. Despite this imbalance, the region’s cargo airports have been, and are continuing to, invest in the infrastructure needed to support cargo operations and are aggressively marketing their individual strengths. Dulles for example, is leveraging their frequent service to the Middle East and Europe to attract air cargo from states like Georgia, Tennessee, and North Carolina. These goods are trucked via regularly scheduled shuttles from Charlotte-Douglas and Atlanta-Hartsfield to Dulles for departure. However, the structural imbalance between inbound and outbound air cargo opportunities is a headwind that Dulles and BWI have to contend with as they compete with other, larger cargo airports such as New York (JFK) and Atlanta.

The information in Table 23 below correlates each of the region’s primary cargo airports with the key factors listed above.

Table 23. Key Factors Impacting the National Capital Region Cargo Airports

Key Factor	Regional Cargo Airports
Local and regional air cargo demand patterns, including a rough balance of inbound and outbound freight opportunities	The imbalance between inbound and outbound demand is a headwind that both Dulles and BWI airports face in the effort to grow their respective air cargo volumes. This is an issue of cost and efficiency because carriers want to fill their cargo holds for outbound as well as inbound flights.
Available aircraft cargo capacity, including international and wide body flights	The strength of Dulles Airport with respect to this factor is its robust international connections to the Middle East and Europe. In terms of air cargo, the surge in online e-commerce sales has meant a surge in international air cargo at BWI’s new Amazon facility built in 2019. Historically BWI was primarily a domestic freight facility.

Key Factor	Regional Cargo Airports
Sufficient airport cargo infrastructure such as runway length, aircraft parking ramps, air cargo warehouse space, and truck maneuvering and parking space	Both Dulles and BWI meet the requirements of this key factor.
Connectivity to the Interstate highway system	Both Dulles and BWI meet the requirements of this key factor.
A critical mass of logistics and freight forwarding companies to support cargo consolidations	Compared to their larger competitors (JFK, Atlanta, Miami, Chicago O'Hare) Dulles and BWI are supported by a significantly smaller set of logistics and freight forwarding companies.

Cargo operations at Dulles and BWI are well adapted to the structure of the region's economy. Illustrative examples include:

- Vaccines, pharmaceuticals, and medical devices produced by the region's biotechnology sector rely on air transportation, primarily out of Dulles airport, to meet the time-sensitive medical needs of people across the globe. Dulles is a key gateway for military support exports to Europe, the Middle East, and beyond due to its international network.
- BWI airport provides a key supply chain link to seafood, fresh produce, and other wholesale food products distributed out of Maryland Food Center Authority facilities in Jessup, a major distribution center that serves Maryland, the District of Columbia, Virginia, and other mid-Atlantic states. BWI airport has the only United States Fish and Wildlife Service inspection gateway in the Mid-Atlantic region.

One important trend for BWI is the change in the types of aircraft moving freight. In 1994 passenger and all-cargo carriers handled approximately equal amounts of air freight at BWI. Since then, freight on all-cargo aircraft has grown 64 percent, while air freight on passenger carriers has declined. Increased passenger load factors (i.e., the percentage of seats filled with passengers) and reduced domestic widebody aircraft, which contain more space for freight, have resulted in less capacity for freight. Freight and mail shifted to the integrated express carriers, and U.S. Postal Service demand declined.

COMPETITION FROM OTHER MODES

Advances, such as faster container ships and refrigeration for containers on ocean going vessels, have enabled some perishable commodities, including flowers and foodstuffs, to be transported by sea rather than air. This has enabled shippers to realize significant transport cost savings for some perishable but not otherwise time sensitive commodities, thus diverting some portion of global cargo shipments out of airplanes and onto ships.

ROLE OF OUT-OF-REGION AIRPORTS

A significant portion of the region's air cargo demand is handled by major cargo hub airports located outside of the National Capital Region. Trucking is approximately five to ten times cheaper than air transportation for typical cargo. Much of the National Capital Region is within a one-day drive of a larger cargo airport, such as JFK (located in the Queens borough of New York City), Atlanta, or Philadelphia. Many air cargo shippers, receivers, and forwarders select the lower costs and better schedules offered by these major hubs. Even airports as far away as Miami and Chicago are strong cargo competitors to Dulles and BWI. The additional truck haul required to transport cargo to and

from large cargo gateway airports is often accepted by forwarders and shippers as part of the cost of doing business.

4.3.4. PORTS

Although the Port of Baltimore and the Port of Virginia are not located in the National Capital Region, they are vital East Coast entry points for marine freight, are equipped to handle “post-Panamax” or “megaship” sized container ships and provide goods to the region via multiple rail and roadway connections. In recent years, the freight transportation system in the United States experienced supply chain challenges due to the COVID-19 pandemic. As noted by the Bureau of Transportation Statistics, demand for ocean shipping resulted in shortages of intermodal shipping containers and truck chassis.²⁶ While these effects may be short-term, the availability of critical operational elements such as truck chassis impacts the movement of goods from the Port of Baltimore and the Port of Virginia.

The Port of Baltimore handled the highest volumes of automobiles in the United States in 2020, and processes high volumes of light trucks and farm and construction machinery. Recent investments at the Port of Baltimore enhance the port’s ability to handle intermodal containers. In November 2021, Maryland broke ground on the Howard Street Tunnel expansion project, which includes the reconstruction of the rail tunnel to accommodate double-stacked container trains to and from the port. Tradepoint Atlantic has entered a partnership with Terminal Investment for the construction of an on-site 165-acre rail-served container terminal at Coke Point in the Port of Baltimore. Baltimore has begun the operation of four additional supersized, Neo-Panamax cranes, as part of an investment by Ports America Chesapeake (PAC) at the Seagirt Marine Terminal, to serve a second deepwater berth. The new berth and cranes will complement CSX’s Howard Street Tunnel expansion project that will allow double-stacked container rail cars to use the tunnel. The tunnel expansion is scheduled for completion in 2025.

The Port of Virginia, which includes four terminals in the Hampton Roads region, processed a record volume of approximately 180,000 containers in December 2021. To accommodate future growth, the Port is investing in critical infrastructure needs, including \$350 million for channel deepening and widening, and \$90 million to increase rail capacity at Norfolk International Terminals.²⁷

4.4. Impacts of COVID-19

COVID-19 had significant impacts on the economy, employment, and freight movement more generally. Some of the most important impacts for freight transportation are summarized below. Because of ongoing changeability in post-pandemic trends as of the writing of this plan, the following sections discuss recent trends that may be subject to further changes in the coming years.

COVID-19 AND EMPLOYMENT

Numerous actions were taken to contain the spread of COVID-19 that have restricted socio-economic activities throughout the country, including the metropolitan Washington region. Between March and April 2020, the COVID-19 pandemic contributed to a loss of 371,000 jobs.²⁸ When comparing March 2020 to March 2021, employment data for the Metropolitan Washington region indicated the most significant job losses to be in hospitality, retail, and several service-related sectors. By December of

2021, the region had recovered approximately 86 percent of the jobs lost between March 2020 and April 2020, with growth in nearly every sector.³⁶

TELEWORKING

The metropolitan Washington region economy is highly reliant on government and professional business services sectors, which enabled a fast transition to remote work during the COVID-19 pandemic. According to the Regional Travel Survey (RTS) conducted in 2017-2018, since 2007-2008 the share of workers who are eligible to telecommute increased from 26 percent to 43 percent in the TPB region; the share of workers teleworking one or two days per week also increased.²⁹ As more and more workers have the option to work from home, teleworking has reduced the total number of people commuting to work. The long-term impacts of the pandemic on telework are not yet known, and the region's transportation system may continue to adapt to a "post-COVID" environment. Many government and professional services employees are continuing to work remotely multiple days per week. Weekday commuting patterns continue to evolve.

ONLINE SHOPPING

During the COVID-19 pandemic, people increasingly turned to e-commerce to get needed goods delivered to their homes, accelerating a trend that was already well-established. This continued expansion of e-commerce has increased the number of trucks competing for the limited supply of roadway and curbside space, increasing curbside management challenges. Street design features common in more densely populated areas, such as bike lanes and narrower intersections with tighter turning radii, make it more difficult for trucks to navigate turns, and trucks making deliveries can block access for pedestrians and cyclists. One year after the pandemic is over, a majority (58 percent) say that they expect their online shopping habits to continue. This could have lasting impacts on long-range regional planning, including addressing changing demands for retail space and freight-related needs.^{30 37}

AIR TRAVEL

Commercial air travel at the National Capital Region's three major airports reached an all-time high in 2019 with approximately 36.8 million airplane boardings (enplanements) reported, up from 32 million in 2007. From 2019 to 2020, enplanements plummeted 65 percent, decreasing from 36.8 million to 12.9 million, at Baltimore/Washington International Thurgood Marshall Airport (BWI), Ronald Reagan Washington National Airport (DCA), and Washington Dulles International Airport (IAD), collectively. As the region continues to recover from the COVID-19 pandemic, enplanements are recovering at all three airports but are still well below pre-pandemic levels.³⁸ Regional air travel continues to increase. Enplanements were over 80 percent of 2019 levels in November and December of 2021. Enplanements were back to greater than 90 percent of 2019 levels by the summer of 2022.³⁹ A fraction of air freight moves in the belly of passenger airplanes. Reductions in the number of enplanements is predictive of a smaller number of aircraft and less belly freight capacity being available at Washington area airports.

³⁶ COVID-19 Impacts in Metropolitan Washington. Metropolitan Washington Council of Governments, March 18, 2022

³⁷ Visualize 2045: A Long Range Transportation Plan for the National Capital Region. MWCOG p.151

³⁸ Visualize 2045: A Long Range Transportation Plan for the National Capital Region. MWCOG p.46

³⁹ COVID-19 Travel Monitoring Snapshot an Analysis of Monthly Traffic and Enplanement Data, Pre-Pandemic - October 2022, National Capital Region, Transportation Planning Board, published November 2022

5. REGIONAL FREIGHT ISSUES, CHALLENGES, AND OPPORTUNITIES

5.1. Roadway Congestion and the Cost of Delay

Congestion on the nation’s roadways is a significant cost to shippers and to the economy overall. In 2016, the American Transportation Research Institute (ATRI) estimated that nationally, congestion added over \$74.5 billion in operational costs and resulted in 1.2 billion hours of delay on the NHS. This is the equivalent of over 425,533 truck drivers sitting idle for a working year.⁴⁰ Freight congestion is concentrated in urban areas and is most apparent at bottlenecks on highways, especially those serving major international gateways, major domestic freight hubs, and in major urban areas where important national truck flows intersect congested urban areas. In 2016, ATRI ranked congestion in the Washington, D.C., metropolitan area as sixth worst in the nation in terms of its contribution to increased operating costs for the trucking industry (Table 24).

Table 24: Top Ten Metropolitan Areas by Total Cost of Congestion, 2016

Rank	Metropolitan Area	Total Cost
1	New York/ Newark/ Jersey City, NY/NJ/PA	\$4,932,953,308
2	Chicago/ Naperville-Elgin, IL/IN/WI	\$2,277,859,370
3	Miami/ Fort Lauderdale/ West Palm Beach, FL	\$2,242,273,959
4	Philadelphia/ Camden/ Wilmington, PA/NJ/DE/MD	\$1,662,591,597
5	Los Angeles/ Long Beach/ Anaheim, CA	\$1,634,100,369
6	Washington/ Arlington/ Alexandria, DC/VA/MD/WV	\$1,408,773,540
7	Dallas/ Fort Worth/ Arlington, TX	\$1,381,875,845
8	Houston/ The Woodlands/ Sugar Land, TX	\$1,359,055,852
9	Atlanta-Sandy Springs-Roswell, GA	\$1,114,969,029
10	Nashville/ Davidson/ Murfreesboro/ Franklin, TN	\$1,105,626,725

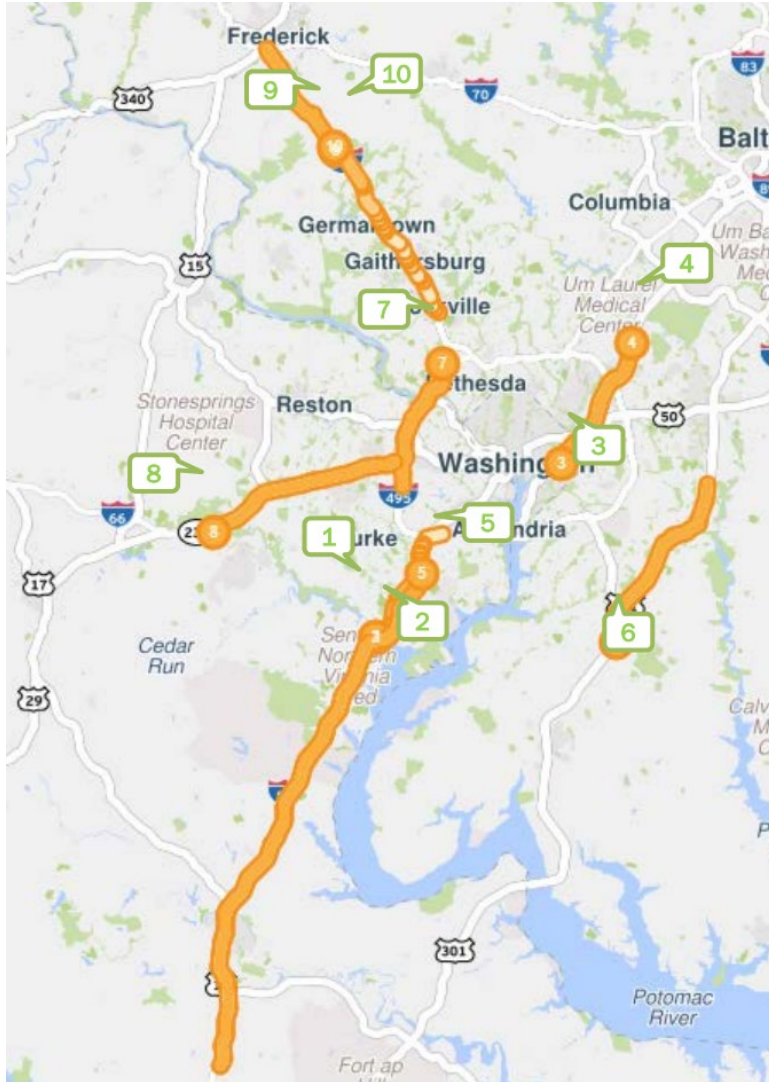
In 2023, ATRI identified the nation’s 100 most congested truck bottlenecks, providing a national perspective on truck congestion and comparison points for bottlenecks in the National Capital Region.³¹ This analysis was quantified by analyzing truck volumes, free flow speed, and average truck speed and deviation from free flow. Three bottlenecks in the top 100 were identified in the National Capital Region: I-95 at I-495 in Springfield (#79), I-495 at I-66 in Vienna (#89), and I-495 at I-270 in Rockville (#92).

The Transportation Planning Board has been monitoring congestion in the Region for many years. Table 25 identifies the ‘all time’ i.e., 24/7/365, 10 most significant bottlenecks on the Region’s network as of 2021. This table, as seen in the 2022 Congestion Management Process (CMP) Technical Report, was developed using the Bottleneck Ranking tool in the Probe Data Analytics Suite of the Regional Integrated Transportation Information System (RITIS) provided by the University of Maryland Center for Advanced Transportation Technology (CATT) Lab. As this analysis was conducted on the Region’s entire network instead of only the regionally significant freight network, several

⁴⁰ ATRI Cost of Congestion to the Trucking Industry: 2018 Update

bottlenecks listed in Table 25 are on truck-restricted roadways. A map of the regional bottlenecks from the 2022 CMP Technical Report is included below in Figure 30. The numbers identified within Figure 30 correspond to the rankings in Table 25.

Figure 30: Regional Bottlenecks in the National Capital Region



Source: COG 2022 Congestion Management Process (CMP) Technical Report.

To be consistent with the ranking method in National Capital Congestion Reports since 2019, a measure of “Base Impact” in the tool was chosen to rank the bottlenecks for the 2022 CMP Technical Report. According to RITIS, the “Base Impact” measure was defined as the sum of queue lengths over the duration. More information about bottleneck ranking methodology is available in the 2022 CMP Technical Report.

Table 25. Regional Bottlenecks

Rank	Location	Average duration	Average max length (miles)	Total duration	Impact factor
1	I-95 S @ VA-123/EXIT 160	8h 9m	4.01	124d 4h 5m	530,457
2	I-95 N @ VA-123/EXIT 160	4h 11m	4.45	63d 19h 32m	386,481
3	DC-295 S @ CAPITOL ST	9h 4m	1.51	137d 22h 41m	278,813
4	MD-295 N @ POWDER MILL RD	5h 11m	2.92	78d 19h 59m	255,314
5	I-95 N @ VA-617/BACKLICK RD/EXIT 167	2h 33m	4.02	38d 22h 50m	216,574
6	US-301 S @ MCKENDREE RD/CEDARVILLE RD	3h 51m	2.45	58d 14h 43m	196,300
7	I-495 CW @ I-270-SPUR	1h 21m	5.92	20d 17h 56m	176,892
8	I-66 W @ VA-234/VA-234-BR/EXIT 47	1h 15m	6.21	19d 3h 24m	159,189
9	I-270 S @ MD-109/EXIT 22	1h 54m	3.89	29d 2h 53m	153,541
10	I-270 N @ MD-109/EXIT 22	1h 30 m	4.73	22d 23h 44m	146,933

Source: 2022 Congestion Management Process (CMP) Technical Report, page 48.

In addition to negative impacts to the transportation system and the economy, vehicular congestion contributes to emissions, impacting residents in proximity to Interstates and highways, as well as contributing to greenhouse gas emissions. To curb greenhouse gas emissions from the transportation sector and encourage the use of electric vehicles (EV) throughout the country, the FHWA established a national network of alternative fuel corridors (AFCs). Supported by funding from the National Electric Vehicle Infrastructure Formula Program and the Charging and Fueling Infrastructure Discretionary Grant Program, AFCs support the installation of EV charging, hydrogen, propane, and natural gas fueling infrastructure at strategic locations along major highways. The District of Columbia, Maryland, and Virginia each have several designated AFCs in the National Capital Region. In Table 26 below, the designated AFCs for D.C., Maryland, and Virginia are listed, including Interstates, US routes, and state highways.

Table 26. Designated Alternative Fuel Corridors by State – Interstates, US Routes, and State Highways

State	Interstates, US Routes, and State Highways
District of Columbia	I-95, I-195, I-295, I-395, DC 295, US 1, US 50
Maryland	I-70, I-95, I-270, I-495, SR 4, SR 5, SR 32, SR 295, ICC-MD 200, US 1, US 15, US 50, US 301
Virginia	I-66, I-95, I-495

Source: FHWA All Designated Alternative Fuel Corridors by State, Updated July 5, 2022.³²

The list of AFCs is updated on an annual basis, through the process of soliciting nominations from State and local officials. The recurring process of updating the AFC list supports the rapidly evolving state of electric vehicle technology in the United States, increased market adoption, and installation of infrastructure related to the use of alternative fuels.

5.2. Rail Congestion and Safety

The Transportation Planning Board (TPB) is particularly interested in and concerned about the safety and security of the region's freight rail system. Rail incidents around the nation have highlighted the need for continual improvement of freight rail preventative safety and security measures. The addition of a new two-track railroad bridge adjacent to Long Bridge, a CSX-owned rail bridge over the Potomac River that carries both freight and passenger rail, is expected to increase throughput and enhance resiliency once it opens in 2030.

Major concerns include the operational handling and tracking of railcars that carry Toxic Inhalation Hazard (TIH) materials, which can cause fatalities if released into the atmosphere. Safety on the nation's railroads is regulated by the Federal Railroad Administration (FRA). It enforces regulations for hazardous materials, highway-rail crossings, track conditions, rail motive power and equipment, operating practices, and train control and signaling. Federal rail safety regulations preempt state rail safety laws, and the FRA maintains direct oversight of railroad practices relevant to safety. States can participate in railroad-related investigative and surveillance activities through FRA's State Safety Participation Program. To participate in the Program, states must have an agreement with the FRA to enable the delegation of some federal investigative and surveillance authority to the State. State agency personnel involved in investigative and surveillance activities must be qualified in one or more of the following FRA safety disciplines: track, signal and train controls, motive power and equipment, operating practices, hazardous materials, and highway-rail grade crossings.

The FRA reserves exclusive authority to assess penalties, issue emergency orders, and undertake any other enforcement actions under federal railroad safety laws. Maryland's rail safety authority is under the jurisdiction of the Department of Labor, Licensing, and Regulation (DLLR). Virginia's rail safety authority is under the Virginia State Corporation Commission Division of Utility and Railroad Safety. In the District of Columbia, the District Department of Energy & Environment (DOEE) is charged with implementing the City's rail safety program.

Because the District houses institutions, individuals, and buildings of national significance, in addition to being home to over 700,000 residents, unique rail safety policies and regulations have been adopted to safeguard the city. According to the 2017 DC State Rail Plan, certain categories of highly hazardous materials are not transported through the District by rail, including toxic by inhalation/poison by inhalation products, certain explosives, and spent nuclear fuel. However, empty rail cars that previously contained high-hazard materials are permitted to travel through the District.

The 2017 DC State Rail Plan also outlines actions undertaken by CSX, either voluntarily or in accordance with federal regulation, to support homeland security officials and local first responders, including:

- Providing a list of the top 25 hazardous materials by rail car count shipped through Virginia, Maryland, the District to their respective state emergency organizations
- Granting members of the Transportation Security Administration (TSA) and the U.S. Department of Transportation Crisis Management Center access to real-time information regarding the location and contents of rail cars
- Participating in urban rail safety programs and providing specialized training to first responders

Additional information about the District's rail safety program can be found in the DC State Rail Plan.

Fatalities and injuries on the region’s freight rail system have remained roughly constant since 2009. Table 27 shows rail fatalities by category which peaked in 2016 and 2017 but has decreased since then.

Table 27: Rail Accident/Incident Fatalities by Category

Category	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21
Employee On Duty Fatalities	0	0	0	0	0	0	0	0	2	1	0	0	0
Trespasser deaths, not at Highway-Rail Crossing	5	7	6	2	5	6	5	10	8	4	2	4	2
Passengers killed in train accidents or crossing incidents	0	0	0	0	0	0	0	0	0	0	0	0	0
Passengers killed in other incidents	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	5	7	6	2	5	6	5	10	10	5	2	4	2

Source: FRA Safety Database, 2009-2021

Table 28 shows the non-fatal injuries associated with rail accidents and incidents within the region. It is notable that non-fatal injuries from rail accidents/incidents have decreased in 2020 and 2021.

Table 28: Non-Fatal Injuries from Rail Accidents/Incidents

Category	'09	'10	'11	'12	'13	'14	'15	'16	'17	'18	'19	'20	'21
Employee On Duty Injuries	38	55	50	59	75	60	61	63	70	76	50	34	46
Trespasser injuries, not at Highway-Rail Crossing	4	4	3	7	2	4	4	3	6	6	4	5	4
Passengers injured in train accidents or crossing incidents	0	1	0	0	0	0	1	0	1	2	0	0	0
Passengers injured in other incidents	51	54	47	43	59	49	51	45	60	49	47	14	16
Total	93	114	100	109	136	113	117	111	137	133	101	53	66

Source: FRA Safety Database, 2009-2021

The U.S. Department of Homeland Security (DHS) is the primary federal agency responsible for security of the transportation sector. The DHS National Infrastructure Protection Plan (2013) includes the Transportation Systems Sector-Specific Plan, which is focused on developing strategies to reduce the risks to critical transportation infrastructure from terrorism threats. The leadership of the District of Columbia, the State of Maryland, the Commonwealth of Virginia, area local governments, and the Department of Homeland Security’s Office for National Capital Region Coordination (NCRC) are working in partnership with non-profit organizations and private sector interests to reduce the vulnerability of the National Capital Region from terrorist attacks. The Metropolitan Washington Council of Governments (COG) coordinates and hosts many of the regional emergency support function (RESF) committees that are working together to advance preparedness in the region. The RESF-1 Transportation Committee addresses the role of transportation (including freight rail) in the NCR Homeland Security Program. The committee has representation at the local,

state, regional, and federal levels and provides a forum for regional transportation officials to exchange information and discuss emergency response, coordination, and recovery requirements.

5.3. Freight Equity Analysis

As noted in Visualize 2045, the costs and benefits of freight transportation should be distributed equitably within the region. Freight-related environmental justice issues arise when the impacts and externalities of freight, such as noise and air pollution, are unfairly concentrated in low-income and minority communities. Conversely, it is also unfair for the benefits of freight innovations, such as low- or zero emission freight vehicles and delivery lockers, to be concentrated in higher income neighborhoods.

The TPB adopted Equity Emphasis Areas (EEAs) in 2017 to examine demographic patterns in the region and to analyze Visualize 2045. EEAs represent the region's Census tracts with high concentrations of low-income individuals and/or traditionally disadvantaged racial and ethnic population groups. There are 364 EEAs regionwide, representing approximately 26 percent of the total population in the NCR. Shifting heavy-duty trucks to electric vehicles will help reduce externalities produced by trucks powered by diesel engines, such as air pollution and GHG emissions. Visualize 2045 recommends locating jobs in Activity Centers and EEAs. However, locating freight-related jobs in Activity Centers and EEAs is not always feasible or advisable.

To better understand if freight has a disproportionate impact on communities within the National Capital Region, this Plan conducted a preliminary analysis of roadway and rail mileage within EEAs. Leveraging the 2022 EEAs published by COG, an analysis was performed to examine the percent of trucks on roadways within EEAs, outside of EEAs, and the regional totals.³³ An additional analysis was performed to review interaction between EEAs and the major roadways and railroads within the NCR.

5.3.1. TRUCK PERCENTAGE VOLUMES IN EQUITY EMPHASIS AREAS

COG's EEAs were overlaid with major roads in the region and the FHWA Highway Performance Monitoring System (HPMS) truck percentage volumes to compare the percent of trucks on roadways within EEAs, outside of EEAs, and to determine the regional totals. For this analysis, major roadways in the region are defined as Interstates, Principal Arterials-Freeway/Expressways, and Principal Arterials-Other.

Table 29 shows the mileage of major roadways within the National Capital Region, what percent of major roads in the region they comprise, and what the average truck percentages are on these roadways. This data was used as a baseline comparison when evaluating the mileage of the major roadways within EEAs, what percent of the EEAs they encompass, and the average truck percentages on these roadways. Comparing this with Table 30, the truck percentages on major roadways within the EEAs are similar to the NCR: EEAs feature a lower percentage of Interstate roadway miles, but greater percentages of Principal Arterial-Freeway/Expressway and Principal Arterial-Other truck percentages. The region also features higher truck percentages along Interstates and Principal Arterial-Freeway/Expressway, than are reported along roadway segments within EEAs. With similar percentages of each major roadway type within the region and similar truck percents on these routes, this indicates that EEAs are not disproportionately exposed to these major roadways or commercial truck volumes, when compared to the remainder of the NCR.

Table 29: Truck Percentages on Major Roadways in the National Capital Region

NCR Roadways	NCR Roadway Truck Percentage	EEA Roadway Truck Percentage	Outside EEA Roadway Truck Percentage
Interstate	6.5%	6.0%	6.7%
Principal Arterial-Freeway/Expressway	4.2%	5.3%	3.9%
Principal Arterial-Other	3.6%	3.7%	3.5%
Average Percent	5.0%	5.0%	5.0%

Source: COG (2022 EEA data), HPMS (2019 data)

Table 30: Truck Percentages on Major Roadways in Equity Emphasis Areas

EEA Roadways	Major Roadway Miles	% of Major Roadway Classification in EEAs	% Truck
Interstate	52	17%	5.9%
Principal Arterial-Freeway/Expressway	51	17%	5.2%
Principal Arterial-Other	203	66%	3.7%
Total/Average Percent	306	100%	4.9%

Source: COG (2022 EEA data), HPMS (2019 data)

5.3.2. FREIGHT MILEAGE WITHIN EQUITY EMPHASIS AREAS

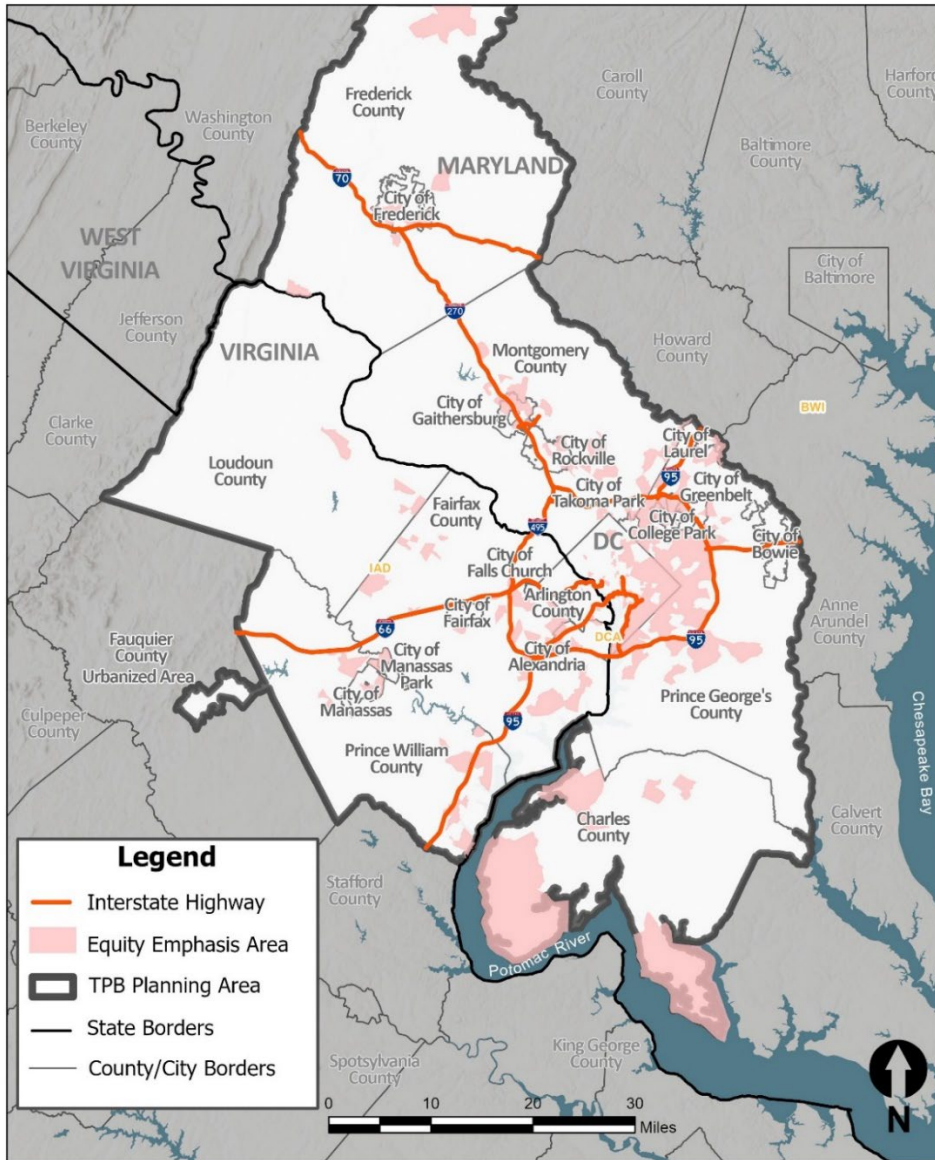
The second part of the equity analysis examined the impact that freight, in terms of major roadways and railroads, has on EEAs compared to the remainder of the National Capital Region. Table 31 shows the total major roadway mileage within EEAs, outside of EEAs, and the total mileage within the National Capital Region. This indicates that the major roadway mileage within EEAs accounts for 22 percent of the total major roadway mileage within the region. Figure 31 provides a visual representation of how EEAs interact with major roadways in the region.

Table 31: Mileage of Major Roadways in EEAs, Outside of EEAs, and in the National Capital Region

Roadways	Major Roadway Miles in the NCR	Major Roadway Miles within EEAs	Major Roadway Percentage within EEAs	Major Roadway Percentage outside EEAs
Interstate	234	52	22%	78%
Principal Arterial-Freeway/Expressway	271	51	19%	81%
Principal Arterial-Other	802	203	25%	75%
Total/Average Percent	1,307	306	23%	77%

Source: COG (2022 EEA data), HPMS (2019 data)

Figure 31: Major Roadways and Equity Emphasis Areas in the National Capital Region



Source: COG (2022 EEA data), HPMS (2019 data)

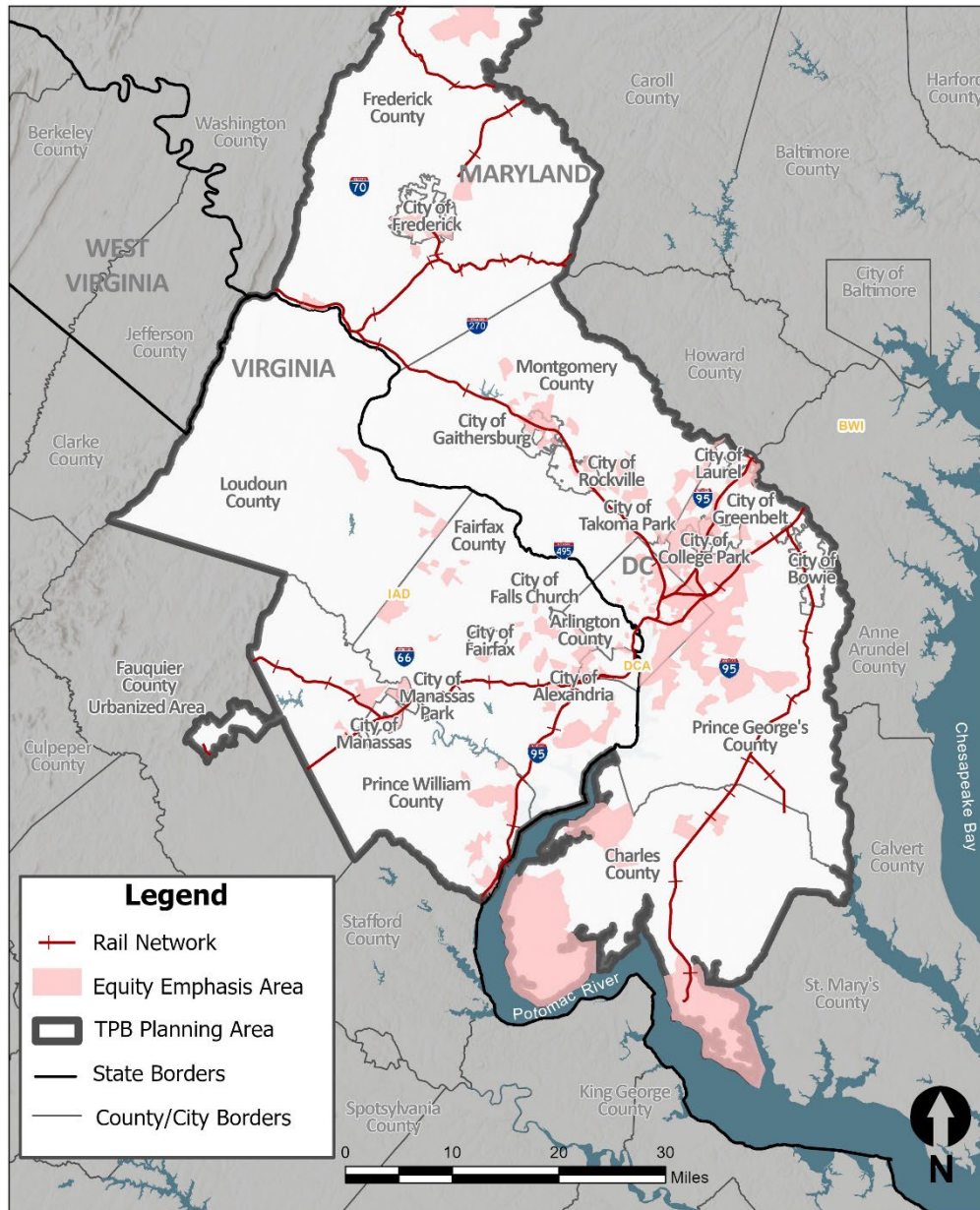
A similar evaluation was conducted for freight railroads within the region and their relationship to the EEAs. The total railroad mileage within EEAs represents 22 percent of the total railroad mileage in the National Capital Region (Table 32), which is visually represented in Figure 31.

Table 32: Railroad Miles in EEAs, Outside of EEAs, and in the National Capital Region

	Mileage within EEAs	Mileage outside EEAs	Approximate Total Mileage in Region
Miles	67	240	307
Percentage	22%	78%	100%

Source: COG (2022 EEA data), Federal Railroad Administration, Bureau of Transportation Statistics (2023)

Figure 32: Railroads and Equity Emphasis Areas in the National Capital Region



Source: COG (2022 EEA data), Federal Railroad Administration, Bureau of Transportation Statistics (2023)

This limited analysis did not show disproportionate impacts to EEAs at the regional level from freight movement. However, future equity-focused analysis between the interface of freight and the region’s EEAs would provide greater insight on freight movement’s impacts on these communities.

5.4. Freight as an Enabler of Livability

The National Capital Region’s population is expected to increase to over seven million by 2045. As the region’s population grows, so will the demand for freight. Proactively managing freight movement and delivery at both the regional and local levels is critical. Regionally, COG hosts events such as a 2017 “Freight Forum” which promoted best practices for integrating freight into the region’s

transportation network. At the jurisdictional level, this may involve coordinating with trucking companies to establish commercial loading zone programs that promote overnight delivery/loading in commercial business districts; designing mixed-use buildings to accommodate off-street delivery/loading; and working with trucking companies to train drivers on best ways to safely operate their vehicles in urban environments to prioritize safety for people walking and biking.

FWHA promotes integration of freight planning and land-use decision making, which if aligned can help reduce congestion, improve air quality, and enhance community livability. FHWA’s Freight and Land Use Handbook highlights four high-level areas to align regional planning with freight planning: appropriate and coordinated land use policies, effective transportation systems and services, effective operations and management policies, and education and outreach. Within these areas, tools and strategies are provided to ensure freight land uses interact positively with surrounding land uses (Table 33).³⁴

Table 33: Freight and Land Use Integration Strategies and Tools

Policy Area	Strategy/Tool	Goals
Appropriate and Coordinated Land Use Policies	Regional visioning and scenario planning	Sets regional stakeholder goals and gain common understanding between different levels of government
	Incentives to reinvest in existing industrial space – e.g., tax credits	Offers tax credits as an incentive to (re)develop in urban and industrial areas, provided performance criteria are met
	Creating buffers around freight	Provides safe means for residents to traverse a freight facility
	Using zoning tools to preserve industry and limit freight impacts	Provides space for manufacturing where appropriate infrastructure and adjacent land uses exist, and protect industry from pressures to change use
	Promote context-sensitive site and building design features	Reduces the noise and vibration, light, aesthetic, and local air quality impacts of freight facilities on neighboring land uses
Effective Transportation Systems and Services	Freight-exclusive facilities	Reduces the noise and vibration, light, aesthetic, and local air quality impacts of freight facilities on neighboring land uses
	Effective truck route networks	Ensures truck routes avoid sensitive areas and link with truck routes in neighboring jurisdictions.
Effective Freight Operations and Management	Offering incentives for off-peak delivery	Spreads truck traffic times across a wider timeframe, as well as increase their efficiency because of decreased road congestion
Education and Outreach	Technical assistance to local jurisdictions	Ensures that local land use policy-makers are informed of freight needs and can help codify freight and land use integration best practices

Source: FHWA Freight and Land Use Handbook, June 2020

Commercial trucking is the dominant form of freight transportation in metropolitan Washington, transporting 73 percent of freight by weight in 2020. Planning for how trucking-related facilities and infrastructure coexists with and impacts nearby communities is especially critical for jurisdictions with access to regional highways with high volumes of commercial trucks, such as I-95, I-495, I-270, and I-70. Constructing additional public and private truck parking along these highways will allow commercial truck drivers to safely rest and refuel and benefit freight movement in the region.

For the freight industry to meet the demands of the expected population growth in the National Capital Region, there may be the need for additional warehouse workers, truck drivers, and other roles that enable freight delivery to function seamlessly. Commercial trucking is one of the nation’s

largest industries, yet in 2022 the American Trucking Association reported a national shortage of 80,000 drivers. To meet this need for skilled freight employees, programs like VDOT's Workforce Development program help train and prepare future generations of employees to participate in the freight industry. The Workforce Development Program was created to address an expected workforce shortage and meet future employment demands and is designed to expose high school students to careers in transportation.

5.4.1 COMMUNITY IMPACTS OF FREIGHT

The movement of goods is essential to ensure and maintain a high quality of life in the region. Each day, residents, businesses, and visitors rely on timely freight deliveries, especially for goods transported by commercial trucks. Better understanding the community impacts of freight movement in the region will help local jurisdictions accommodate freight needs while sustaining the health and wellbeing of residents and visitors. Community impacts from freight movement include land use considerations, negative externalities, and developing a workforce to support the freight industry.

Transporting goods to and through communities in metropolitan Washington results in multiple negative externalities in the region. Where freight facilities are located and how they freight logistics operate affects nearby residents and has impacts on the surrounding transportation network. These negative externalities include pavement and roadway damage from commercial trucks, especially along local and arterial streets that are predominantly used by personal vehicles, and excessive noise from commercial trucks while unloading and making deliveries. Local streets and roads are often not designed to accommodate commercial trucks, which creates conflicts with people walking and biking. At-grade railroad crossings are also a conflict point between freight rail and people walking, biking, and driving.

While freight facilities such as rail lines and highways are necessary to efficiently move goods, this infrastructure simultaneously limits and impedes transportation access in many communities. As part of the IIJA, USDOT established the Reconnecting Communities Pilot Program, with \$1 billion in funding. This program is dedicated to reconnecting communities that were previously cut off from economic opportunities by transportation infrastructure. Planned freight infrastructure should comprehensively review mobility, access, and safety impacts on adjacent communities. Modifying existing infrastructure, such as removing at-grade rail crossings, will also allow freight to travel faster and create a safer environment for residents.

Workforce development strategies could be considered to better train and equip employees in the region to join the freight and goods movement industry. In 2021-2022, the Southern California Association of Governments (SCAG) implemented the Southern California Goods Movement Communities Opportunities Assessment.³⁵ The assessment identified local opportunities within the freight and goods movement industry within 6-8 communities disproportionately impacted by the freight industry, to connect individuals in these communities with training and workforce development programs.

6.REGIONAL FREIGHT POLICIES

The regional freight policies described in this section are intended to provide a framework for transportation planning activities conducted by the Transportation Planning Board (TPB). TPB member jurisdictions are encouraged to consider these freight policies as they conduct their transportation planning functions.

6.1 TPB Freight Policies

The Transportation Planning Board (TPB) developed the following freight policy statements to guide implementation of freight infrastructure in the National Capital Region. Table 34 illustrates how the TPB policies correlate with goals identified in Visualize 2045 and national freight goals. The TPB:

1. encourages that freight related projects, programs, and activities in the region support or bolster TPB's plans, programs, and policies, such as the TPB Vision, Visualize 2050 (including its Connected and Automated Vehicle policies), Complete Streets policy, Equity and Safety policy.
2. supports the prioritized advancement of freight-related transportation projects that provide maximum value, efficiency, and safety with particular emphasis on those that improve freight access to activity centers.
3. supports investments that maintain a state of good repair for the region's freight transportation system.
4. supports freight investments that bolster the region's environmental objectives and resiliency.
5. supports the use of best practices for safety, engineering, and maintenance, of freight-related transportation infrastructure.
6. supports the alleviation of roadway bottlenecks where feasible to improve travel times and reliability for trucks and passenger vehicles.
7. supports maximizing opportunities to expand transportation options, address roadway congestion, and reduce pollution by increasing the use of passenger and freight rail.
8. encourages that freight related projects, programs, and activities provide benefits equitably to all people in the region and avoid disproportionate negative impacts to any group or community.
9. recognizes freight's role in economic development and supports efforts to maximize the use of important economic drivers, including airports, ports, and intermodal facilities serving the region's residents and businesses.
10. encourages that freight and goods are moved in ways that help minimize disruptions and facilitate livability of the region's communities.
11. encourages that freight related projects, programs, and activities in the region ensure security (including cybersecurity) and privacy, and prevention of risks to people and infrastructure.

- 12.** supports improvements in truck safety using education, enforcement, and engineering strategies.
- 13.** supports efforts to route hazardous materials away from the National Capital Region; for hazardous materials that must be transported to, from, within, and through the region, the TPB supports the selection of the safest and most secure modes and routes.
- 14.** encourages information sharing on explosive, toxic by inhalation, and radioactive materials being shipped to, from, within, and through the region, including real-time notifications and long-term planning information.
- 15.** supports robust first responder training and exercise activities regarding freight in general and hazardous materials transport in particular.
- 16.** supports collaboration among agencies and with the private sector on freight planning and operations concerns to support mutual goals.
- 17.** supports the proactive analysis of freight-related performance measures and data in the context of overall regional performance measurement to identify lessons learned and promote regional goals.
- 18.** promotes sustainable methods of freight operations that are sensitive to environmental, cultural, and community resources.
- 19.** encourages collaboration among transportation planners, land use planners, private railroads, elected officials, and other stakeholders to find creative ways to facilitate community-beneficial land use development (residential, commercial, or industrial as appropriate) while providing space for necessary future rail expansion along key rail corridors.
- 20.** supports the review and study of new freight-related technologies, emerging business practices, and evolving commodity mixes and mode shares to advance regional goals.

Table 34. Correlation of Freight Policies to Visualize 2045 Goals and National Freight Goals⁴¹

No.	Freight Policy	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Economic Growth	Comprehensive Multimodal System	Emerging Mobility and Technology	Climate / Resiliency / Sustainability	Equity	Land Use	Mobility / Reliability	Operational Efficiency	Safety
1	Support projects, programs, and activities that bolster the TPB's plans, programs, and policies	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
2	Support efforts that improve freight access to activity centers	✓	✓	✓	✓				✓	✓	✓	✓
3	Support projects, programs, and activities that maintain a state of good repair									✓	✓	
4	Support investments that bolster the region's environmental objectives and resiliency		✓				✓					
5	Support the use of best practices for safety, engineering, and maintenance									✓	✓	✓
6	Support the alleviation of roadway bottlenecks		✓	✓						✓	✓	

⁴¹ TPB Planning Policy Focus Areas are adapted from the FY 2023 Unified Planning Work Program (UPWP)

No.	Freight Policy	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Economic Growth	Comprehensive Multimodal System	Emerging Mobility and Technology	Climate / Resiliency / Sustainability	Equity	Land Use	Mobility / Reliability	Operational Efficiency	Safety
7	Support opportunities to increase the use of passenger and freight rail	✓	✓	✓	✓					✓	✓	
8	Encourage equitable distribution of freight benefits and avoid disproportionate negative impacts							✓				
9	Recognize freight's role in economic development; support efforts to maximize the use of important economic drivers	✓		✓	✓					✓	✓	
10	Encourage freight movement that minimizes disruptions and facilitates regional livability	✓		✓				✓		✓	✓	
11	Encourage projects, programs, and activities that ensure security (including cybersecurity)											✓
12	Support improvements in truck safety											✓
13	Support efforts to safely route hazardous materials											✓

No.	Freight Policy	Accessibility / Connectivity	Environment (Air Quality / Climate Change)	Economic Growth	Comprehensive Multimodal System	Emerging Mobility and Technology	Climate / Resiliency / Sustainability	Equity	Land Use	Mobility / Reliability	Operational Efficiency	Safety
14	Encourage information sharing on the transport of hazardous materials											✓
15	Support robust first responder training											✓
16	Support collaboration among agencies and with the private sector on freight planning and operations	✓		✓						✓	✓	
17	Support the proactive analysis of freight-related performance measures and data			✓						✓	✓	
18	Promote sustainable methods of freight operations	✓	✓				✓	✓	✓			
19	Encourage collaboration among transportation professionals, private railroads, elected officials, and other stakeholders	✓		✓				✓	✓	✓	✓	
20	Support the review and study of new freight-related technologies	✓	✓	✓	✓	✓				✓	✓	

7. NATIONAL CAPITAL REGION PROJECTS IMPORTANT TO FREIGHT

The Transportation Improvement Program (TIP) for Visualize 2045 (FY 2023-2026) includes numerous projects that will improve freight movement in the National Capital Region—two railway projects and three highway projects. Table 35 provides details on the two railway improvements; Table 36 provides details on the highway improvements.

Table 35: Rail Projects Included in Agency/Jurisdictional/Private Railroad Plans Important to Freight, 2022

TIP ID	Title	Description	Jurisdiction	Lead Agency	Completion Date
T6673	Alexandria 4th Track	Construct six miles of fourth track from Alexandria to the south bank of the Potomac River in Arlington.	Alexandria and Arlington	VDOT	2028
T6727	Long Bridge VA - DC [immediately downstream from I-395 (14th Street Bridge) crossing the Potomac River]	Design and construct four railroad tracks, a rail and pedestrian-bicycle bridge, and related land and Potomac River crossing from Arlington, VA to Washington, DC	Arlington County	VDOT	2030

Source: Visualize 2045 Transportation Improvement Program. Additional project details can be accessed at:

<https://visualize2045.org/plan-update/approved-2022-plan/> .

Note: The District of Columbia, Maryland, and Virginia state rail and freight plans may include additional projects that impact freight rail in the National Capital Region.

Table 36: Highway Projects included in Visualize 2045 that are Important to Freight, 2022

TIP ID	Title	Description	Jurisdiction	Lead Agency	Completion Date
T5337	Kenilworth Ave NE Pedestrian Bridges Replacement	Complete removal and replacement of the Douglas Street, NE Pedestrian Bridge	District of Columbia	DDOT	2024
T6039	H Street Bridge over Railroad	Replace and rehabilitate H Street NE bridge from North Capitol to 3rd Street NE	District of Columbia	DDOT	2028
T6240	Safety and Geometric Improvements	Implement various safety and geometry improvements along I-295/DC 295 from	District of Columbia	DDOT	2028

	of I-295 and DC 295	Chesapeake Street SW to Eastern Avenue NE			
T3547	MD 4 at Suitland Parkway Interchange Construction	Construct new MD 4 interchange at Suitland Parkway	Prince George's County	MDOT SHA	2022 ³⁶
T6411	I-70/US 40 at MD 144, Meadow Road, and Old National Pike Interchange Construction	Construct two missing I-70/US 40 ramp movements	Frederick County	MDOT SHA	2023
T6483	MD 85 Phase 1 Highway Reconstruction	Widen MD 85 from Crestwood Boulevard / Shockey Drive to Spectrum Drive	Frederick County	MDOT SHA	2023
T6071	MD 185 at Jones Bridge Road and Kensington Parkway Phase 3 BRAC Intersection Improvements	Implement intersection improvements at Jones Bridge Road and Kensington Parkway to improve access to Naval Support Activity Bethesda	Montgomery County	MDOT SHA	2024
T11579	I-70 Eastbound at East Welcome Center	Add 25 new truck parking spaces	Frederick County	MDOT SHA	2025
T6690	MD 75 over I-70 Bridge Rehabilitation	Rehabilitate MD 75 bridge 105600 over I-70	Frederick County	MDOT SHA	2025
T6431	US 15/US 40 Frederick Freeway Highway Reconstruction	Widen US 15/US 40 from I-270 to north of Biggs Ford Road to improve safety and operations	Frederick County	MDOT SHA	2030
T6525	US 301 Highway Reconstruction	Upgrade and widen US 301 (from Mount Oak Road to US 50) and MD 197 (from US 301 to Mitchellville Road), to include bicyclist and pedestrian	Prince George's County	MDOT SHA	2030

		accommodation where appropriate			
T6450	VA 28 Widening (Prince William County Line to US 29)	Widen VA 28 from 4 to 6 lanes, with intersection improvements and added pedestrian and bicycle facilities	Fairfax County	VDOT	2023
T6618	VA 7/VA 690 Interchange	Design and construct new interchange at VA 7 and VA 690, with a shared use path and 4 ramps	Loudoun County	VDOT	2025
T6693	US 15 Improvement with Railroad Overpass	Design and construct a 4-lane section along US 15 between Somerset Crossing Drive and VA 55, with a median and asphalt shared use path connecting the sections north and south of the tracks	Prince William County	VDOT	2026
T6520	Fairfax County Parkway (VA 286) widen from 4 to 6 lanes	Widen Fairfax County Parkway (VA 286) between VA 123 / Ox Road and US 29 (2,000 ft. north of US 29), from 4 to 6 lanes	Fairfax County	VDOT	2027
T6604	US 29 Widening Phase 2	Widen US 29 from 4 to 6 lanes from Union Mill Road to Buckley's Gate Drive, with geometry improvements and added pedestrian and bicycle facilities	Fairfax County	VDOT	2027
T6443	Richmond Highway Corridor Improvements	Reconstruct and widen Richmond Highway (US 1) from 4 to 6 lanes and add bicycle and pedestrian facilities between the Mount Vernon Memorial Highway and Napper Road	Fairfax County	VDOT	2028

T11602	Richmond Highway Corridor Improvements, Phase 2	Widen Richmond Highway (US 1) from 4 to 6 lanes and add bicycle and pedestrian facilities from 0.13 miles north of Frye Road to Sherwood Hall Lane	Fairfax County	VDOT	2028
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Source: Visualize 2045 Transportation Improvement Program. Additional project details can be accessed at: <https://visualize2045.org/plan-update/approved-2022-plan/> .

Note: Projects that involve roads where most trucks are banned were not considered for this list, including Federal Lands and Transurban toll lane projects.

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8. RECOMMENDATIONS AND NEXT STEPS

The efficient movement of goods is vital to the economy of the National Capital Region and is necessary to support the growth of local businesses and promote a high quality of life for the region's residents and visitors. The TPB is responsible for addressing congestion and mobility limitations that delay or impede freight movements, which ensures that the region's interconnected transportation system can accommodate the movement of goods by truck, rail, air, and other modes.

Building on existing data, trends, and findings documented in the Freight Plan, this section identifies recommendations and next steps that will help the region achieve its freight goals.

Recommendations will also support planning factors identified in Visualize 2045: increase the accessibility and mobility of people and freight; and enhance the integration and connectivity of the transportation system across and between modes for people and freight.

The following recommended actions, which can be accomplished with resources that are already in place, are organized into two categories; those related to maintaining and strengthening the existing regional freight planning process and longer-term, strategic actions.

8.1. Actions Related to Maintaining and Strengthening the Regional Freight Planning Process

- Continue to support the TPB Freight Subcommittee.
- Continue to maintain and strengthen private-sector participation in the TPB Freight Subcommittee.
- Continue to create opportunities to hold joint meetings with other TPB Subcommittees.
- Continue to host periodic regional freight forums.
- Continue to collect and analyze freight data and make data available to member jurisdictions and the public.
- Continue to facilitate coordination with federal, state, local, and private-sector freight partners.
- Coordinate TPB's IJJA freight-related activities.
- Support TPB's Continuous Airport System Planning (CASP) program, which includes forecasting future air cargo needs.
- Continue to identify and communicate freight-related infrastructure issues to member agencies to address in their planning and programming activities.
- Strengthen relationships with local jurisdiction planners.
- Highlight economic development aspects of freight with local jurisdiction planners.

8.2. Strategic Regional Freight Planning Activities

- Continue to monitor key economic and industry trends impacting goods movement.
- Monitor the impact of freight movement within Equity Emphasis Areas.
- Continue to monitor technological developments in freight movement, such as autonomous and connected freight vehicles and unmanned aerial systems (drones).
- Monitor policies and efforts related to truck electrification and decarbonization of the freight industry in the National Capital Region.
- Advance policies and projects to convert commercial trucks to clean fuels in accordance with adopted TPB and COG goals.
- Deploy a regionwide robust electric vehicle charging network (or refueling stations for alternate fuels).
- Ensure consideration of freight movement issues in regional curbside management planning.
- Continue to monitor the development of new and emerging freight-relevant data sources and incorporate them into transportation planning activities as appropriate.
- Provide information to the TPB and freight stakeholders on the status or progress on this Plan's identified freight policies when such information becomes available.

APPENDIX A: INFASTRUCTURE INVESTMENT AND JOBS ACT – FREIGHT RELATED PROGRAMS

Significant freight-related programs and policies included in the IJA are:

- National Infrastructure Project Assistance Program (Mega Grants) 37: This program provides single- or multiyear grants to projects generating national or regional economic, mobility, or safety benefits for large and smaller-scale projects. Eligible projects include highway or bridge projects, freight intermodal or freight rail projects, railway-highway grade separation or elimination projects, intercity passenger rail projects, and certain public transportation projects.
- Nationally Significant Multimodal Freight and Highway Program (INFRA Grants) 38: Awards competitive grants for multimodal freight and highway projects of national or regional significance to improve the safety, efficiency, and reliability of the movement of freight and people in and across rural and urban areas. Formerly referred to as the Nationally Significant Freight and Highway Projects (NSFHP) program.
- Office of Multimodal Freight Infrastructure and Policy: This Office was established to administer and oversee certain multimodal freight grant programs within USDOT, promote and facilitate the sharing of information between the private and public sectors with respect to freight issues, conduct research on improving multimodal freight mobility, oversee the freight research activities of the various agencies within USDOT, and to assist cities and States in developing freight mobility and supply chain expertise.
- Port Infrastructure Development Program: This program was established in the FAST Act and is expanded under the IJA to increase investment in coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry.
- Consolidated Rail Infrastructure and Safety Improvement (CRISI): Funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. This program leverages private, state, and local investments to support safety enhancements and general improvements to infrastructure for both intercity passenger and freight railroads.
- Railroad Crossing Elimination Grant Program: Provides funding for highway-rail or pathway-rail grade crossing improvement projects that focus on improving the safety and mobility of people and goods.

APPENDIX B: REGIONAL FREIGHT-SIGNIFICANT NETWORK

This appendix contains a series of detailed maps describing the region's Freight Significant Network.

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Figure 33: Regional Freight-Significant Network - Frederick County Area

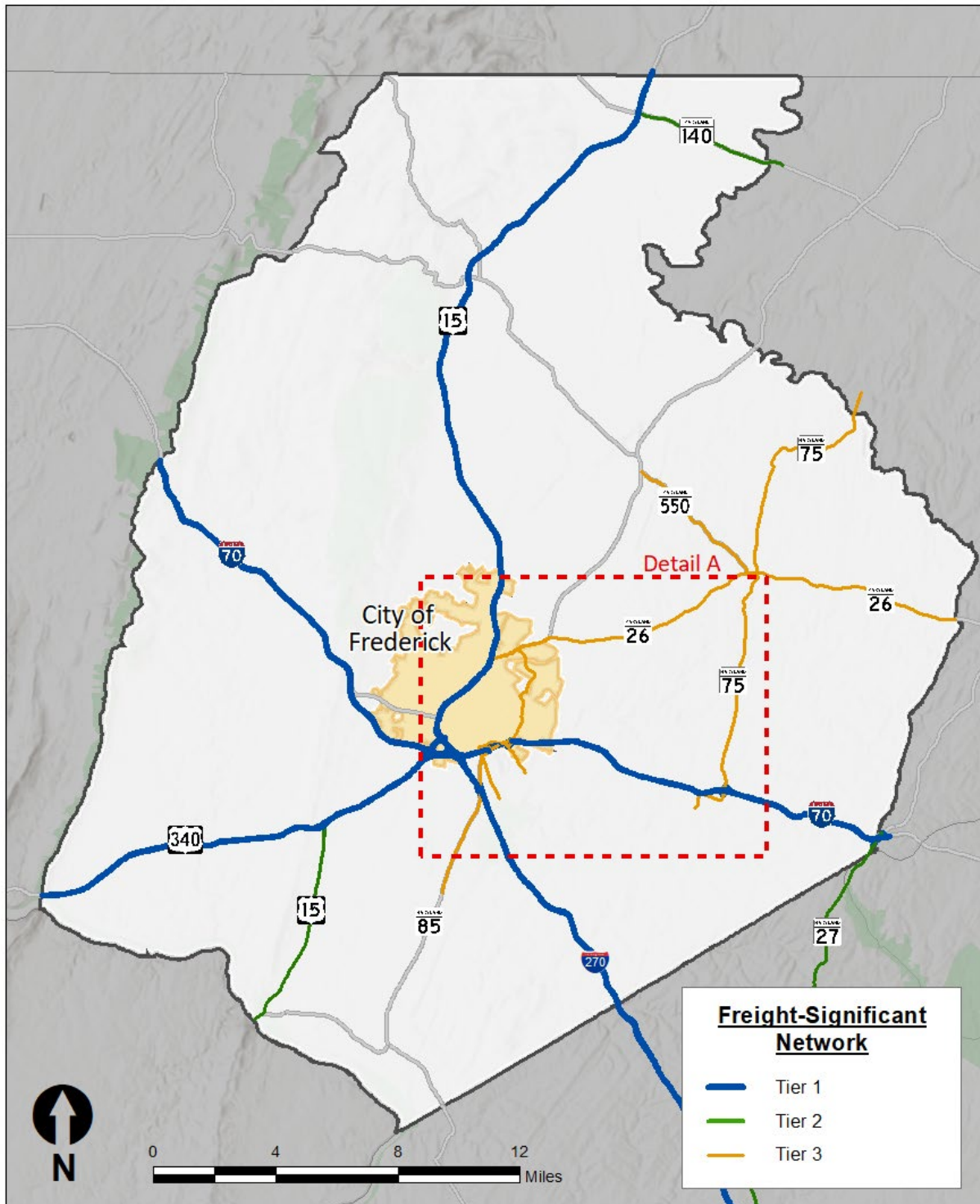


Figure 34: Frederick County Detail A

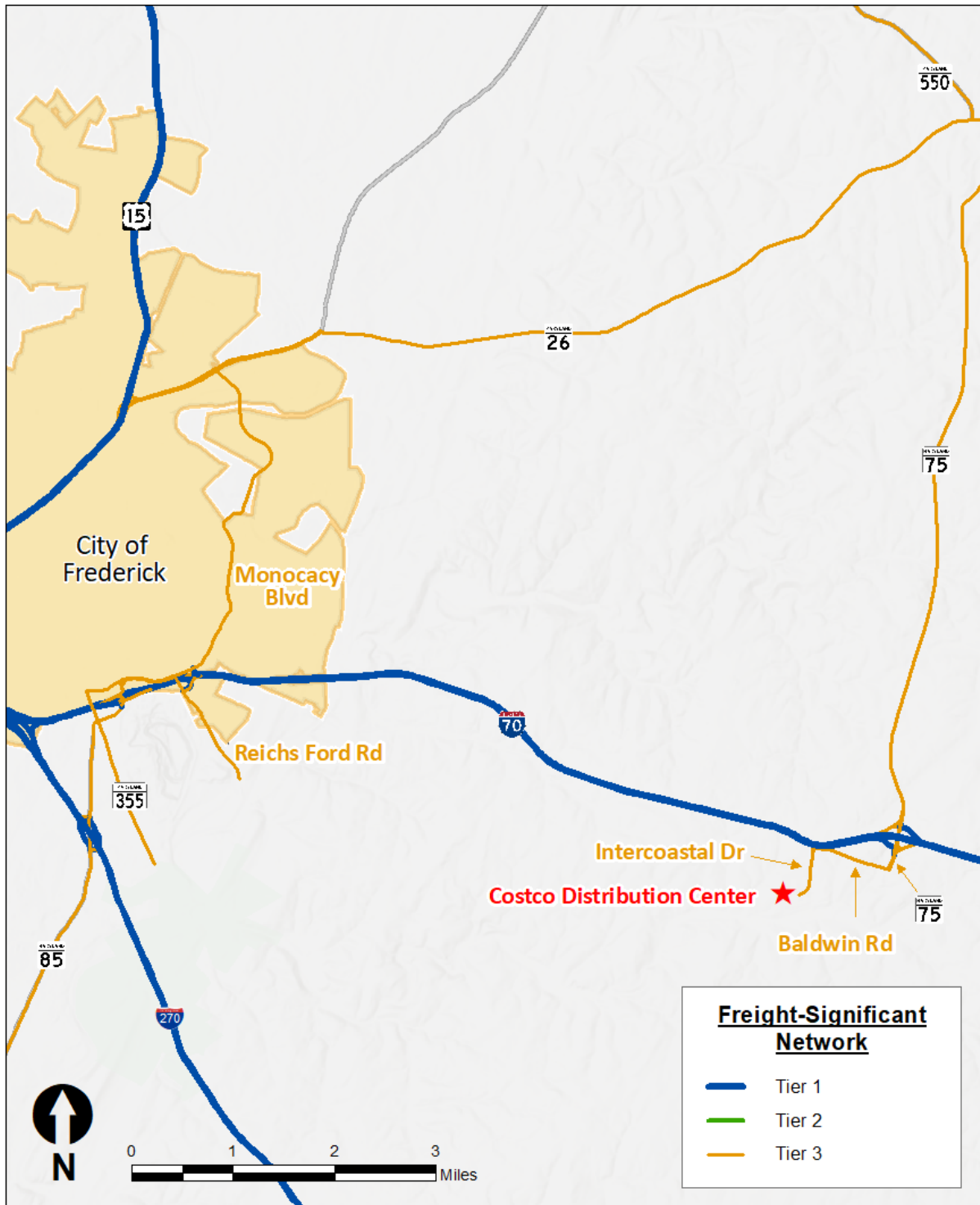


Figure 35: Regional Freight-Significant Network - Montgomery County Area

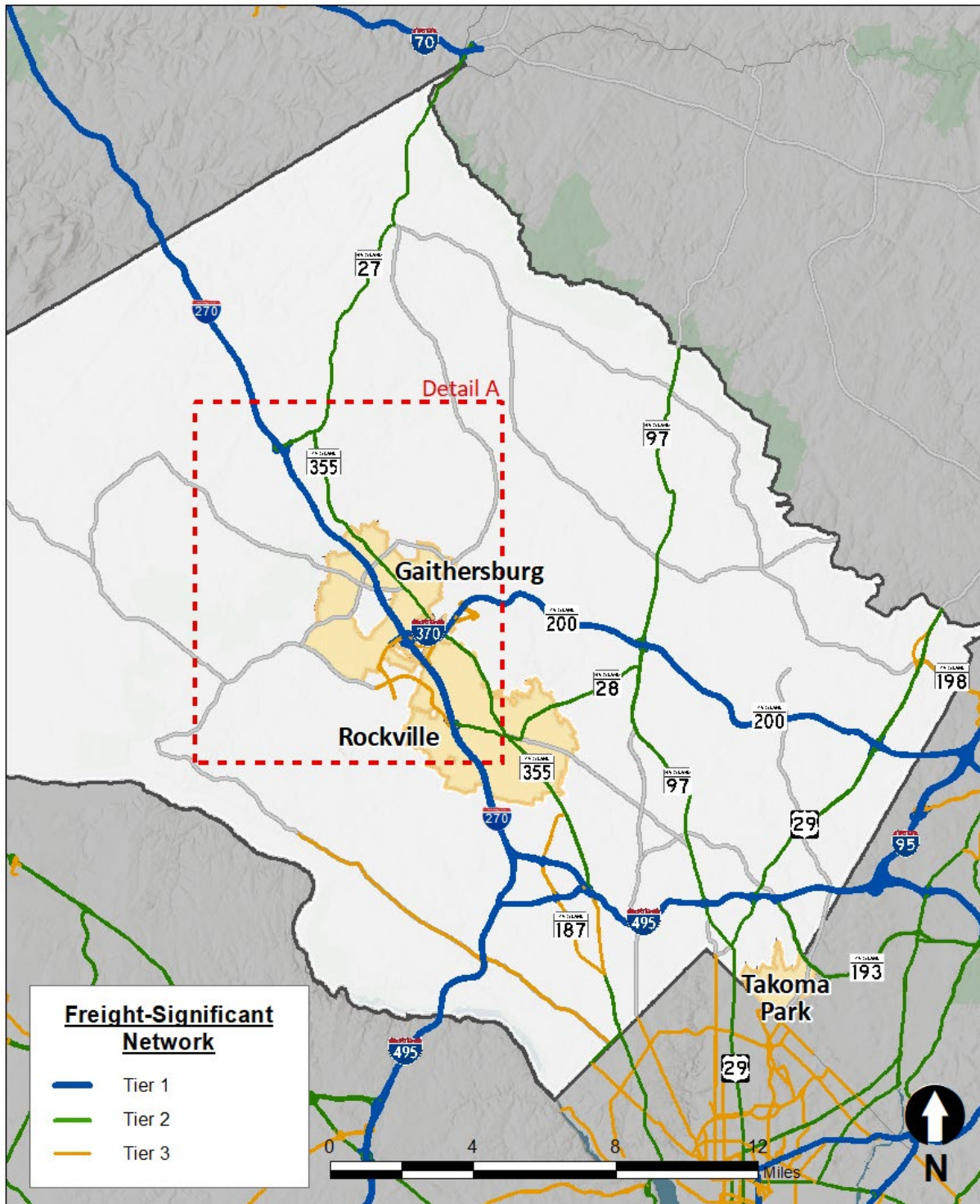


Figure 36: Montgomery County Detail A

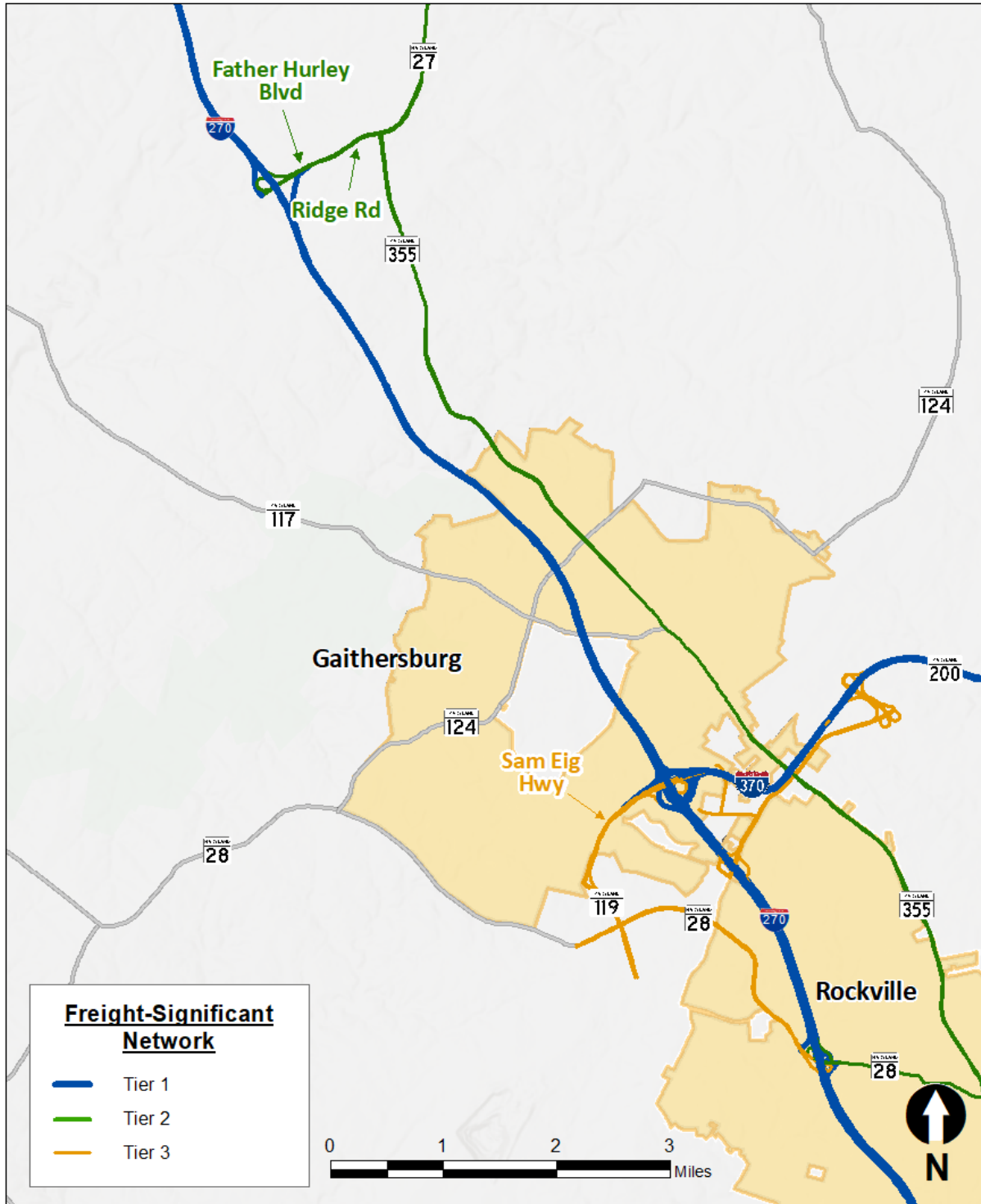


Figure 37: Regional Freight-Significant Network - Prince George's County Area

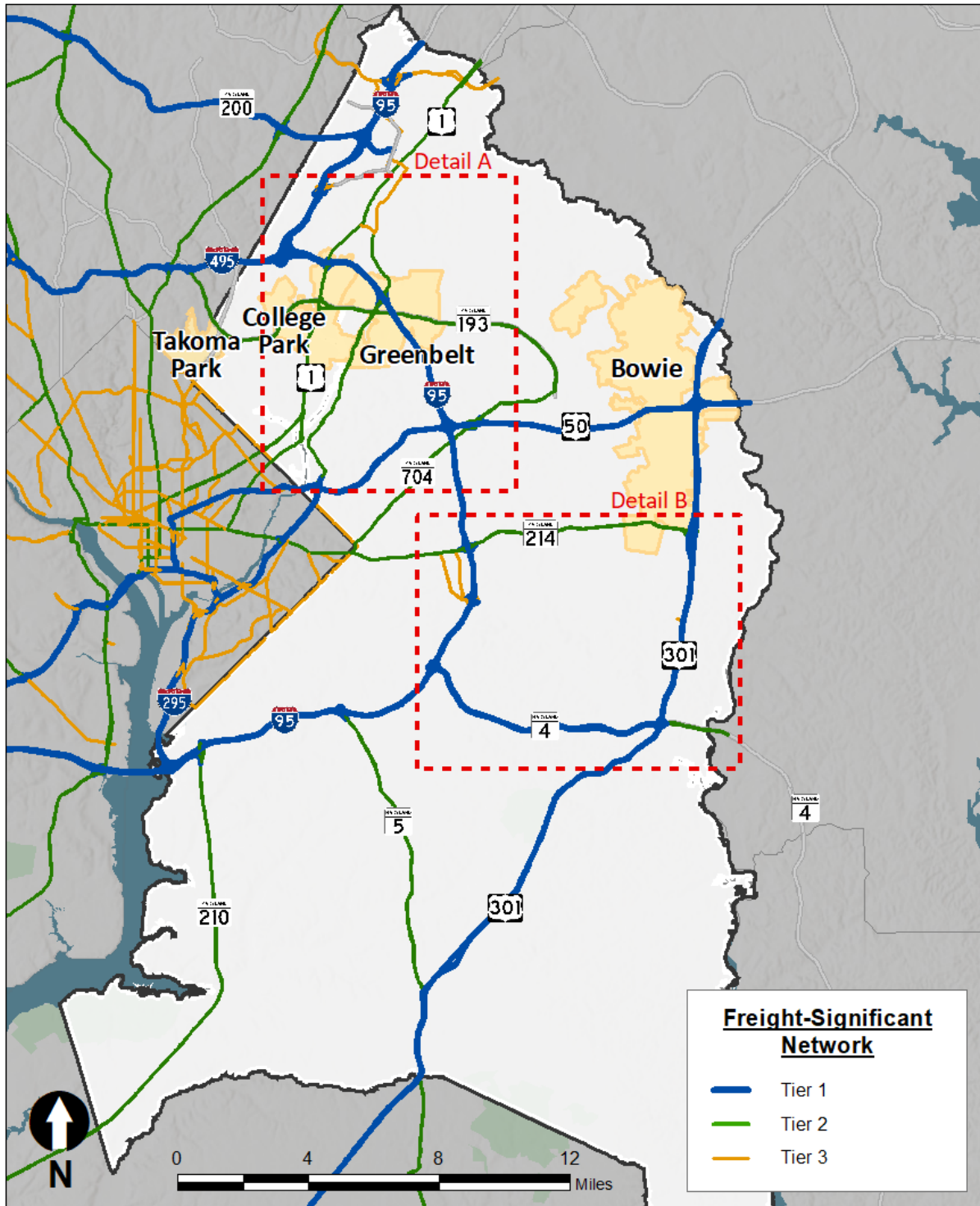


Figure 38: Prince George's County Detail A

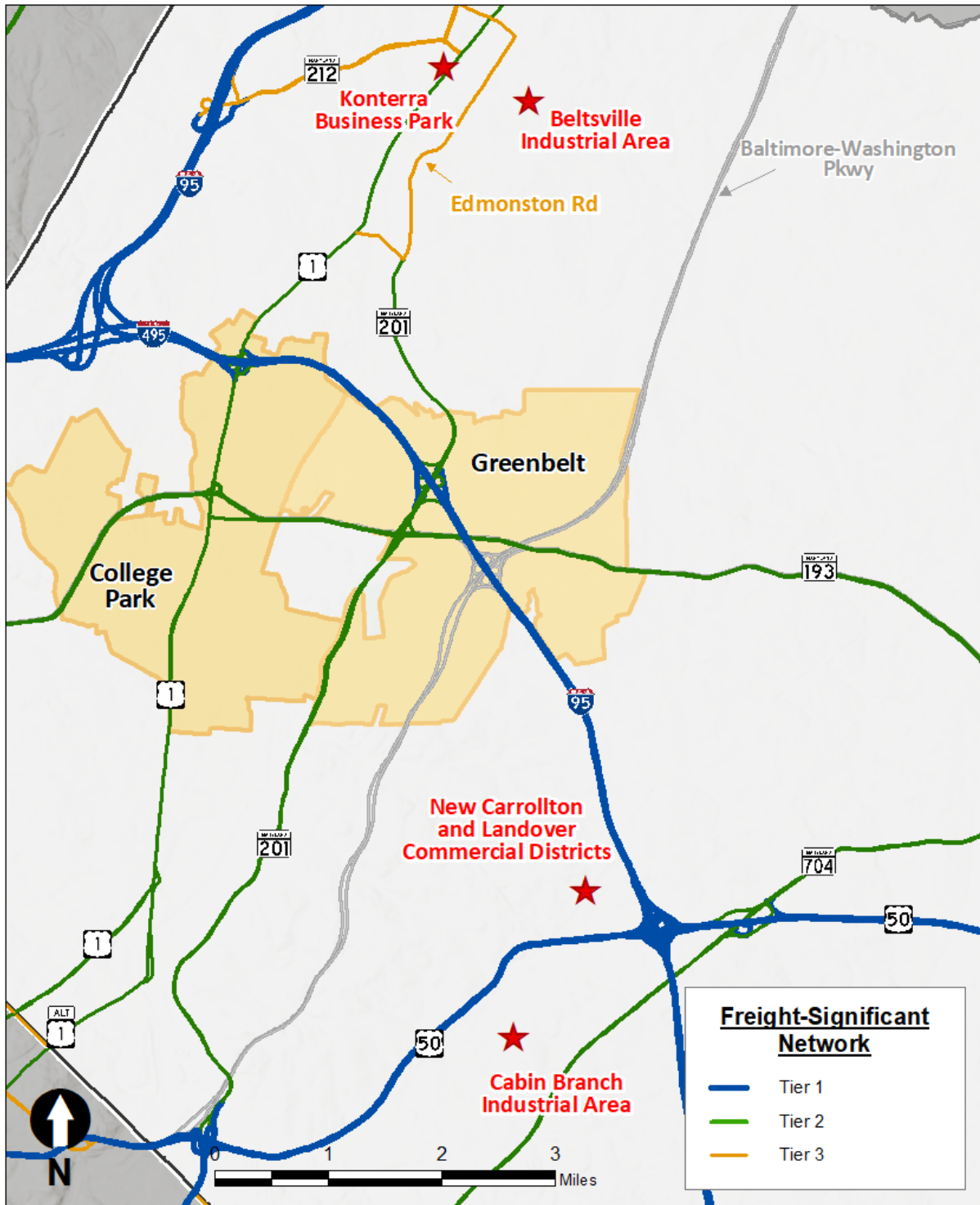


Figure 39: Prince George's County Detail B



Figure 40: Regional Freight-Significant Network - Charles County

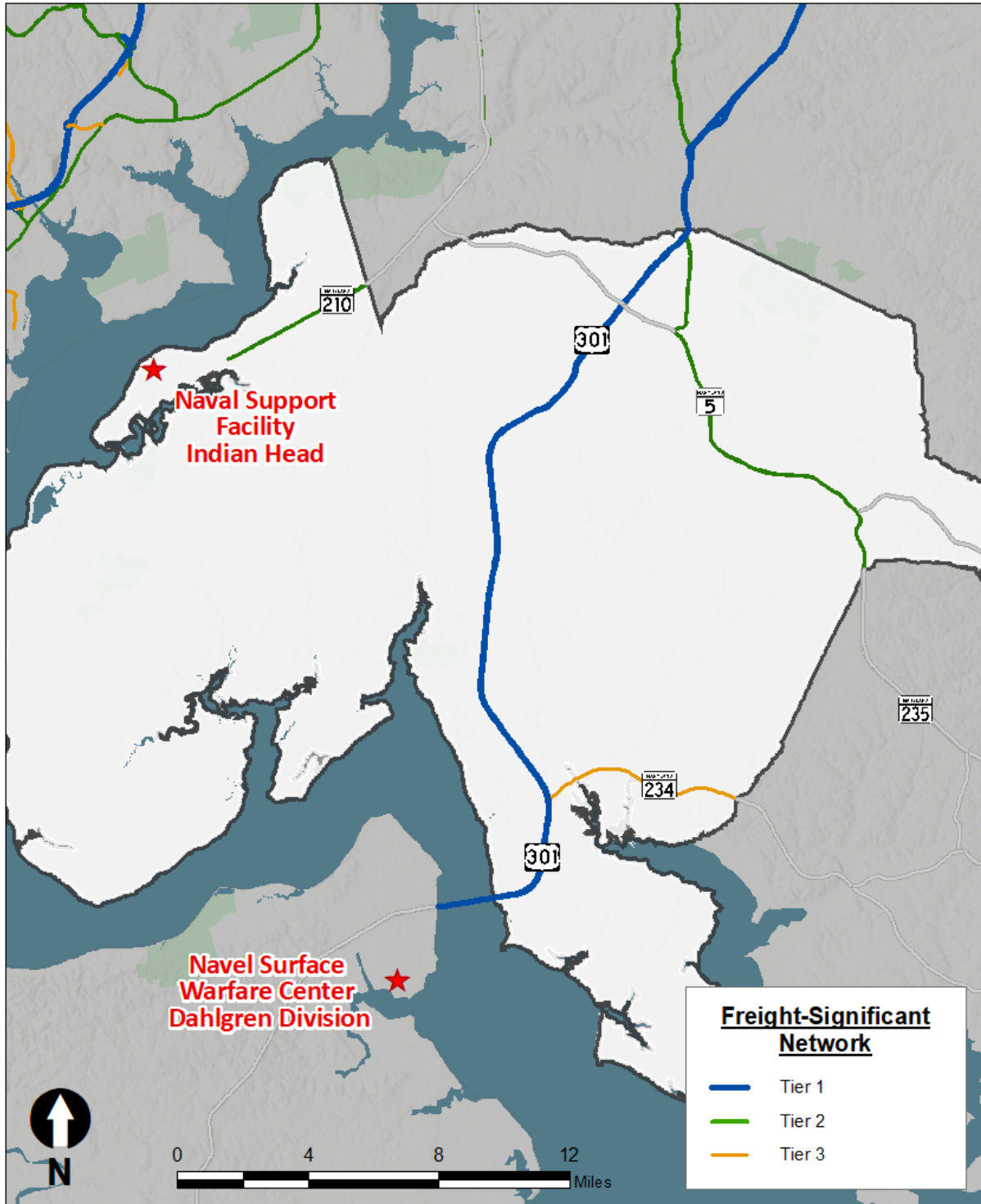


Figure 41: Regional Freight-Significant Network - District of Columbia

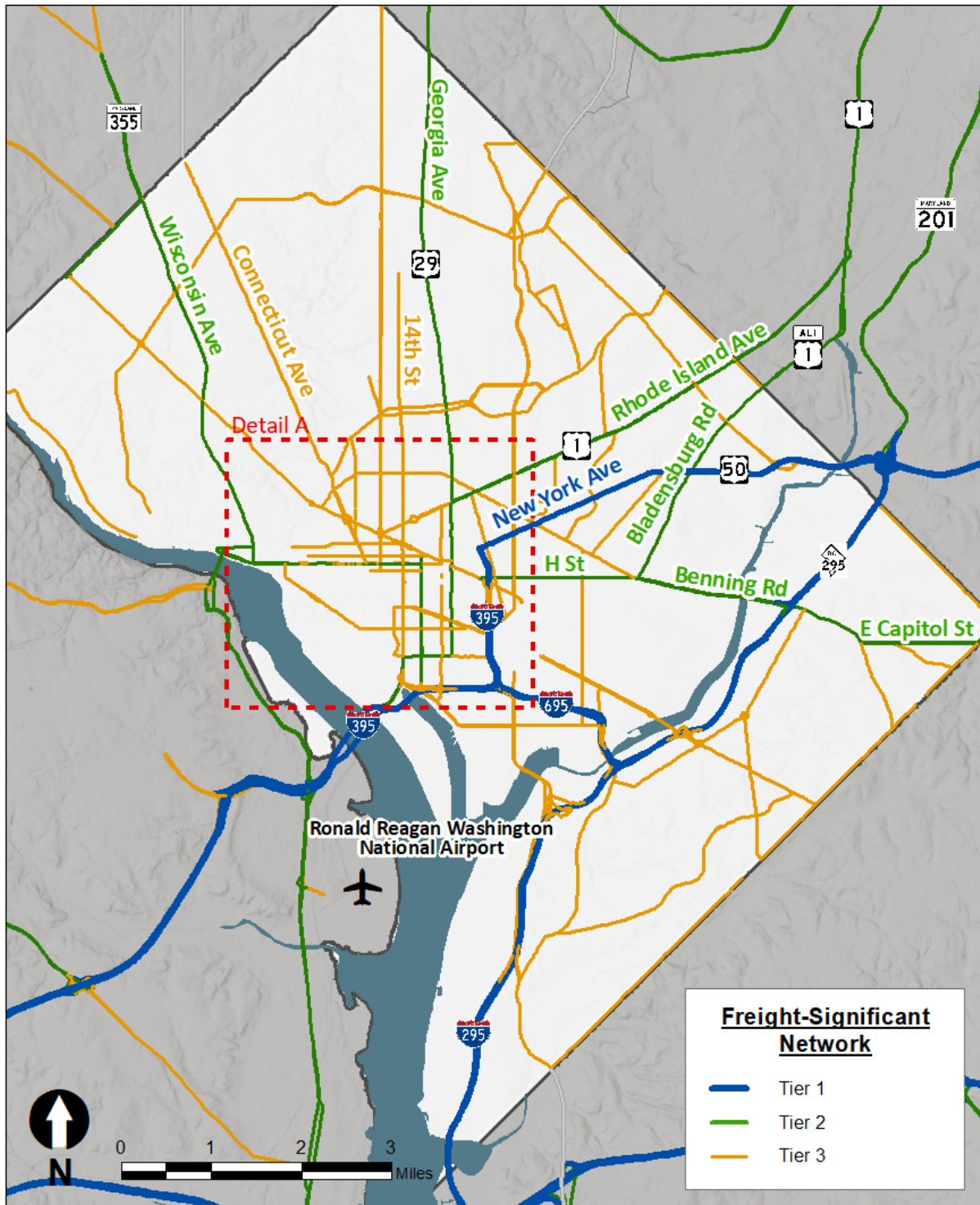


Figure 42: District of Columbia Detail A

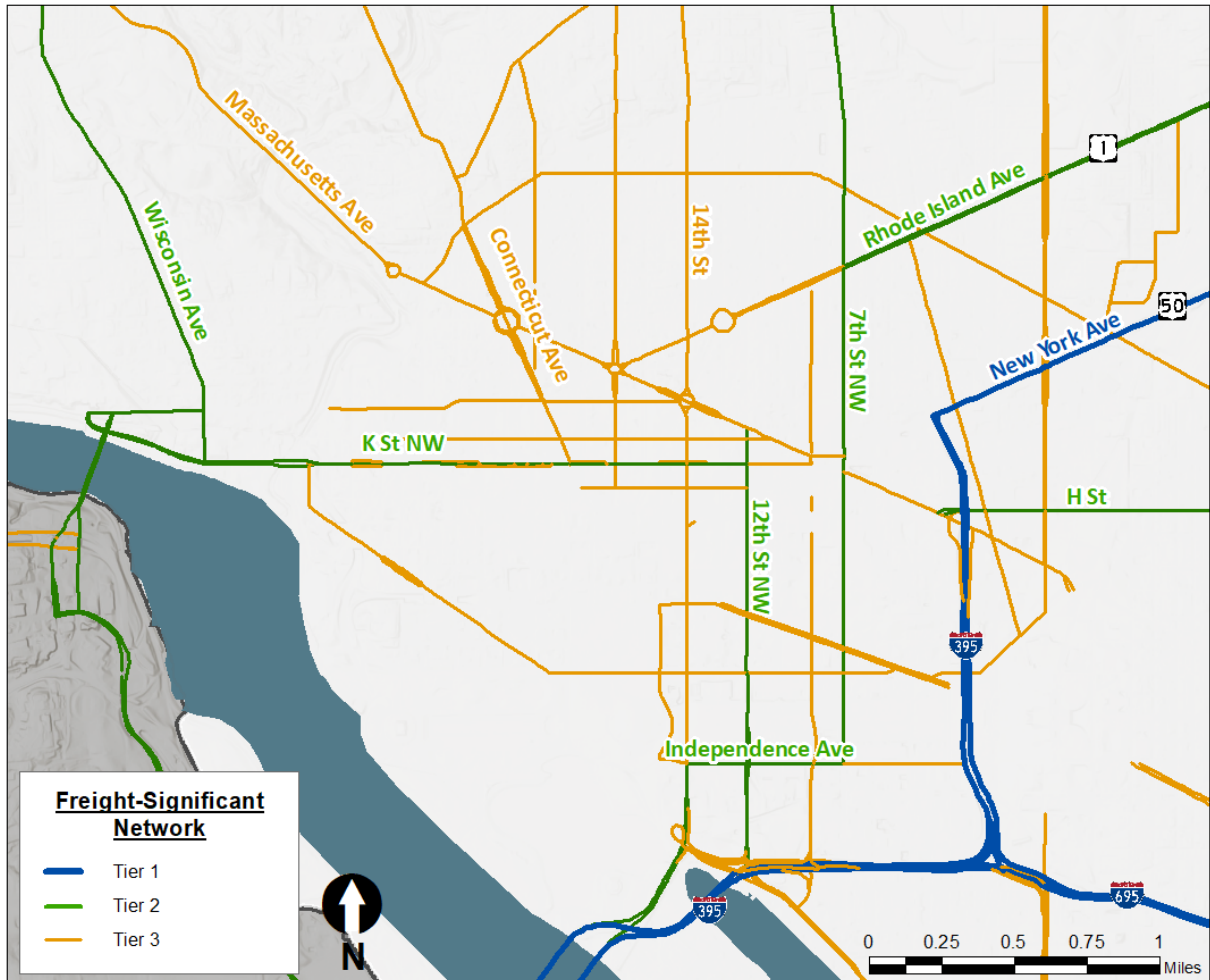


Figure 43: Regional Freight-Significant Network - Loudoun County Area

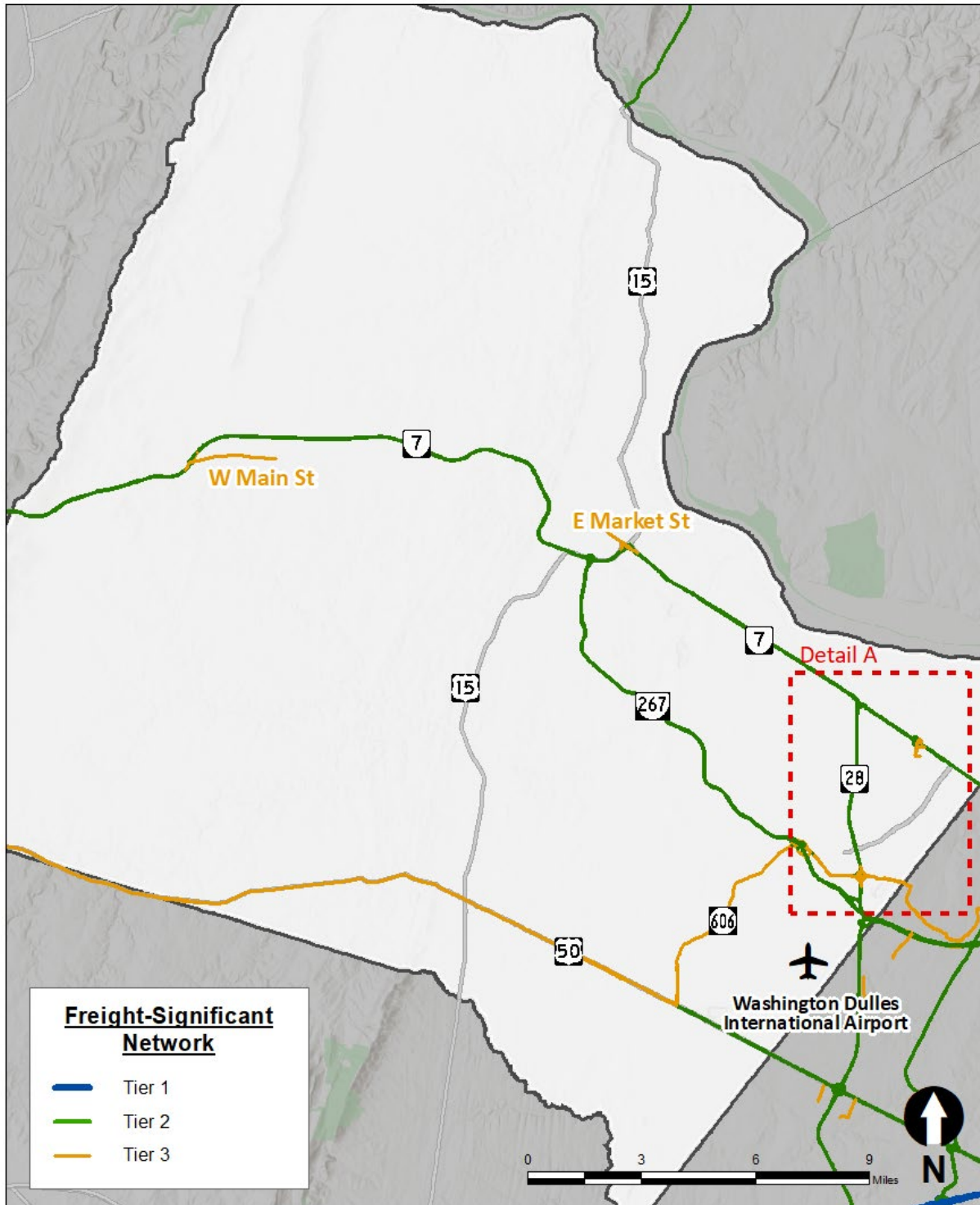


Figure 44: Loudoun County Detail A

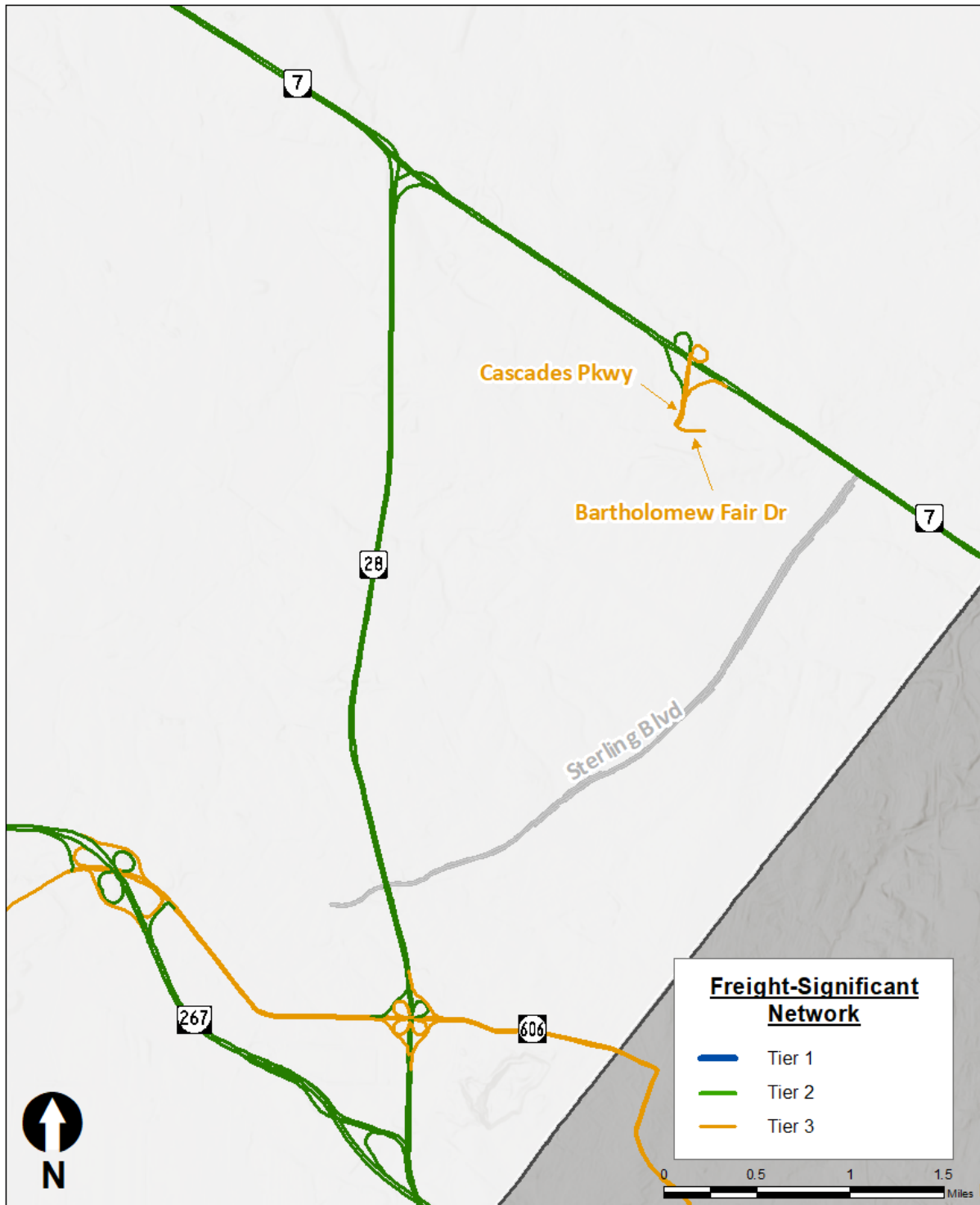


Figure 45: Regional Freight-Significant Network - Fairfax County Area

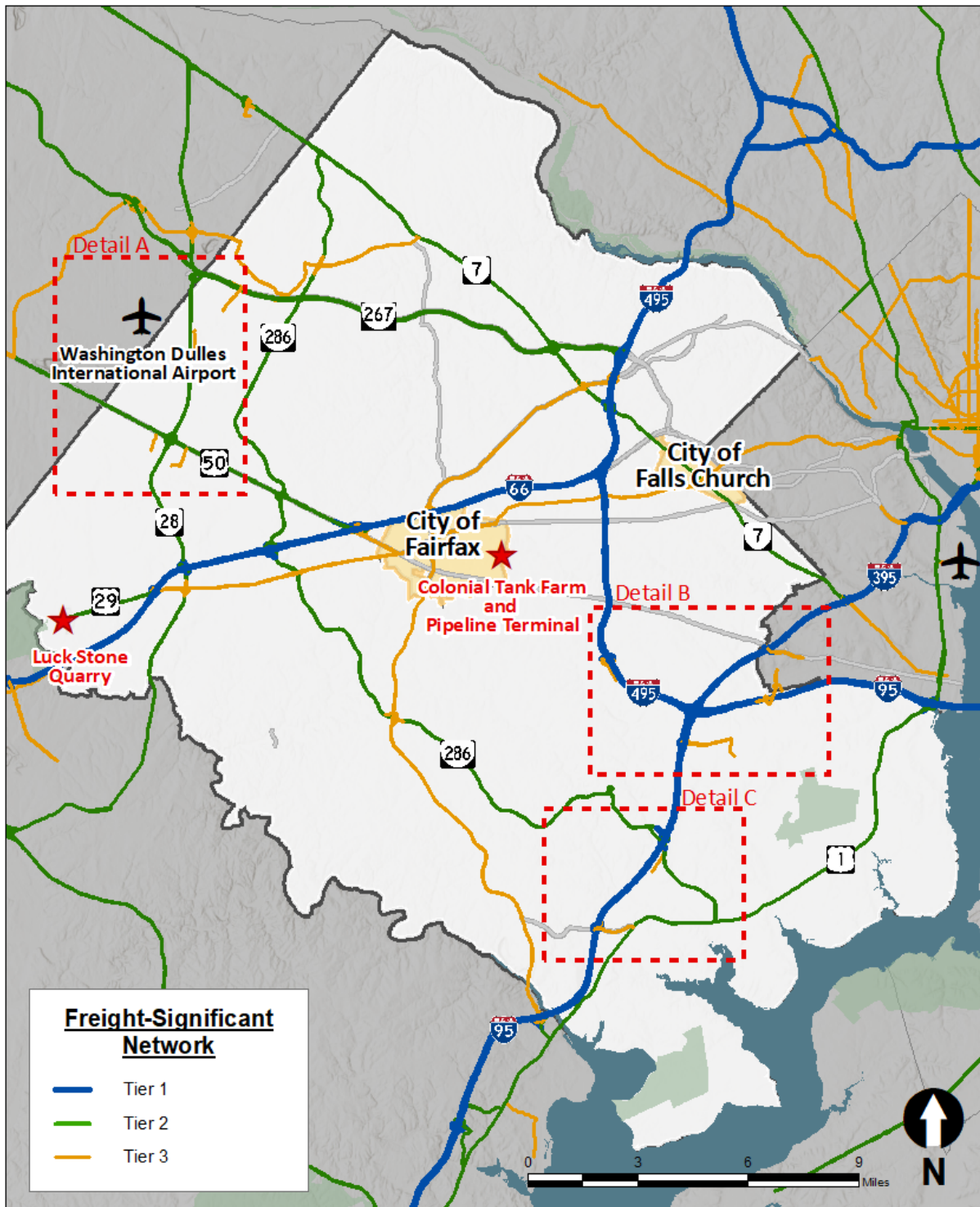


Figure 46: Fairfax County Detail A

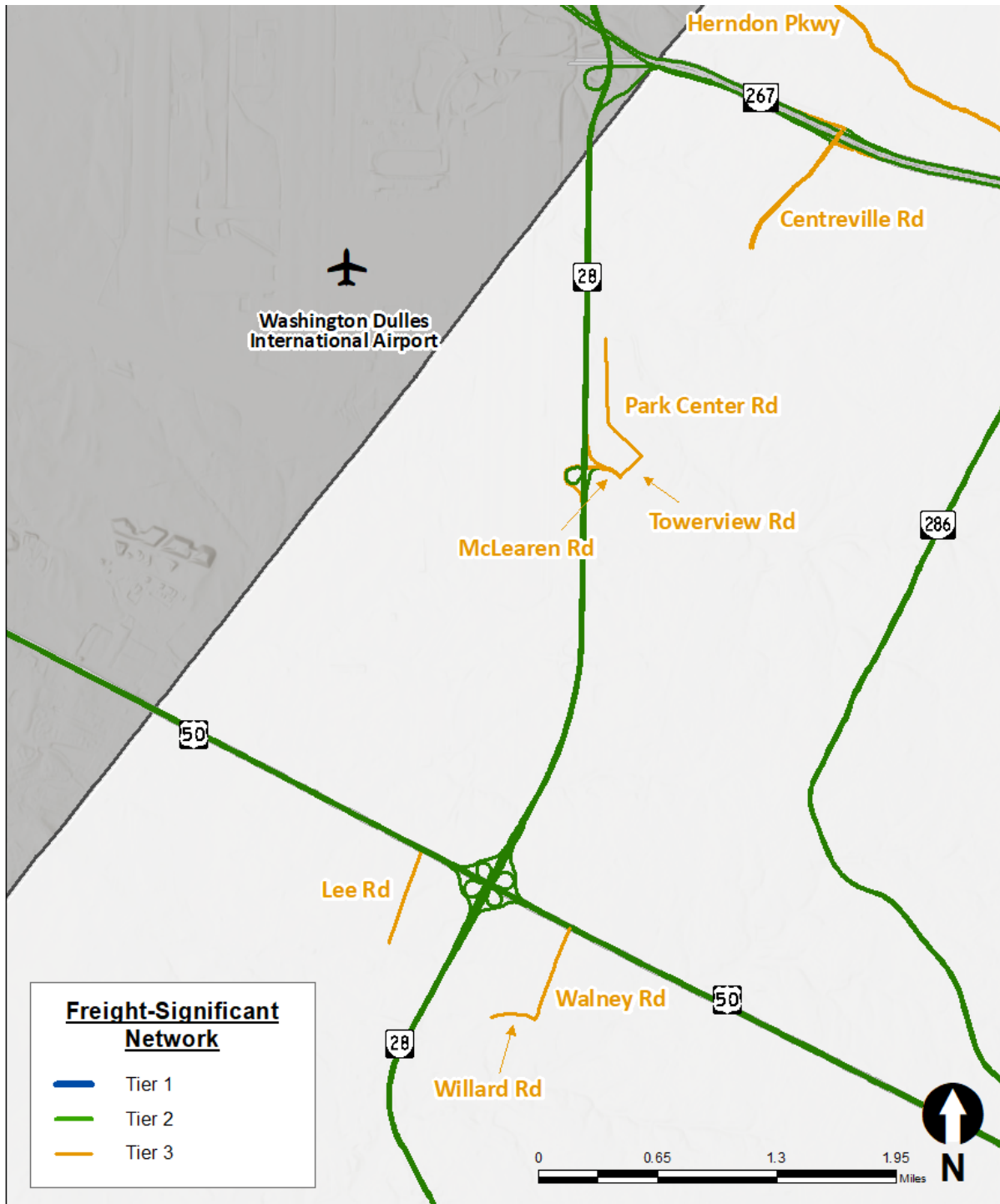


Figure 47: Fairfax County Detail B

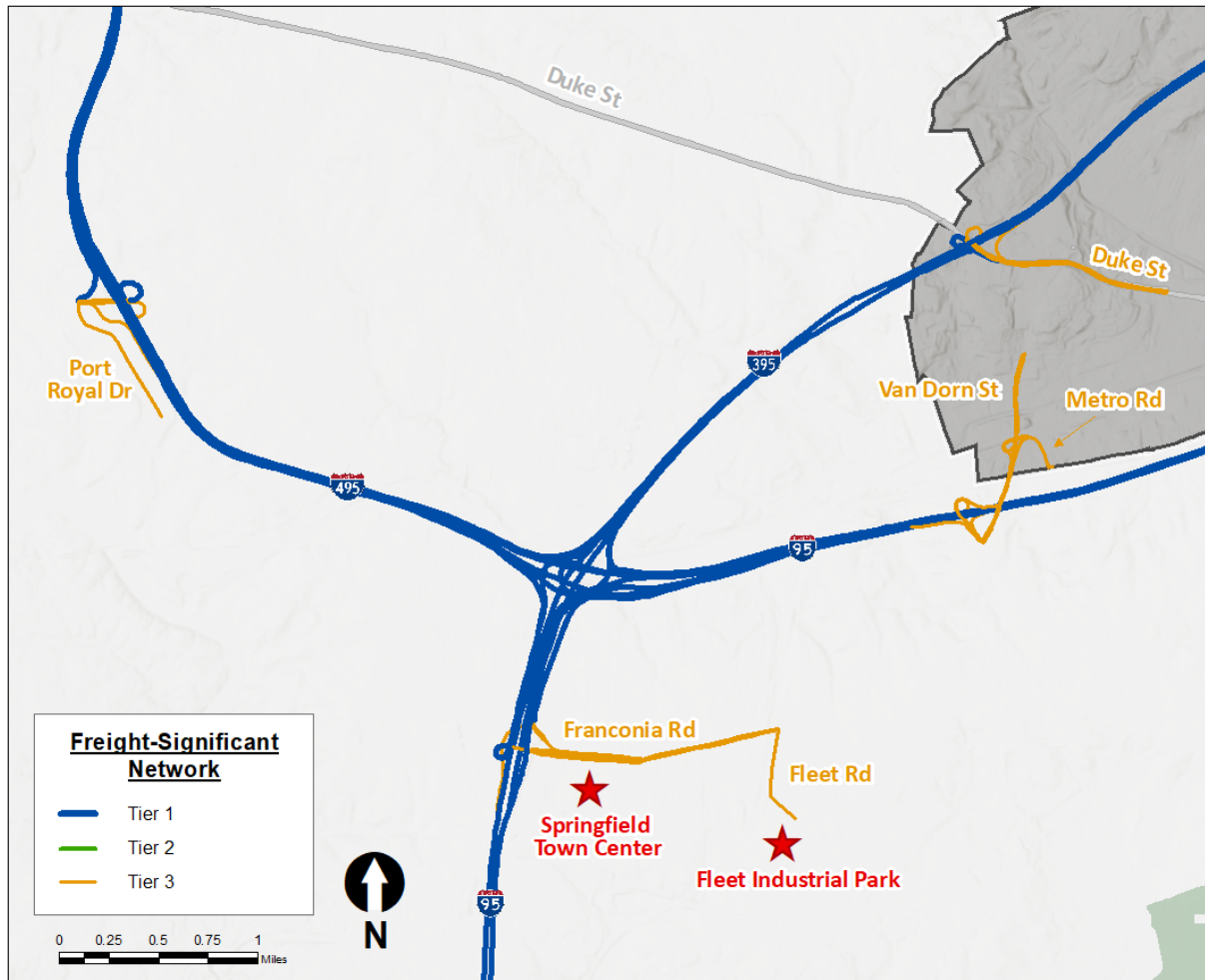


Figure 48: Fairfax County Detail C

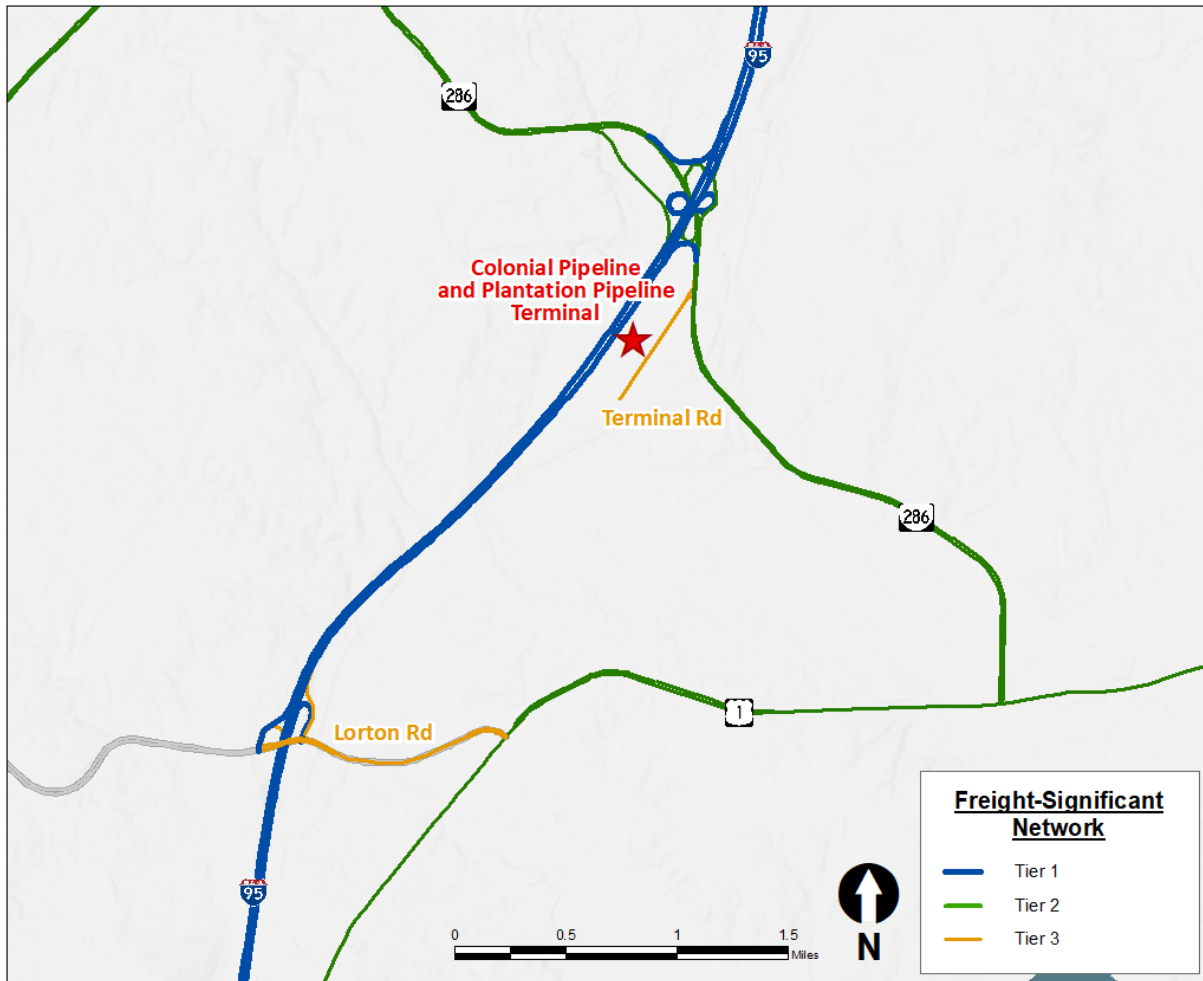


Figure 49: Regional Freight-Significant Network - Prince William County Area

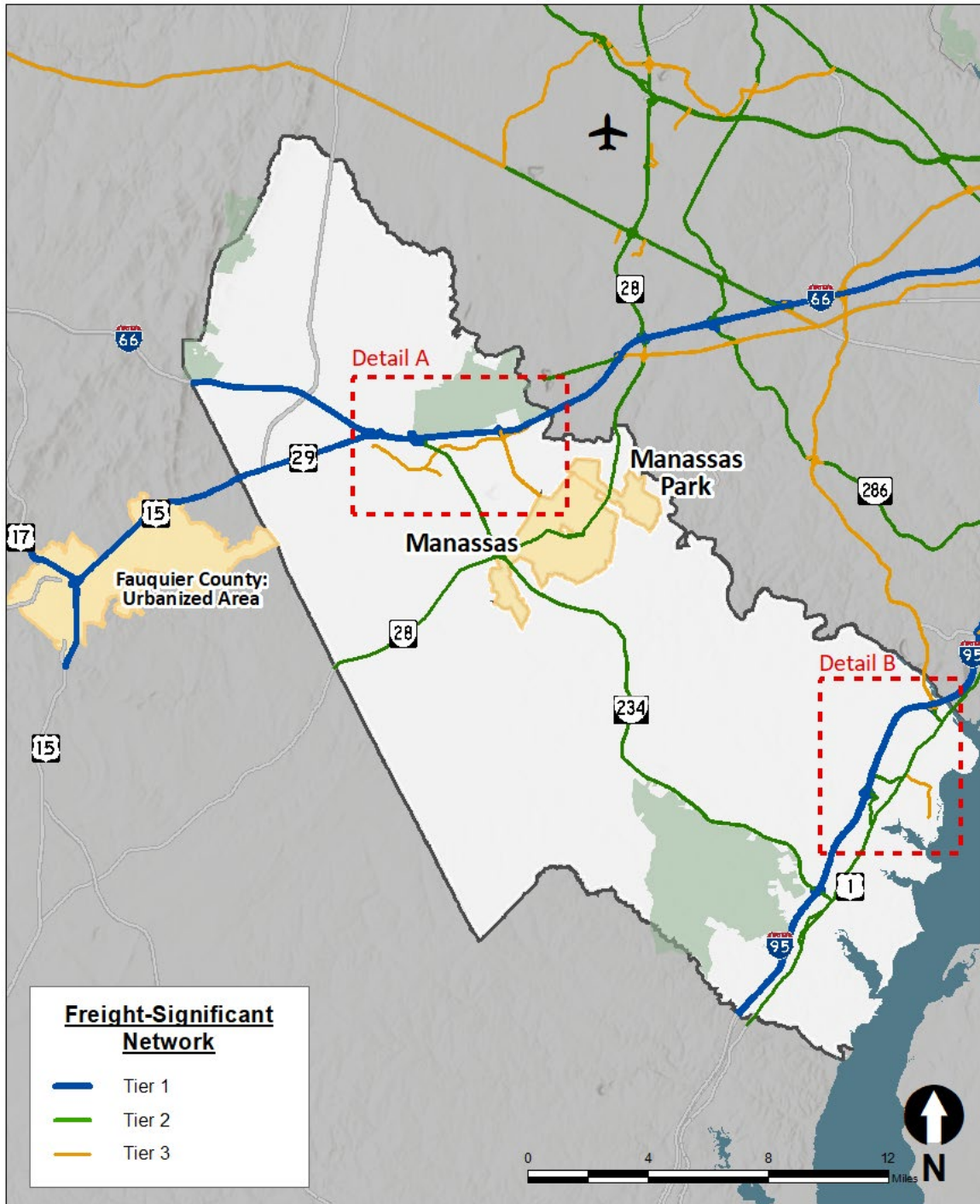


Figure 50: Prince William County Detail A

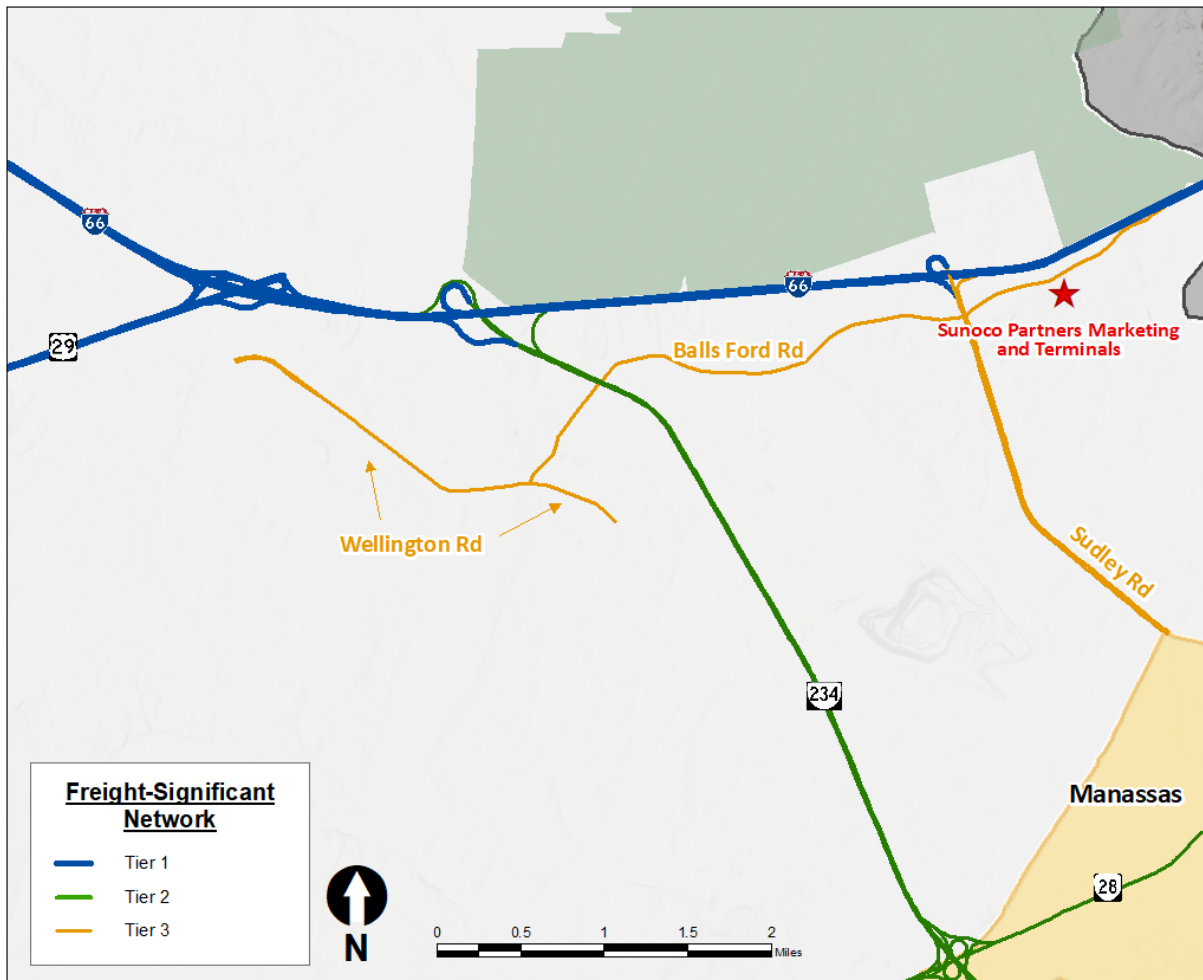


Figure 51: Prince William County Detail B

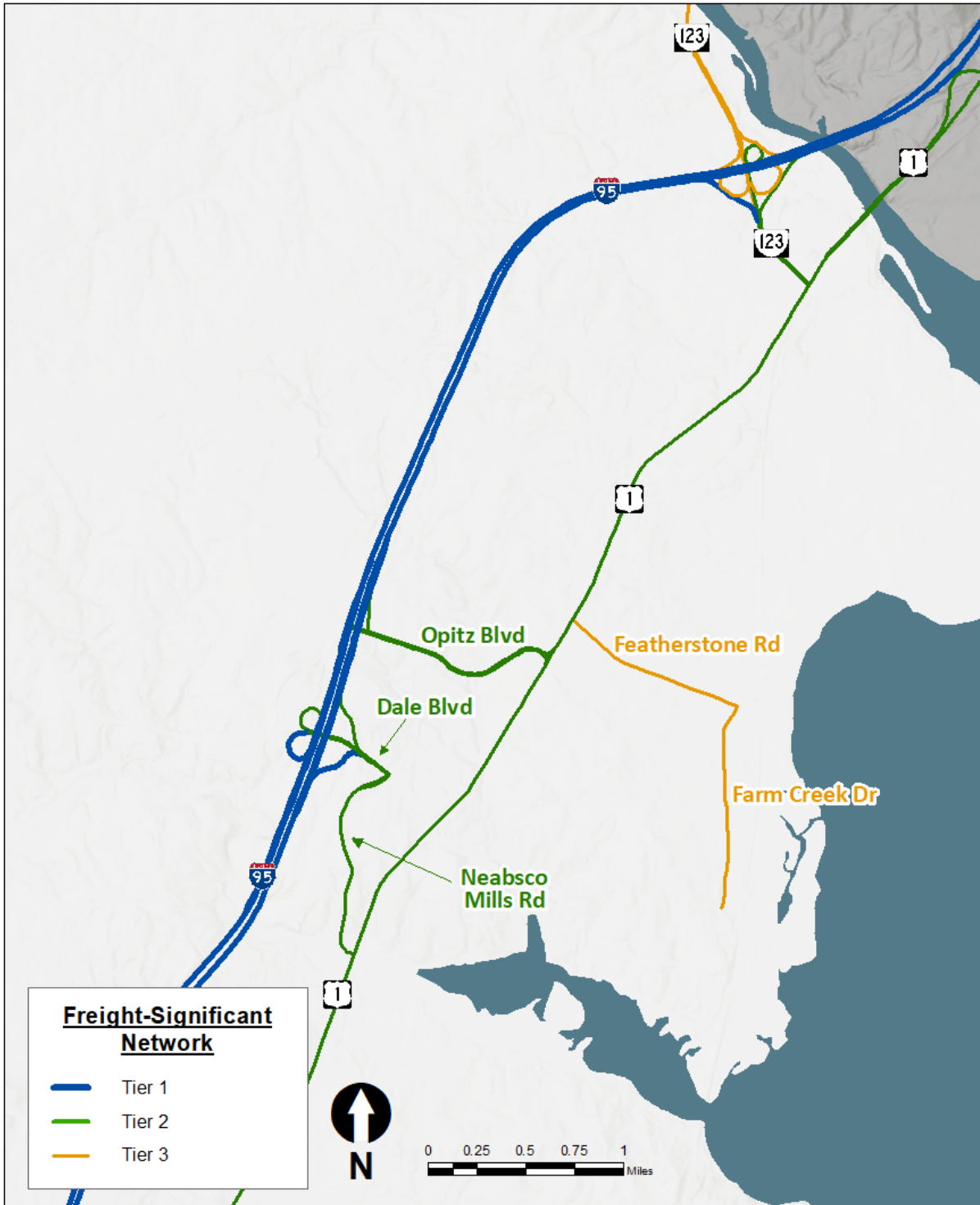


Figure 52: Regional Freight-Significant Network - Arlington County

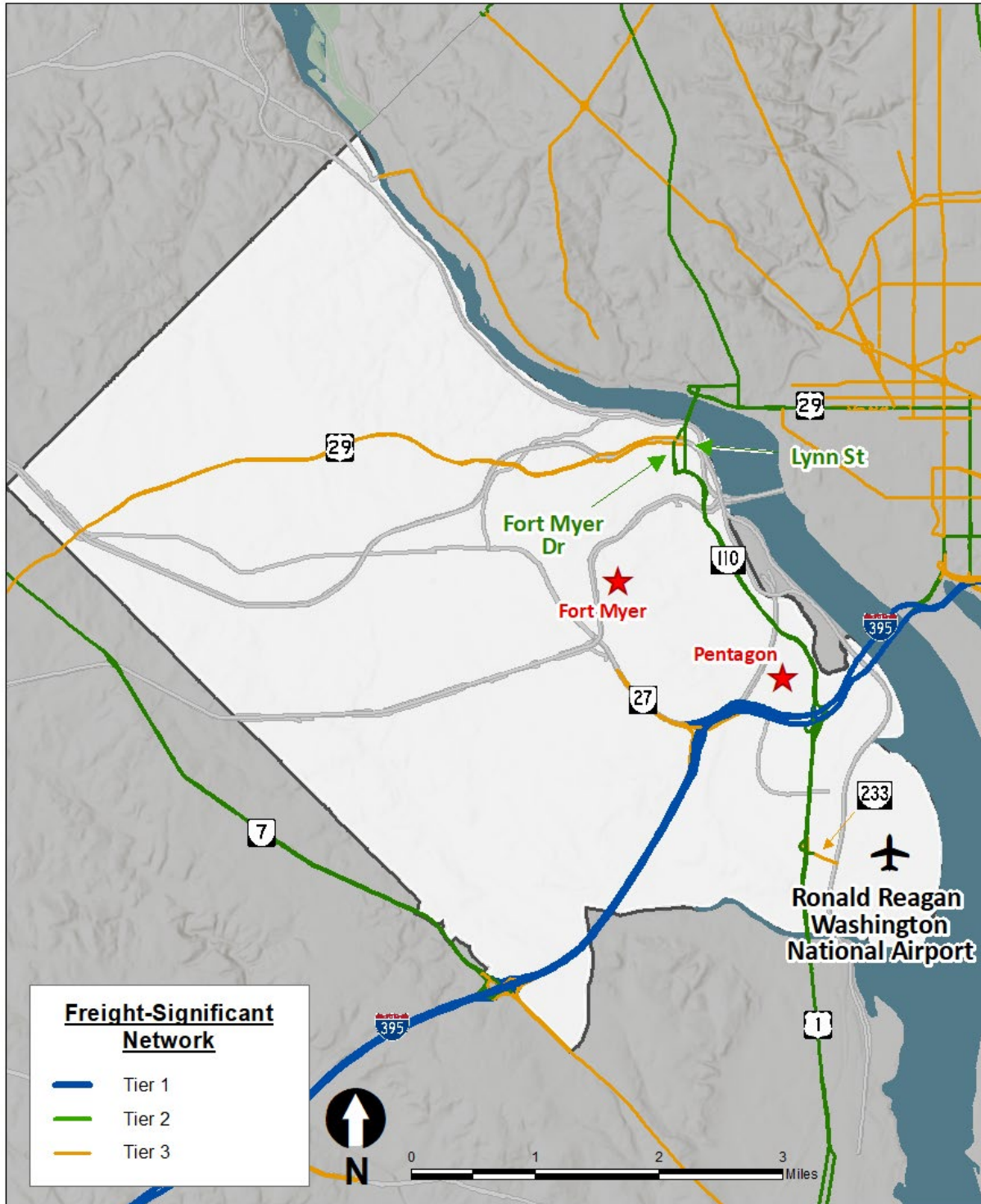
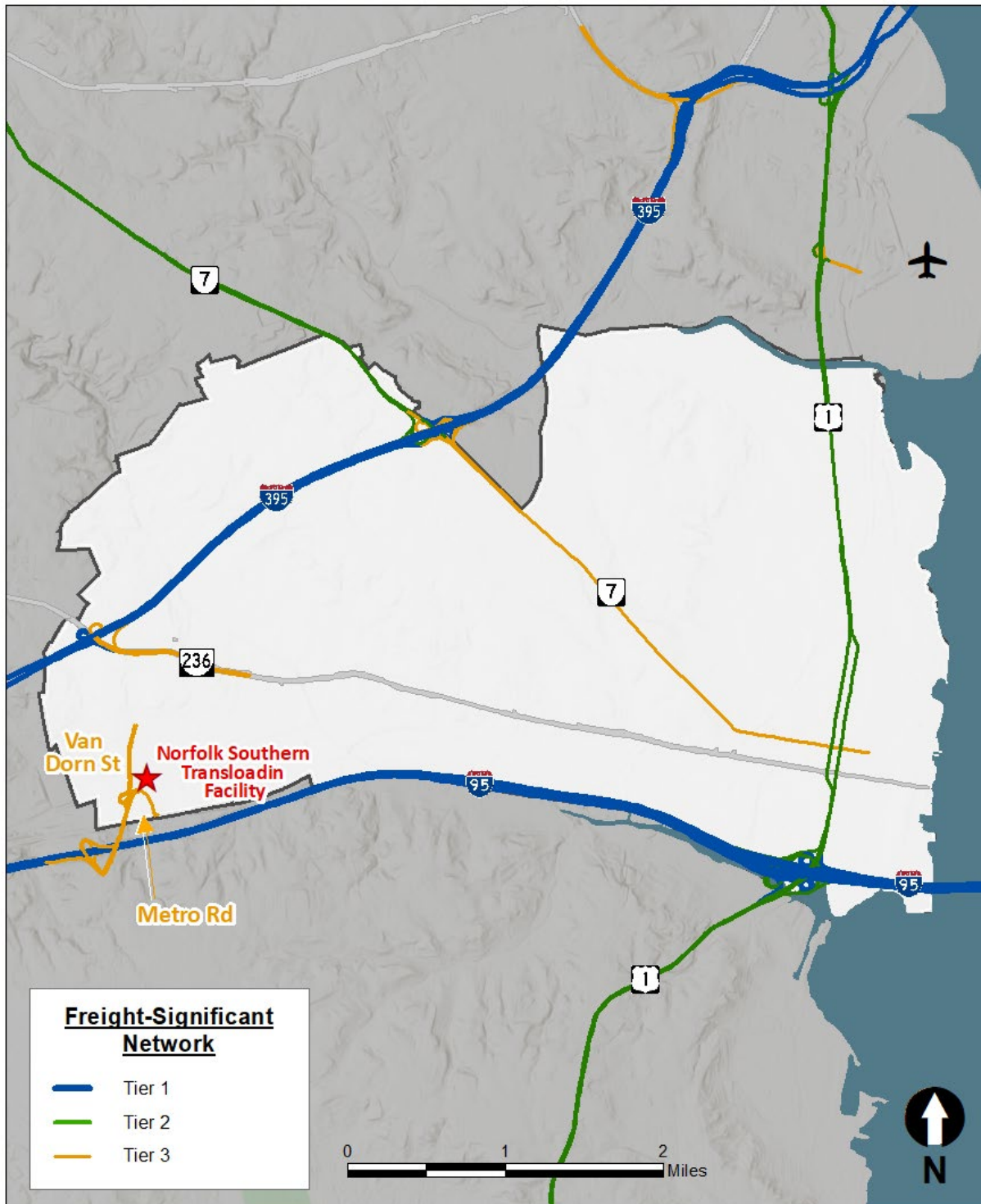


Figure 53: Regional Freight-Significant Network - City of Alexandria



APPENDIX C: FREIGHT ANALYSIS FRAMEWORK

This appendix contains technical information and supplementary materials for the National Capital Region Freight Plan. Relevant sections of the main body of the Freight Plan are referenced directly under each major topic area of this appendix.

C.1 Freight Analysis Framework

This section provides additional detail on the commodity codes and geographic regions used within the Freight Analysis Framework (FAF). It is related to chapter 3 within the main body of the Plan.

C.1.1 FAF COMMODITY TYPES

The FAF dataset defines freight commodities according to the Standard Classification of Transported Goods⁴² (SCTG) coding system. To provide concise commodity descriptions in the many tables and figures within this report, the FAF commodity descriptions have been shortened as shown in Table 37 below. Definitions of commodity descriptions have also been included for commodities with vague descriptions and can be found in Table 38. Definition of FAF Commodities. Additional detailed information about the specific types of goods included within each of the FAF commodities is available from the United States Census Bureau.

Table 37: FAF Commodity Descriptions

SCTG Code	FAF Commodity Description	Commodity Description Used in this Report
1	Animals and Fish (live)	Animals and fish (live)
2	Cereal Grains (includes seed)	Cereal grains
3	Agricultural Products (excludes Animal Feed, Cereal Grains, and Forage Products)	Other agricultural products
4	Animal feed, Eggs, Honey, and Other Products of Animal Origin	Animal feed, eggs, honey & other animal products
5	Meat, Poultry, Fish, Seafood, and Their Preparations	Meat, poultry, fish, seafood
6	Milled Grain Products and preparations, and Bakery Products	Milled grain & bakery products
7	Other Prepared Foodstuffs, Fats and Oils	Other prepared foodstuffs
8	Alcoholic Beverages and Denatured Alcohol	Alcoholic beverages
9	Tobacco Products	Tobacco products
10	Monumental or Building Stone	Monumental or building stone
11	Natural Sands	Natural sands
12	Gravel and Crushed Stone (excludes Dolomite and Slate)	Gravel and crushed stone

⁴² The SCGT coding system was developed by agencies of the United States and Canadian governments to address statistical needs in regard to products transported.

13	Other Non-Metallic Minerals not elsewhere classified	Other non-metallic minerals
14	Metallic Ores and Concentrates	Metallic ores & concentrates
15	Coal	Coal
16	Crude Petroleum	Crude petroleum
17	Gasoline, Aviation Turbine Fuel, and Ethanol (includes Kerosene, and Fuel Alcohols)	Gasoline, aviation fuel, ethanol
18	Fuel Oils (includes Diesel, Bunker C, and Biodiesel)	Fuel oils
19	Other Coal and Petroleum Products, not elsewhere classified	Other petroleum products
20	Basic Chemicals	Basic chemicals
21	Pharmaceutical Products	Pharmaceutical products
22	Fertilizers	Fertilizers
23	Other Chemical Products and Preparations	Other chemical products
24	Plastics and Rubber	Plastics & rubber
25	Logs and Other Wood in the Rough	Logs & wood in the rough
26	Wood Products	Wood products
27	Pulp, Newsprint, Paper, and Paperboard	Pulp/newsprint/paper/paperboard
28	Paper or Paperboard Articles	Paper & paperboard articles
29	Printed products	Printed products
30	Textiles, Leather, and Articles of Textiles or Leather	Textiles, leather, & their articles
31	Non-Metallic Mineral Products	Non-metallic mineral products
32	Base Metal in Primary or Semi-Finished Forms and in Finished Basic Shapes	Base metal
33	Articles of Base Metal	Articles of base metal
34	Machinery	Machinery
35	Electronic and Other Electrical Equipment and Components, and Office Equipment	Electronic and electrical equipment
36	Motorized and Other Vehicles (includes parts)	Motorized and other vehicles
37	Transportation Equipment, not elsewhere classified	Transportation equipment
38	Precision Instruments and Apparatus	Precision instruments and apparatus
39	Furniture, Mattresses and Mattress Supports, Lamps, and Illuminated Signs	Furniture, mattresses, lamps, signs
40	Miscellaneous Manufactured Products	Miscellaneous manufactured products
41	Waste and Scrap (excludes agriculture or food)	Waste and scrap
43	Mixed Freight	Mixed freight
99	Commodity Unknown	Unknown

Source: United States Census Bureau 2017 Commodity Flow Survey Standard Classification of Transported Goods (SCTG)

Table 38. Definition of FAF Commodities

SCTG Code	FAF Commodity Description	Definition of the FAF Commodity
7	Other Prepared Foodstuffs, Fats and Oils	Dairy products (excludes beverages and preparations of milk); Processed or prepared vegetable, fruit, or nuts (excludes dried or milled, and juices); Coffee, tea, and spices (excludes unprocessed coffee and unfermented tea); Animal or vegetable fats and oils and their cleavage products, prepared edible fats, animal or vegetable waves, and flours and meals of oil seeds; Sugars confectionery in solid form, sugar syrups not containing added flavoring or coloring matter, and cocoa and cocoa preparation; Confectionery, cocoa, and cocoa preparation; Other edible preparations not elsewhere classified and vinegar; Non-alcoholic beverages not elsewhere classified, and ice
13	Other Non-Metallic Minerals not elsewhere classified	Table salt; Other salt; Natural calcium phosphates; Dolomite; Sulfur; Kalinic clays; Other clays; Pumice stone; Gypsum and anhydrite; Asbestos; Leucite; Other non-metallic minerals.
19	Other Coal and Petroleum Products, not elsewhere classified	Lubricating oils and greases; Other refined petroleum oils and oils obtained from bituminous minerals; Gaseous hydrocarbons such as liquefied natural gas, propane liquefied, other liquefied gaseous hydrocarbons.
23	Other Chemical Products and Preparations	Paints and varnishes; Vegetable tanning extracts or coloring matter; Inks; Essential oils, resinoids, and mixtures of odoriferous substances used as raw materials; Perfumery, cosmetic, or toilet preparations; Soap, organic surface-active agents, cleaning preparations, polishes and creams, and scouring preparations; Photographic or cinematographic film, plates, paper, paperboard, or textiles; Insecticides, rodenticides, fungicides, herbicides, anti-

		<p>sprouting products, plant-growth regulators, disinfectants, and similar products; Glues and prepared glues Prepared explosives, pyrotechnic products; Activated carbon, activated natural mineral products, and animal black; Anti-knock preparations, oxidation or gum inhibitors, viscosity improvers, anti-corrosive preparations, and other prepared additives for mineral oils such as gasoline; hydraulic brake and transmission fluids containing none or less than 70 percent by weight of petroleum or bituminous oils; anti-freezing preparations; and prepared de-icing fluids; Industrial monocarboxylic fatty acids and acid oils from refining Water-treatment preparations; Other chemical products and preparations not elsewhere classified</p>
40	Miscellaneous Manufactured Products	<p>Arms and ammunition; Toys and sporting equipment; Clocks and watches; Prefabricated buildings; Precious metal forms and shapes; Writing or drawing instruments and inked ribbons and pads; Pearls, precious or semi-precious stones; Costume jewelry; Musical instruments; Brooms, brushes, mechanical floor-sweepers, mops, feather dusters and paint pads or rollers; Sewing and knitting needles; Works of art, collections, and antiques; Other miscellaneous manufactured products, not elsewhere classified</p>
43	Mixed Freight	<p>Items (includes food) for grocery and convenience stores; Supplies and food for restaurants and fast food chains; Hardware or plumbing supplies; Office supplies; Miscellaneous</p>

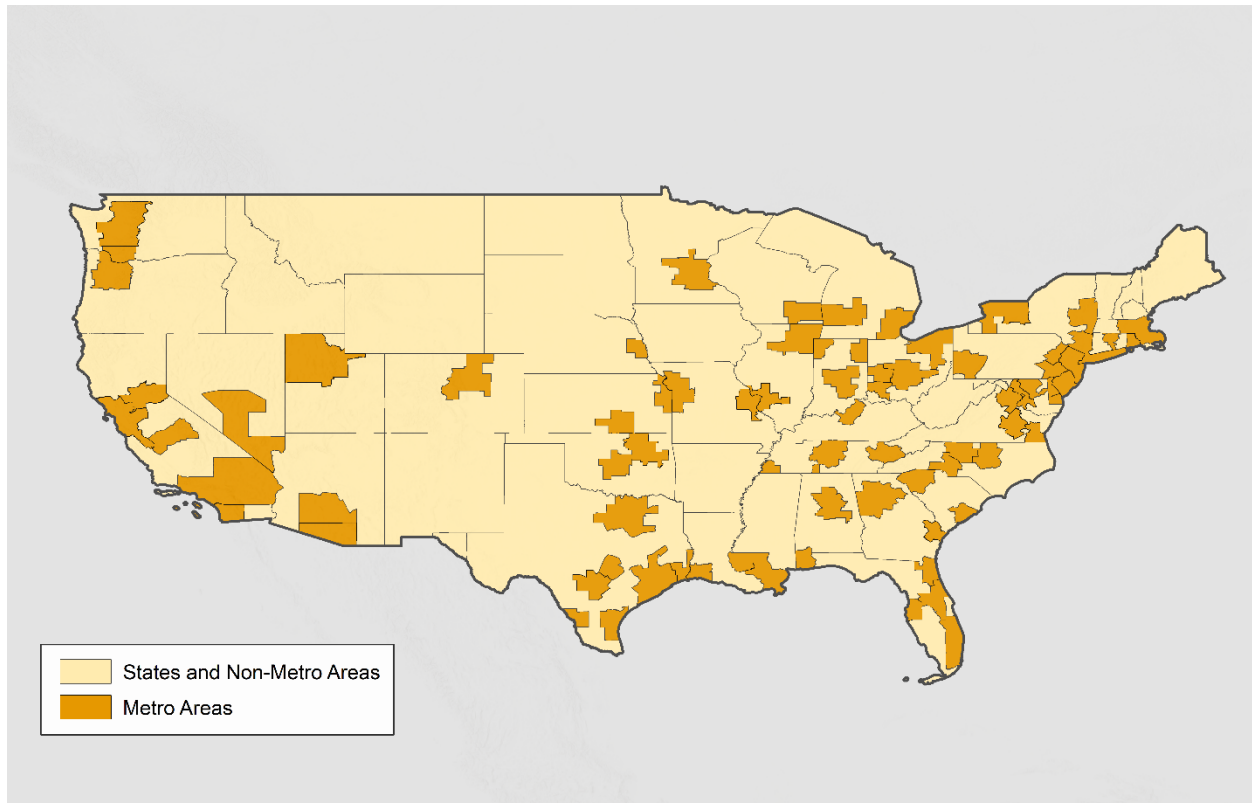
Source: United States Census Bureau 2017 Commodity Flow Survey Standard Classification of Transported Goods (SCTG)

C.1.2 FAF GEOGRAPHIES

The FAF dataset is organized into 123 domestic FAF regions (see Figure 53). Each of these FAF regions falls into one of the following categories:

- Census defined Consolidated Statistical Region (CMA)
- Census defined Metropolitan Statistical Area (MSA)
- The rest of a state (everything in a state that is not included in a CMA or MSA)
- An entire state (if that state does not include a CMA or MSA)

Figure 54: FAF Regions



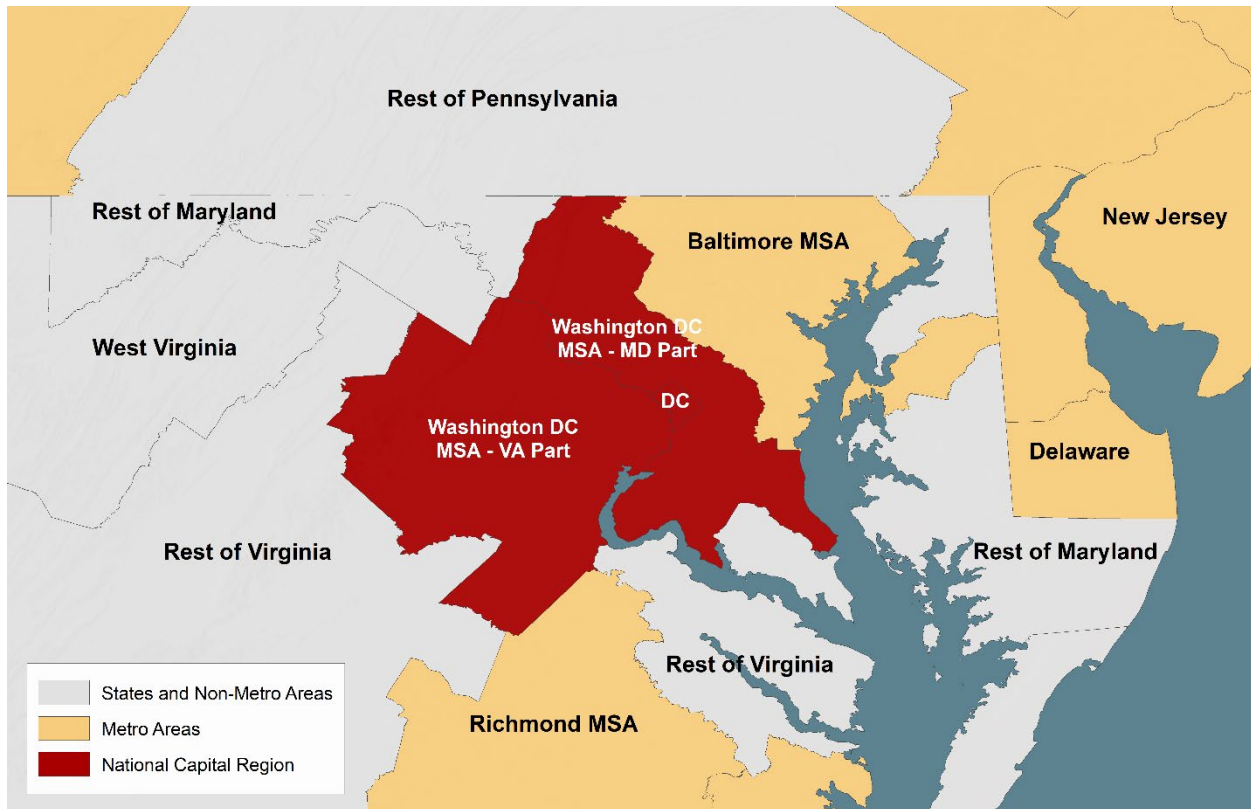
Source: Federal Highway Administration Freight Analysis Framework and Metropolitan Washington Council of Governments

For purposes of FAF analysis, the National Capital Region is an amalgamation of three FAF regions (see Figure 54):

- Washington, DC MSA – District of Columbia part
- Washington, DC MSA – Maryland part
- Washington, DC MSA – Virginia part

While the geography of these combined FAF regions does not precisely match the boundaries of the National Capital Region’s planning area, it is sufficiently proximate to provide useful information.

Figure 55: FAF Regions Comprising the National Capital Region



Source: Federal Highway Administration Freight Analysis Framework and Metropolitan Washington Council of Governments

DRAFT

Endnotes

- ¹<https://www.mwcog.org/documents/2022/06/15/visualize-2045-a-long-range-transportation-plan-for-the-national-capital-region-featured-publications-tpb-visualize-2045/>
- ² <https://parkdc-dcgis.hub.arcgis.com/documents/DCGIS::parkdc-executive-summary-final-20190109/explore>
- ³ <https://ddot.dc.gov/release/ddot-curbflow-research-project-finds-high-demand-pickup-dropoff-zones>
- ⁴ <https://www.fhwa.dot.gov/fastact/>
- ⁵ https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/DC%20SRP%20FinalReport.pdf
- ⁶ <https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/DistrictFreightPlan2020Addendum.pdf>
- ⁷ <https://movedc-dcgis.hub.arcgis.com/>
- ⁸ <https://planning.dc.gov/comprehensive-plan>
- ⁹ <https://mdot.maryland.gov/OPCP/MDOTTruckParkingStudyWeb.pdf>
- ¹⁰ https://www.mdot.maryland.gov/OPCP/MDOT_State_Freight_Complete_2022_12_06.pdf
- ¹¹ https://www.mdot.maryland.gov/OPCP/Maryland_State_Rail_Plan_FINAL_Approved_November_2022.pdf
- ¹² <https://www.drpt.virginia.gov/studies-and-reports/2017-virginia-statewide-rail-plan/>
- ¹³ <https://www.vtrans.org/resources/VTrans2040-Freight-Element.pdf>
- ¹⁴ https://vtrans.org/resources/2022_VTrans_Freight_Plans_01_13_2022.pdf
- ¹⁵ <https://storymaps.arcgis.com/collections/f83c1618157b45388bc794dde93d0f81>
- ¹⁶ https://vtrans.org/resources/VDOT_2022_Truck_Parking_Study.pdf
- ¹⁷ https://www.virginiadot.org/projects/resources/virginiatruckparkingstudy_finalreport_july2015.pdf
- ¹⁸ <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=80>
- ¹⁹ https://www.virginiadot.org/projects/resources/virginiatruckparkingstudy_finalreport_july2015.pdf
- ²⁰ <https://www.mdot.maryland.gov/OPCP/MDOTTruckParkingStudyWeb.pdf>
- ²¹ <https://www.novaregion.org/1141/Commuter-Ferry-Service>.
- ²² Through share analysis performed by TPB in-house consultant staff in May 2023, based on 2020 FAF data.
- ²³ Measured in year 2000 dollars. See U.S. Bureau of Transportation web site http://www.rita.dot.gov/bts/programs/freight_transportation/html/freight_and_growth.html accessed June 6, 2015.
- ²⁴ https://ops.fhwa.dot.gov/freight/intermodal/freight_tech_story/freight_tech_story.htm
- ²⁵ EPA Smartway. “Improve you Performance”: <https://www.epa.gov/smartway/smartway-logistics-company-partner-tools-and-resources#improve>
- ²⁶ <https://rosap.ntl.bts.gov/view/dot/65990>
- ²⁷ 2022 State of the Port: <https://www.flipsnack.com/portofvirginia/2022-state-of-the-port-presentation/full-view.html>
- ²⁸ Visualize 2045: A Long Range Transportation Plan for the National Capital Region. [Viz2045-rp-Final-Report-Approved-20220615.pdf](https://www.mwcog.org/documents/2022/06/15/visualize-2045-a-long-range-transportation-plan-for-the-national-capital-region-featured-publications-tpb-visualize-2045/Approved-20220615.pdf)
- ²⁹ 2017/18 Regional Travel Survey; [mwcog.org/transportation/data-and-tools/household-travel-survey/](https://www.mwcog.org/transportation/data-and-tools/household-travel-survey/)
- ³⁰ 2017/18 Regional Travel Survey; [mwcog.org/transportation/data-and-tools/household-travel-survey/](https://www.mwcog.org/transportation/data-and-tools/household-travel-survey/)
- ³¹ ATRI Top 100 Truck Bottlenecks: <https://truckingresearch.org/2023/02/07/top-100-truck-bottlenecks-2023/>
- ³² https://www.fhwa.dot.gov/environment/alternative_fuel_corridors/all_corridors/
- ³³ https://www.mwcog.org/assets/1/6/EEA_2022_web.pdf
- ³⁴ https://ops.fhwa.dot.gov/publications/fhwahop12006/sec_2.htm
- ³⁵ <https://scag.ca.gov/social-goods-movement-communities-opportunities-assessment>
- ³⁶ Though Visualize 2045 indicated a completion date of 2022 for this project, as of this writing the project has not been constructed.
- ³⁷ The Mega Grant Program | US Department of Transportation, <https://www.transportation.gov/grants/mega-grant-program>
- ³⁸ The INFRA Grant Program | US Department of Transportation, <https://www.transportation.gov/grants/infra-grant-program>

ITEM 11 – Information

July 19, 2023

Enhanced Mobility Grant Solicitation

Background:

The board will be provided with an overview of the federal Section 5310 Enhanced Mobility grants solicitation process, which begins with pre-application conferences in August and the solicitation period in September.



MEMORANDUM

TO: TPB Members
FROM: Mohammad Azeem Khan, TPB Enhanced Mobility Programs Manager
SUBJECT: Solicitation for Applications for Enhanced Mobility Grants
DATE: July 13, 2023

PURPOSE

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

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

SUMMARY

On August 1, 2023, the TPB will begin soliciting applications for Enhanced Mobility grant funding with a deadline of September 30, 2021 at 3 PM. Three pre-application conferences are scheduled in the month of August 2023, one pre-application conference per each state in the region with the District of Columbia one also held virtually (see the schedule on page 3). Eligible applicants include non-profit agencies, private providers, transit agencies, and local governments. Eligible projects must benefit populations in the Washington DC-VA-MD Urbanized Area, which is shown in Figure 1. You can help by distributing the attached flyer within your agency and external contacts with details for potential applicants. The flyer includes information on eligibility, the competitive selection process, and the dates and locations of the mandatory pre-application conferences. Additional details can be found at mwcog.org/enhancedmobility.

BACKGROUND

COG, as administrative agent for the TPB, is the designated recipient for the Enhanced Mobility program for the Washington DC-VA-MD Urbanized Area. The program provides approximately \$6 million every two years in matching federal grants for non-profit organizations, local governments, transit agencies, and private for-profit providers through matching grant funds for capital and operating expenses. The FTA grant funding is meant to incentivize coordination of services; the intent is for agencies to work together to provide specialized transportation to clients and to eliminate any duplication and to potentially save on costs. Federal and state regulatory barriers make coordination

of actual services across state lines in a multi-state region difficult to achieve. However, the TPB has had success with funding grants that promote the coordination of services within a single jurisdiction or a single state.

The TPB has conducted four solicitations for Enhanced Mobility grants since 2010 and funded \$31 million. Prior to the Enhanced Mobility program, the TPB facilitated seven solicitations for FTA's JARC and New Freedom programs, funding 59 projects totaling over \$22 million. A small handful of projects are still active and in the process of spending down.

The Coordinated Plan

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

2023 ENHANCED MOBILITY GRANT SOLICITATION

The TPB will conduct a solicitation for grant applications from August 1 to September 30, 2023. Approximately \$10.8 million in federal funds is available for capital and operating grants that improve transportation for people with disabilities and older adults. Important elements include:

- Funds must be matched by the applicant by the of application:
 - 20% for capital or mobility management grants
 - 50% for operating grants.¹
- Projects must benefit populations within the Washington DC-VA-MD Urbanized Area as shown in Figure 1.
- Grants are for two-years of funding and Federal rules require that at least 55% of the funds be spent on capital projects for non-profit agencies and qualifying local governments.

Competitive Selection Process and Priority Projects

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

- Coordination among agencies;
- Responsiveness to the TPB's Coordinated Human Service Transportation Plan (Strategies and/or Priority Projects);
- Institutional capacity to manage and administer an FTA grant (includes past grant performance);
- Project feasibility;
- Regional need;
- Equity Emphasis Areas; and
- Customer focus.

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

The TPB's Coordinated Plan identifies the following priority projects to make the best use of limited grant funding. Applications that respond to any of the priority projects will receive up to 12 points in the selection process scoring which is comprised of seven criteria that total to a maximum of 100 points. Applicants can still propose eligible projects other than the priority projects. For specific eligibility guidance, see the FTA circular 9070.1G² or contact TPB staff. More details on priority projects can be found here:

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

Priority Projects

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

Pre-Application Conferences

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

VIRGINIA: Tysons-Pimmit Regional Library Meeting Room #2
7584 Leesburg Pike, Falls Church, VA 22043
Tuesday, August 8, 2023
10:00 AM – 12:00 PM

DISTRICT OF COLUMBIA: Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300 Washington, DC 20002
Wednesday, August 16, 2023
10:00 AM – 12:00 PM
VIRTUAL OPTION AVAILABLE

MARYLAND: Silver Spring Civic Building at Veterans Plaza, Colesville Room
1 Veterans Pl, Silver Spring, MD 20910
Friday, August 4, 2023
10:00 AM – 12:00 PM

SOLICITATION OUTREACH AND ADVERTISING

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

To ensure as many potential applications are aware of this opportunity throughout the region, staff requests that Technical Committee members share the attached Solicitation-at-a-Glance flyer within their agencies, external contacts, and engage TPB members to assist in promoting in your communities.

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

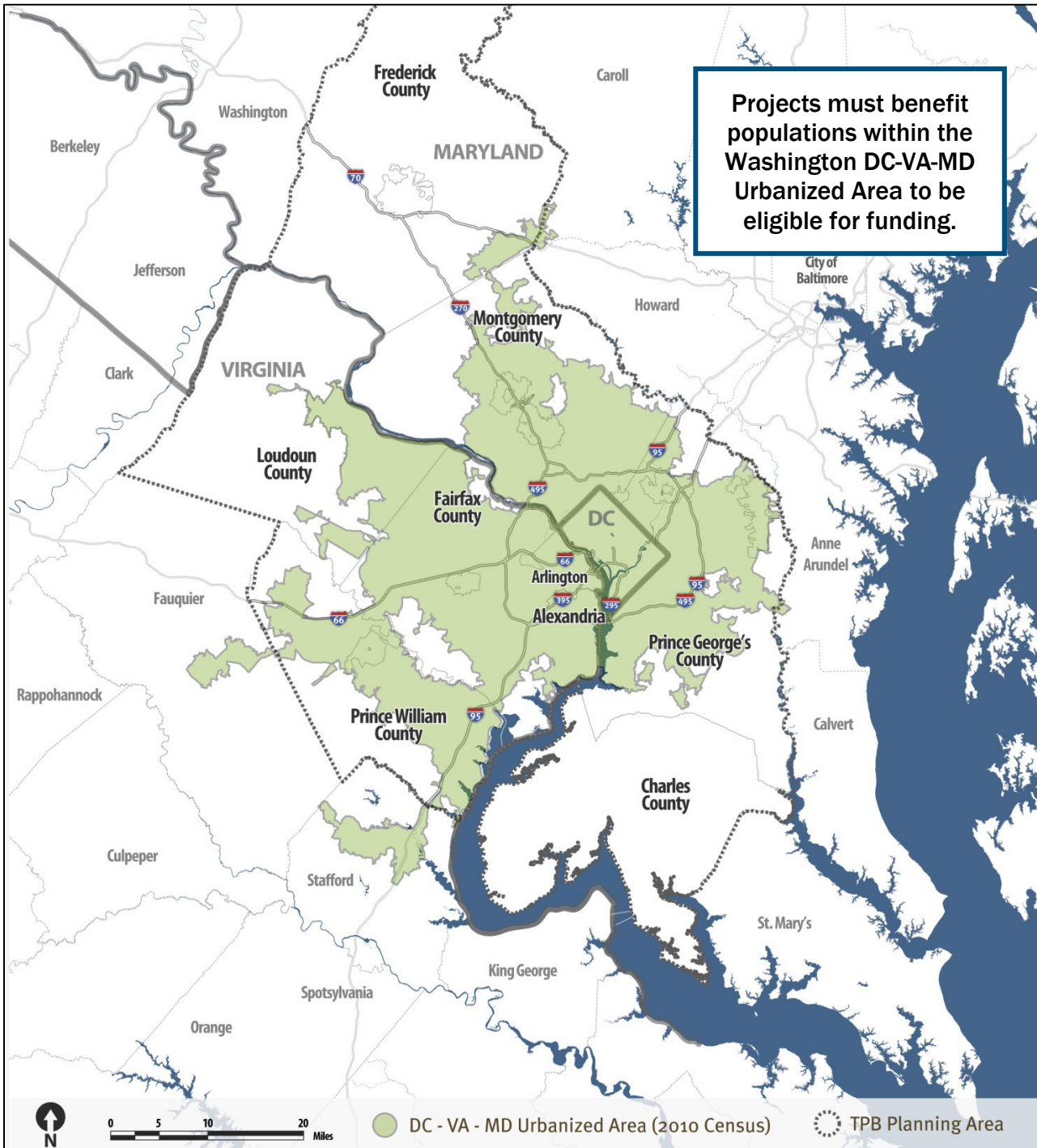
TIMELINE

After the TPB approves the Selection Committee's recommendations for grant funding (anticipated for December 2023), TPB staff will notify applicants in writing and those selected for funding will have approximately 30 days to complete the required FTA documents. Following FTA approval, COG will provide sub-grant agreements to the recipients. Depending on the timing of FTA approval and the final signature of the sub-grant agreements, grantees can expect to begin project implementation in late 2024/early 2025.

FOR MORE INFORMATION

Please contact Mohammad Azeem Khan (mkhan@mwkog.org, (202) 962-3253) or Cherice Sansbury (csansbury@mwkog.org, (202) 962-3222) with questions.

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



For detailed jurisdictional maps with zip codes, visit: mwcog.org/transportation/programs/enhanced-mobility/solicitation-process/eligible-urbanized-area/

ITEM 12 – Information

July 19, 2023

2023 Transportation Planning Certification Review for the Washington Region

Background:

The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) conducted a federally required certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA) in March 2023. The board will be briefed on the major findings in the summary report.



U.S. Department
of Transportation

Federal Transit Administration
Region III
1835 Market Street, Suite 1910
Philadelphia, PA 19103
215-656-7100

Federal Highway Administration
DC Division
1200 New Jersey Avenue, SE
(E61-205)
Washington, DC 20590
202-493-7020

June 2, 2023

The Honorable Reuben B. Collins, Chairman
National Capital Region Transportation Planning Board
c/o, Mr. Kanti Srikanth, Director Department of Transportation Planning
Metropolitan Washington Council of Governments
777 North Capital Street, NW, Suite 300
Washington, D.C. 20002-4201

Dear Chairman Collins:

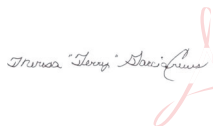
This letter notifies you that the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly certify the planning process for the Metropolitan Washington Council of Governments National Capital Transportation Planning Board (MWCOTG/TPB) Transportation Management Area (TMA) and Fredericksburg Area Metropolitan Planning Organization (FAMPO). This certification is based on the findings from the Federal Certification Review conducted on March 9th and 10th of 2023.

The overall conclusion of the certification review is that the planning process for the Washington, District of Columbia TMA complies with the spirit and intent of Federal metropolitan transportation planning laws and regulations under 23 U.S.C. 134 and 49 U.S.C. 5303. The planning process at MWCOTG/TPB is a continuing, cooperative, and comprehensive process and reflects a significant professional commitment to deliver quality in transportation planning.

We would like to thank Transportation Planning Director Kanathur Srikanth and his staff for their time and assistance in planning and conducting the review. Enclosed is a report that documents the results of this review and offers several recommendations for continuing quality improvements and enhancements to the planning process.

If you have any questions regarding this certification action, please direct them to either Ms. Sandra Jackson, Community Planner of the FHWA, DC Division, at (202) 493-7031 or Mr. Daniel Koenig Community Planner of the FTA Region III DC Metro Office, at (202) 366-8224.

Sincerely,

 Digitally signed by
THERESA GARCIA CREWS
Date: 2023.06.02
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Terry Garcia Crews
Regional Administrator
Federal Transit Administration

**JOSEPH C
LAWSON**  Digitally signed by
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Joseph C. Lawson
DC Division Administrator
Federal Highway Administration

cc: Jasmine Champion, FHWA, MD
Ivan Rucker, FHWA, VA
Steven Minor, FHWA, VA



U.S. Department
of Transportation

Federal Highway
Administration

Federal Transit
Administration

Transportation Management Area Planning Certification Review

Metropolitan Washington, D.C.

Transportation Management Area



June 2, 2023

Summary Report



Table of Contents

1.0	EXECUTIVE SUMMARY	3
1.1	Previous Findings and Disposition	3
1.2	Summary of Current Findings	4
2.0	INTRODUCTION	9
2.1	Background.....	9
2.2	Purpose and Objective.....	10
3.0	SCOPE AND METHODOLOGY	11
3.1	Review Process	11
3.2	Documents Reviewed	12
4.0	PROGRAM REVIEW.....	13
4.1	Organizational Structure, Board Membership, Agreements and Planning Boundaries	13
4.2	Unified Planning Work Program	17
4.3	Metropolitan Transportation Plan	19
4.4	Transportation Improvement Program.....	23
4.5	Public Participation.....	25
4.6	Civil Rights (Title VI, LEP, ADA).....	28
4.7	Environmental Justice.....	31
4.8	Congestion Management Process/Management and Operations.....	33
4.9	Performance Based Planning and Programming.....	36
4.10	Financial Planning and Fiscal Constraint	39
4.11	Multimodal Planning/Integration in Freight Planning.....	41

4.12	Climate Change Planning/Energy Initiatives	43
5.0	CONCLUSION AND RECOMMENDATIONS.....	47
5.1	Commendations	47
5.2	Corrective Actions	48
5.3	Recommendations.....	48
	APPENDIX A – PARTICIPANTS.....	49
	APPENDIX B – STATUS OF FINDINGS FROM LAST REVIEW	53
	APPENDIX C – PUBLIC COMMENTS	57
	APPENDIX D – LIST OF ACRONYMS.....	69

1.0 EXECUTIVE SUMMARY

On March 8th-9th, 2023, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) conducted the certification review of the transportation planning process for the Washington, DC-VA-MD Transportation Management Area (TMA). FHWA and FTA are required to jointly review and evaluate the transportation planning process for each urbanized area (UZA) over 200,000 in population at least every four years to determine if the process meets the Federal metropolitan planning requirements.

1.1 Previous Findings and Disposition

The first certification review of the National Capital Region Transportation Planning Board (TPB) UZA was conducted in 1994. Subsequent reviews were conducted in 1999, 2002, 2005, 2010, 2014, and 2019. The 2010 certification review was the first time FHWA and FTA included a formal review of the Fredericksburg Area Metropolitan Planning Organization (FAMPO) planning and programming process as part of the TPB certification review. Since 2010, FAMPO has been included as part of the TPB certification review. The results of the last certification review, completed in 2019, are provided in Appendix B and summarized in the table below with outcomes based on the recommendations from FHWA and FTA. As shown in the table below, the TPB and FAMPO addressed all of the recommendations from the 2019 certification review. The 2023 certification review was the first to be held in a hybrid format allowing for both virtual and in-person participation.

Since the 2019 certification review the TPB and FAMPO made improvements to their metropolitan planning process by addressing recommendations from the Federal review team and continuing their efforts to ensure a comprehensive, continuing, and cooperative (3C) planning process. Aside from addressing the recommendations in the table below, the TPB has undertaken additional efforts to help ensure a 3C planning process. Some highlights since the 2019 certification review include the TPB Board affirming the *Region United: Metropolitan Washington Planning Framework for 2030*; undertaking efforts to address the region's unmet housing needs with release of the *Regional Fair Housing Plan*; continued coordination with the state departments of transportations (DOT) on implementation of performance targets in urbanized areas; re-affirming aspirational initiatives; adopting climate change mitigation as a goal; enhancing public outreach on the long-range transportation plan (LRTP); and initiating work on the Visualize 2050 LRTP update. For FAMPO, executing the updated May 2021 planning memorandum of understanding (MOU) and renewing relationships with TPB highlight significant accomplishments since the 2019 certification review. FAMPO is also the first metropolitan planning organization (MPO) in the state of Virginia to complete their 2050 LRTP update.

Table 1: 2019 Certification Review Summary

Finding	Action	Status
MPO Structures and Agreements	Recommendation	Updated the 2004 FAMPO agreement in May 2021.
UPWP	Recommendation	TPB now includes previous year's accomplishments in the UPWP.
Metropolitan Transportation Plan	Recommendation	Provide continued commitment to maintenance and operations and state of good repair.
Transportation Improvement Program	Recommendation	Implementation of the e-TIP (InfoTrak) program with the State STIPs.
Public Participation	Recommendation	Updated the PPP in 2020.
Civil Rights	Recommendation	The Title VI Plan and Program were updated and approved by the COG Board in 2021, 2022, and 2023. COG/TPB staff met with all oversight agencies, including FHWA and FTA Civil Rights staff, in March 2021 to review the draft Title VI Plan and Program.
Financial Planning	Recommendation	Continued oversight of financial assumptions to fiscal constraint. Clarification on how projected revenues and expenditures in the MTP financial plan are consistent with TIP efforts.
Acronyms in this table are defined in Appendix D		

1.2 Summary of Current Findings

The 2023 certification review found that the metropolitan transportation planning process conducted in the National Capital Region TPB UZA meets Federal metropolitan planning requirements. The transportation planning process carried out by the TPB for the National Capital Region TMA is certified as meeting the requirements as described in 23 Code of Federal Register Part 450, Subpart C and 49 Code of Federal Register Part 613.

There are no Corrective Actions for TPB or FAMPO from this certification review. There are however several recommendations for improvement in this report, as well as commendations where the TPB is exceeding expectations. FAMPO is not a TMA, so this certification review only evaluated planning aspects related to North Stafford County that is within the TPB's planning boundary. There are no recommendations for FAMPO as a result of this certification review. FAMPO and TPB have demonstrated a renewed commitment to their planning relationship, as

demonstrated by the execution of the May 2021 planning MOU. It is also generally understood that should the 2030 Census result in FAMPO becoming a TMA, TPB and FAMPO would revisit their planning MOU.

Table 2: 2023 Certification Review Summary

Review Area	Finding	Recommendation/ Commendations
Organizational Structure, Board Membership, Agreements, and Planning Boundaries 23 CFR 450.314 23CFR 450.314(f). 23CFR 450.314(g), 23CFR450.314(b)] 23 CFR 450.314(h)	The TPB meets the Federal requirements	None.
Unified Planning Work Program 23 CFR 450.314, 420.109	The TPB meets the Federal requirements	None.
Metropolitan Transportation Plan Plan 23 U.S.C. 134(c), (h)&(i) 23 CFR 450.324	The TPB meets the Federal requirements	<p>The TPB is commended for embarking on an innovative and inclusive approach to planning transportation investments in their region as demonstrated with the 2045 MTP’s “Future Factors” including Equity, Climate Change and Transportation Safety etc., to guide decision-making across modes. These comprehensive measures help illuminate a robust set of benefits inherently unique to transit and non-motorized projects (but often discounted in traditional MPO ranking processes) to better shape communities in the Washington DC planning area.</p> <p>The review team recommends that the next update of the RTPP align with current adopted goals and initiatives. While the broad goals and priorities reflected in the 2014 RTPP remain supported by TPB efforts, by aligning the next RTPP, the TPB may better reach adopted GHG, housing, and equity goals for the region. In addition, the TPB should update its 2023 Policy Framework to reflect all the regional policy priorities into a single document.</p>

Review Area	Finding	Recommendation/ Commendations
Transportation Improvement Program 23 U.S.C. 134(c),(h)&(j) 23 U.S.C. 134(j)(7) 23 CFR 450.334 23 CFR 450.326	The TPB meets the Federal requirements.	None.
Public Participation 23 U.S.C. 134(i)(6) 23 CFR 450.316	The TPB meets the Federal requirements	The TPB is commended for its robust efforts with the “Voices of the Region” survey and methods for increasing public involvement. The methodology used, including the survey, focus groups, and QR code poster campaign, represent innovative techniques to reach public participants. Despite the Covid-19 pandemic, the TPB was able to broaden outreach collecting input throughout the region.
Civil Rights (Title VI, LEP, ADA) Title VI Civil Rights Act 23 U.S.C. 324, Age Discrimination Act, Sec. 504 Rehabilitation Act, Americans with Disabilities Act Requirements under ADA: § 35.105 Self-evaluation. a(b) (c)(1(2) (3) (d) § 35.106 Notice § 35.107 § 35.150 (d)	The TPB meets the Federal requirements.	ADA - The review team recommends that the TPB develop an ADA transition plan that explains how they make their programs, services, and activities accessible to persons with disabilities.
Environmental Justice Executive Orders 12898 and 13166	The TPB meets the Federal requirements	The review team commends TPB for its continued emphasis on environmental justice considerations in the region and for continuing to refine the methodology for examining potential impacts on environmental justice populations. The TPB’s use of TAZs to determine average accessibility and average mobility measures is innovative and helps inform regional decision-making at large. This work provides TPB an equity framework that goes beyond analyzing the LRTP and to informing and influencing local and regional efforts and projects.

Review Area	Finding	Recommendation/ Commendations
Congestion Management Process/Management and Operations 23 U.S.C. 134(k)(3) 23 CFR 450.322 23 CFR 450.324(f)(5)	The TPB meets the Federal requirements.	TPB is commended for maintaining the data clearinghouse and data delivery efforts that provide the TPB partners the ability to track and evaluate congestion methods that support system capacity expansion.
Performance Based Planning and Programming 23 U.S.C 134(h)(2) 23 CFR 450.306(d), 450.314(h),450.324(f), 450.326(d) & 450.340.	The TPB meets the Federal requirements.	The TPB is commended for coordinating and setting true regional targets based on all providers and modes throughout the region. TPB has specifically updated its summaries of measures and targets for Highway Safety, Pavement and Bridge Condition, Highway System Performance, Congestion Mitigation and Air Quality Program, and TAM.
Financial Planning and Fiscal Constraint (23 U.S.C. 134 (j) (2) (B)) (23 U.S.C. 135 (g)(5)(F)) [23 CFR 450.324(h) and 23 CFR 450.216(m)]	The TPB meets the Federal requirements.	The TPB is commended for identifying and graphically demonstrating how system-level estimates of income are reasonably expected to be available to adequately operate and maintain the highways and public transportation systems in the DC region. The review team recommends that as part of the Visualize 2050 financial plan update process, the TPB should reevaluate financial assumptions in the financial plan, including inflation rate as a result of the current economic climate. TPB should also evaluate revenue estimates from BIL funding levels reasonably available to support transportation planning.
Multimodal Planning/Integration in Freight Planning	The TPB meets the Federal requirements.	None.
Climate Change Planning/Energy Initiatives 23 CFR 450.206(a)(9) and 23 CFR 450.306(b)(9) 23 CFR 450.324(f)(7) 23 CFR 450.316(b)	The TPB meets the Federal requirements.	The TPB is commended for its collective efforts and adopted goals on climate change, particularly with respect to GHG reductions. Additionally, the TPB is commended for incorporating

Review Area	Finding	Recommendation/ Commendations
		climate change goals into its LRTP and resiliency efforts with member agencies to understand efforts to harden the transportation system. The TPB's hire of a Transportation Resiliency Planner is commendable demonstrating a commitment to the MPO's role in addressing climate change goals for the region.
Acronyms in this table are defined in Appendix D		

Details of the certification findings for the risk-based areas of the above items are contained in this report.

2.0 INTRODUCTION

2.1 Background

Pursuant to 23 U.S.C. 134(k) and 49 U.S.C. 5303(k), FHWA and FTA must jointly certify the metropolitan transportation planning process in TMAs at least every four years. A TMA is defined as a UZA with a population over 200,000. TMAs are defined by the U.S. Census Bureau after each decennial census and officially designated by the Secretary of Transportation. In Spring/Summer 2023, USDOT (FHWA and FTA) will publish a Federal Register notice identifying TMAs for urban areas with populations more than 200,000, as determined by the Census Bureau and the results of the 2020 Decennial Census.

Certification reviews focus on compliance with Federal law and regulations, challenges, successes, and experiences of the cooperative relationship between the MPO, the State DOT(s), and public transportation operator(s) participating in the metropolitan transportation planning process. Joint FTA/FHWA certification review guidelines provide agency field reviewers with latitude and flexibility to tailor the review to reflect regional issues and needs. Therefore, the scope and depth of the certification review reports can vary significantly.

While the certification review report itself may not fully document those many intermediate and ongoing checkpoints, the “findings” of certification review are, in fact, based upon the cumulative findings of the entire review effort.

The three categories of Federal actions that the Federal review team uses when evaluating performance of the MPO and its planning partners are 1) Corrective Actions (fails to meet compliance); 2) Recommendations (meets compliance and are suggested as process improvements); and 3) Commendations (exceeds expectations).

Federal reviewers prepare certification reports to document the results of the review process. The reports and final actions are the joint responsibility of the appropriate FHWA and FTA field offices, and their content will vary to reflect the planning process reviewed. FHWA and FTA then issue the certification report, including a letter, which certifies the metropolitan area planning process. If needed, FHWA and FTA then coordinate with the MPO and its planning partners to develop and implement strategies for resolving areas identified as Corrective Actions and monitoring progress through ongoing oversight. The FHWA and FTA may monitor recommendations and share resources or additional information to help the MPO and its planning partners continually enhance the metropolitan transportation planning process in the region. The FHWA and FTA may also share commendations as examples of effective practice.

2.2 Purpose and Objective

The TPB is the Federally designated MPO for the metropolitan area, leading the 3C planning process in cooperation with FAMPO, which is the designated MPO for a portion of the National Capital Region TMA in Virginia. Implementing agencies working in partnership with TPB and FAMPO in the planning process include the state DOTs (the District of Columbia and the states of Maryland and Virginia) and area public transportation operators. The TPB became associated with the Metropolitan Washington Council of Governments (COG) in 1966. Although the TPB is an independent body, its staff is provided by COG's Department of Transportation Planning. COG was established in 1957 by local cities and counties to deal with regional concerns including growth, housing, environment, public health, and safety - as well as transportation. For purposes of this report, use of the term "TPB" refers to the MPO subject to this certification review and it can refer to both TPB and COG staff. Additionally, the acronyms "LRTP" and "MTP" (referring to the long-range transportation plan (LRTP) and the metropolitan transportation plan (MTP), respectively) may be used interchangeably in this report when discussing the long-range plan.

Established in 1993, FAMPO is the Federally designated MPO for the Fredericksburg UZA. Though the northern portion of Stafford County was incorporated into the National Capital Region TMA after the 2000 census, with the concurrence of the Federal Partners, FAMPO elected to expand its planning area boundaries to include the three jurisdictions of the Counties of Caroline, Stafford, and Spotsylvania in their entirety. FAMPO has a four-part structure consisting of a Policy Committee, a FAMPO Technical Advisory Committee, a Citizens Transportation Advisory Committee, and a Bicycle and Pedestrian Advisory Committee. Committees may at times establish sub-committees and working groups for specific work products and processes. The Policy Committee serves as the decision-making body. Each Committee meets on a regular basis and the meetings are open to the public with participation being encouraged.

Although FAMPO is an independent body, its staff is provided by the George Washington Regional Planning District Commission (GWRC). While the GWRC serves as the lead technical staff for the MPO, some aspects of the technical transportation planning process (i.e., conformity, travel demand modeling, etc.) are performed and managed by the Virginia Department of Transportation (VDOT) or through contracts with consultants. The GWRC serves as the administrative and financial agent for FAMPO under an agreement with VDOT. Although FAMPO is an independent body, staffed by the GWRC. FAMPO administers a Unified Planning Work Program (UPWP) in accordance with the requirements of the Moving Ahead for Progress in the 21st Century Act (MAP-21). GWRC and FAMPO have a MOU, most recently updated in 2021, that outlines specific duties and obligations of each organization.

The TPB's 3,558 square-mile planning area covers the District of Columbia and surrounding jurisdictions. In Maryland, these jurisdictions include Charles County, Frederick County, Montgomery County, and Prince George's County, plus the cities of Bowie, College Park, Frederick, Gaithersburg, Greenbelt, Rockville, and Takoma Park. In Virginia, the planning area

includes Arlington County, Fairfax County, Fauquier County, Loudoun County, and Prince William County, plus the cities of Alexandria, Fairfax, Falls Church, Manassas, and Manassas Park. This planning area has changed slightly as a result of the 2020 Census. Members of the TPB include representatives of City and County governments, State transportation agencies, the Maryland and Virginia legislatures, the Washington Metropolitan Area Transit Authority (WMATA), and non-voting members from the Metropolitan Washington Airports Authority and Federal agencies. The members of the TPB and its executive and technical committees are appointed by their respective jurisdiction or agency. All jurisdictions and all modes are represented on the TPB, and its task forces, committees, and subcommittees. The FHWA and the FTA are ex-officio members in a non-voting capacity.

Certification of the transportation planning process is a prerequisite to the approval of Federal funding for transportation projects. The certification review is also an opportunity to help new programs and to enhance the ability of the metropolitan transportation planning process to provide decision makers with the knowledge they need to make well-informed and equitable capital and operating investment decisions.

3.0 SCOPE AND METHODOLOGY

3.1 Review Process

The 2023 certification review consisted of a risk-based desk document review, a site visit, and a public involvement opportunity, conducted in March 2023. Participants in the review included representatives of FHWA, FTA, and District Department of Transportation (DDOT), Virginia Department of Transportation (VDOT), Maryland Department of Transportation (MDOT), WMATA, and TPB staff. A full list of participants is included in Appendix A. The 2023 certification review was conducted in a hybrid format allowing for both virtual and in-person attendance.

A TMA risk-based certification review focuses on the high-risk areas, both challenges, and opportunities, and does not attempt to cover every planning topic. FHWA and FTA provide regular stewardship and oversight to its TMA planning partners, reviewing and approving planning products, conducting Division/Region Office Risk Assessments, participating in select MPO meetings, providing technical assistance, and promoting best practices throughout the year. In order to conduct the risk-based desk document review, TPB staff provided a website of resources pertinent to the certification review. Documents from FAMPO were sourced from their website and participation in select MPO meetings.

The findings, from the review, include both commendations for quality activities and recommendations for improvement of the regional planning process. In some subject areas, the Federal review team indicated areas where the TPB is performing noteworthy activities that represent areas in which the MPO is performing activities that may have proved difficult to accomplish for other MPOs nationally. These terms are defined as follows:

Key Definitions:

Commendations: Elements that demonstrate well thought-out procedure for implementing the metropolitan planning requirements.

Corrective Actions: Items that fail to meet the requirements of the Federal regulations seriously affecting the outcome of the overall process. There are no Corrective Actions for TPB or FAMPO.

Recommendations: Less substantial items not requiring action, but holds relevancy to FHWA and FTA, with expectation that State and local officials may consider a Federal request. Typically, the recommendations involve the state of the practice instead of regulatory requirements.

The certification review covers the transportation planning process conducted cooperatively by the MPO, State, and public transportation operators. Background information, status, key findings, and recommendations are summarized in the body of the report for the following subject areas selected by FHWA and FTA staff for the on-site review:

- Organizational Structure, Board Membership, Agreements, and Planning Boundaries
- Unified Planning Work Program
- Metropolitan Transportation Plan
- Transportation Improvement Program
- Public Participation
- Civil Rights (Title VI, Limited English Proficiency, Americans with Disabilities Act)
- Environmental Justice
- Congestion Management Process/Management and Operations
- Performance Based Planning and Programming
- Financial Planning and Fiscal Constraint
- Multimodal Planning/Freight Planning
- Climate Change Planning/Energy Initiatives

3.2 Documents Reviewed

The following MPO documents were evaluated as part of this planning process review:

<https://www.mwcog.org/transportation/2023-us-dot-federal-certification-reference-list/>

FAMPO documents reviewed include:

- 2050 Long Range Transportation Plan (March 28, 2022)
- Fiscal year (FY) 2021-2024 Transportation Improvement Program (amendment January 25, 2021)
- FY 2023 Unified Planning Work Program (May 23, 2022)

- 2022 FAMPO Congestion Management Process (March 28, 2022)
- Public Participation Plan (May 15, 2017)
- The Community Engagement and Equity Plan (June 2021)

4.0 PROGRAM REVIEW

4.1 Organizational Structure, Board Membership, Agreements and Planning Boundaries

4.1.1 Regulatory Basis

Organizational Structure/Board Membership

Federal legislation (23 U.S.C. 134(d)) requires the designation of an MPO for each UZA with a population of more than 50,000 individuals. When an MPO representing all or part of a TMA is initially designated or redesignated, the Policy Board of the MPO shall consist of (a) local elected officials; (b) officials of public agencies that administer or operate major modes of transportation within the metropolitan area, including representation by providers of public transportation; and (c) appropriate State transportation officials, according to 23 CFR 450.310(d). The voting membership of an MPO that was designated or redesignated previously, will remain valid until a new MPO is redesignated. Redesignation is required whenever the existing MPO seeks to substantially change the proportion of voting members or the decision-making authority or procedures established under the MPO's bylaws. Any one of the MPO members can assert that a change in Policy Board structure is substantial and requires formal redesignation. The addition of jurisdictional or political bodies into the MPO or of members to the Policy Board generally does not require a redesignation of the MPO.

Agreements

23 U.S.C. 134(d) and 23 CFR 450.314(a) state the MPO, the State, and the public transportation operators shall cooperatively determine their mutual responsibilities in carrying out the metropolitan transportation planning process. These responsibilities shall be clearly identified in written agreements among the MPO, the State, and public transportation operators serving the metropolitan planning area (MPA). Additionally, 23 CFR 450.314(h) states that the MPO, the State, and public transportation operators shall jointly develop specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plans for the National Highway System. Furthermore, 23 CFR 450.314(g) states if part of an UZA that has been designated as a TMA overlap into an adjacent MPA serving an UZA that is not designated as a TMA, the adjacent UZA shall not be treated as a TMA. However, a written agreement shall be established between the MPOs with MPA boundaries, including a portion of the TMA, which

clearly identifies the roles and responsibilities of each MPO in meeting specific TMA requirements (e.g., congestion management process, Surface Transportation Program funds sub-allocated to the UZA over 200,000 population, and project selection).

Planning Boundaries

The MPA boundary refers to the geographic area in which the metropolitan transportation planning process must be carried out. The MPA shall, at a minimum, cover Census-defined, UZAs and the contiguous geographic area(s) likely to become urbanized within the 20-year forecast period covered by the MTP. Adjustments to the UZA as a result of the transportation planning process are typically referred to by FHWA and FTA as the UZA boundary. In accordance with 23 U.S.C. 134(e), the boundary should foster an effective planning process that ensures connectivity between modes and promotes overall efficiency. The boundary should include Environmental Protection Agency defined nonattainment and/or maintenance areas, if applicable, in accordance with the National Ambient Air Quality Standard for ozone or carbon monoxide.

4.1.2 Current Status

Organizational Structure/Board Membership

The TPB board contains roughly 40 members and there are a total of 14 committees in the current MPO structure. The TPB is composed of: One (1) elected member from each of the local governing bodies of the cities and counties in Maryland and Virginia contained within the UZA served by the TPB and the appropriate state officials. In addition, membership may include one (1) elected member from the governing body of any other city or county outside of the TPB's planning area recommended for membership by a majority vote of the TPB. Participation of such members shall be conditioned on such jurisdiction contributing to the financial support of the planning process in an amount determined by the TPB. Those cities or counties of Maryland and Virginia that participate in the TPB and which have a population greater than 400,000 shall have one (1) additional member selected as follows: A. The County Executive or his designated representative, if the form of government includes an elected County Executive, or one (1) additional elected member of the local governing body, if the form of government does not include an elected County Executive. Four (4) members from the Government of the District of Columbia, two (2) of whom shall be members of the Council, and two (2) from the executive branch. One (1) of the executive branch members shall be from the District DOT. One (1) member from each of the DOTs of Maryland and Virginia, and one (1) member representing WMATA. One (1) member each from the House and Senate of the Maryland and Virginia General Assemblies, respectively, and one (1) additional member from the Council of the District of Columbia. Such members and their alternates are selected from the members of the General Assemblies representing portions of the Washington Metropolitan Area, and the Council of the District of Columbia, respectively. Alternates for these members shall also be members of the General Assemblies or the Council of the District of Columbia, respectively. One (1) member each from the National Capital Planning Commission, the Metropolitan

Washington Airports Authority, FHWA, FTA, the Federal Aviation Administration, and the National Park Service. Each member in this category is non-voting but is entitled to offer and second motions and resolutions and otherwise enter deliberations of the TPB. The TPB includes only one transit agency on its Board, and it remains somewhat unclear how other transit agencies are represented. All new Board members are provided with a New Member Orientation and the opportunity for a one-on-one meeting to learn about the TPB and metropolitan transportation planning process.

The FAMPO Policy Committee is comprised of eleven elected and non-elected voting members. The Fredericksburg District Commonwealth Transportation Board Representative and the Citizens Transportation Advisory Group Chairman serves as ex officio members. FAMPO includes four standing committees (Policy, Technical Advisory, Citizens Transportation Advisory, and Bicycle and Pedestrian Advisory) and some temporary sub-committees. A booklet is provided to new committee members and coordination with towns regarding membership is conducted. New members have the opportunity to meet with the FAMPO director. The TPB bylaws were amended in September 2022. FAMPO's bylaws were updated in August 2022. All operators in the FAMPO region are on the Technical Advisory committee including the Potomac Rappahannock the Potomac and Rappahannock Transportation Commission (PRTC).

Agreements

The TPB has established relationships through agreements with the State DOTs and the regional transit agencies including the Virginia Department of Rail and Transit (DRPT), the Northern Virginia Transportation Commission (NVTC), and WMATA. There are four agreements signed which govern how TPB conducts planning in the region. The 3C Agreement updated in April 2018 governs the transportation planning process. DRPT is a signatory to the 3C agreement while WMATA is explicitly mentioned in the agreement, but not a signatory. The Master Funding Agreement updated on July 29, 2019 governs the reimbursement of work for the UPWP. It is signed by the designated recipients of FHWA PL funding and FTA Section 5303 funding and by the COG Executive Director as COG is the fiscal agent. This agreement outlines legal and contracting responsibilities and the more complicated funding mechanics for all three States and the WMATA Compact.

In 2000 the DC-MD-VA UZA expanded south into Stafford County, and in 2004 the TPB and FAMPO executed an agreement on how to conduct the transportation planning process for northern Stafford County. The 2004 TPB and FAMPO MOU was updated in May 2021 and defines how the metropolitan planning process is performed for the portion of Washington UZA that overlaps the FAMPO planning area, which is the northern portion of Stafford County.

TPB and FAMPO staff review each other's agendas and planning efforts and the FAMPO Executive Director and TPB Transportation Director speak monthly regarding the process. Both are also officers on Virginia Area Metropolitan Planning Organizations which provides an opportunity for increased coordination.

The Calvert-St. Mary's MPO was formed in 2013 and the TPB will continue to run the air quality conformity analysis for the Calvert-St. Mary's MPO until the attainment status officially changes, then the agreement can be revisited. TPB staff will review all planning agreements including the 3C agreement, the TMA planning MOU with FAMPO, and the MPO "planning area trade" agreements with the Baltimore Regional Transportation Board (BRTB). As a result of the 2020 Census, there is no immediate need to change the FAMPO MPA or jurisdictional membership of FAMPO currently.

In order to ensure a 3C planning process, the TPB has separate performance-based planning and programming (PBPP) letters from 2018 with FAMPO and BRTB that describe the relationship and process for performance target setting in overlapping planning areas.

Planning Boundaries

TPB will coordinate with VDOT and MDOT on the MPO planning area determinations consistent with the 2020 Census. This will include consultation with Fauquier County about the continued inclusion of its urban area in the TPB planning area. The TPB and FAMPO are intending to update any agreements that are impacted because of the 2020 Census urban area designations. The agreements that could be revisited include the 2015 TPB/BRTB agreement regarding the distribution of PL and Section 5303 funds, and the May 2021 TPB/FAMPO planning MOU.

4.1.3 Findings

Organizational Structure/Board Membership

The Federal review team encourages the TPB to describe the process through which coordination of public transit, WMATA, other smaller bus operators, as well as other transportation "modes" like VRE or human-service/mobility providers have representation in the decision-making process.

The Federal review team encourages FAMPO to consider revising the names of its committees to eliminate the use of the term "citizen" which could limit public involvement and inclusivity. This would be consistent with the TPB changing the name of the "Citizens Advisory Committee" to the "Community Advisory Committee" following the 2019 Federal certification review.

Agreements

The Federal review team suggests that the next version of the master planning agreement, descriptions of how transit operators are represented in the metropolitan transportation planning process should be included.

Planning Boundaries

There is a small change to the urban area covering the northern Stafford County portion of the TMA. TPB and FAMPO documentation related to the TMA portion in Stafford should be

updated to include new maps and urban area determinations. With respect to the updated May 2021 MOU between the TPB/FAMPO, only minor updates to the maps and graphics are anticipated. It's generally understood that if the 2030 Census results in FAMPO becoming a TMA, the May 2021 MOU would be revisited.

With the December 29, 2022, release of the 2020 urban area delineations from the Census Bureau, the TPB (in cooperation with the State and public transportation operators) should review their MPA boundary to determine if existing boundaries include all territory in urban areas with populations more than 50,000, as determined by the Census Bureau, and should adjust them as necessary. This is standard practice for all MPOs following a census update.

The TPB and FAMPO meet the Federal requirements for their Organizational Structure, Board Membership, Agreements, and Planning Boundaries.

Commendation: None.

Corrective Action: None.

Recommendations: None.

Organizational Structure/Board Membership: None.

Proposed FHWA/FTA Technical Assistance: Please see for a complete schedule of census related events for MPO.

https://www.fhwa.dot.gov/planning/census_issues/urbanized_areas_and_mpo_tma/schedule/

4.2 Unified Planning Work Program

4.2.1 Regulatory Basis

23 CFR 450.308 and 23 CFR 420 set the requirement that planning activities performed under Titles 23 and 49 U.S.C. be documented in a UPWP. The MPO, in cooperation with the State and public transportation operators, shall develop a UPWP that includes a discussion of the planning priorities facing the MPA and the work proposed for the next one- or two-year period by major activity and task in sufficient detail to indicate the agency that will perform the work, the schedule for completing the work, the resulting products, the proposed funding, and sources of funds.

4.2.2 Current Status

The TPB cooperatively develops an annual UPWP that describes all transportation planning activities utilizing Federal funding, including Title I Section 112 metropolitan planning funds,

Title III Section 5303 metropolitan planning funds, and Federal Aviation Administration Continuing Airport System Planning funds. It identifies State and local matching dollars for these Federal planning programs, as well as other closely related planning projects utilizing State and local funds. Other factors that influence activities are regional in scope and the UPWP is adjusted annually to focus on new and emerging priorities. In 2020, the TPB approved three resolutions renewing commitments to safety, equity, and climate change. These goals are still highlighted as important and are reflected in the 2022 UPWP document through the list of prioritized projects. The UPWP incorporates, in one document, all federally assisted state, regional, and local transportation planning activities proposed to be undertaken in the region from July 1, 2022, through June 30, 2023.

When the FY23 UPWP was finalized in March 2022, input from the states on the full amount of BIL funding was not yet known so the FY23 UPWP assumed the same funding levels as the prior FY year. As a result, the FY24 UPWP had extra funding for FY24 UPWP tasks and the states helped provide feedback on which additional areas to study. The additional study areas in the FY24 UPWP include:

- Transportation Resiliency Planning Activities
- New motor vehicle emissions budgets
- Data purchases and enhanced data collection programs
- Responding to the 2023 Federal certification review findings
- Transit electrification/decarbonization planning
- Climate change mitigation.

4.2.3 Findings

The UPWP has all the required elements including all transportation planning and transportation air-quality planning activities. The TPB also includes equity and environmental justice transportation planning, complete streets, public involvement, strategic highway network, Federal lands, planning and environmental linkages, data collection for transportation planning, and PBPP tasks into the UPWP process. In response to the 2019 certification review, the TPB has also created a section noting accomplishments, policy goals, and participation achievements.

The UPWP responds to requests for technical assistance from the state and local governments and transit operating agencies. This activity takes the form of technical work tasks in which TPB-developed tools, techniques, data, and capabilities are used to support DDOT, MDOT, VDOT, and regional transit agencies' sub-area planning, travel monitoring, travel modeling, and data collection efforts related to regional transportation planning priorities. The UPWP details the planning activities that must be accomplished to address the annual metropolitan planning requirements such as preparing the Transportation Improvement Program (TIP) and a

Congestion Management Process (CMP). The format of the UPWP is acceptable and the descriptions of the work to be undertaken is thorough.

During the site visit, TPB staff indicated that for the 2024 UPWP, the TPB is proposing an in-depth research and analysis of socioeconomic, demographic, and transportation/mobility characteristics of disadvantaged populations to identify their unmet mobility and accessibility needs. The purpose of this study will be to provide TPB member agencies, local governments, and transit agencies with findings and considerations as they identify future projects, programs, and policies as part of their transportation planning activities.

TPB meets the regulatory requirements for the UPWP.

Commendation: None.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.3 Metropolitan Transportation Plan

4.3.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (i) and 23 CFR 450.324 set forth requirements for the development and content of the MTP. Among the requirements are that the MTP address at least a 20-year planning horizon and that it includes both long- and short-range strategies that lead to the development of an integrated and multi-modal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand.

The MTP is required to provide a 3C multimodal transportation planning process. The plan needs to consider all applicable issues related to the transportation system's development, land use, employment, economic development, natural environment, and housing and community development.

23 CFR 450.324(c) requires the MPO to review and update the MTP at least every 4 years in air quality nonattainment and maintenance areas, and at least every 5 years in attainment areas, to reflect current and forecasted transportation, population, land use, employment, congestion, and economic conditions and trends.

Under 23 CFR 450.324(f), the MTP is required, at a minimum, to consider the following:

- Projected transportation demand
- Existing and proposed transportation facilities
- Operational and management strategies
- A description of the performance measures and performance targets used
- A system performance report
- Congestion management process
- Capital investment and strategies to preserve transportation infrastructure and provide for multimodal capacity
- Design concept and design scope descriptions of proposed transportation facilities
- Potential environmental mitigation activities
- Pedestrian walkway and bicycle transportation facilities
- Transportation and transit enhancements
- A financial plan

4.3.2 Current Status

The TPB planning area comprises approximately 3,500 square miles including urban, suburban, and exurban to rural areas. This diverse region was described in the current MTP (Visualizes 2045) as one of the most affluent in the country, and is expected to gain over 7 million people, an increase of 23 percent by 2045.

The Visualize 2045 MTP was approved in December 2018 and addresses how the TPB, and its members address challenges facing the region, gather public opinion, and advance the most effective strategies to make progress on the region’s goals today and in the future. Each transportation agency in the region plans and funds programs, policies, and projects that respond to regional and local goals. Those projects that rise to regional significance are included in the project list, so long as sufficient revenue is available to pay for the projects. Visualize 2045 reports on the performance of the transportation system based on the TPB’s regional analysis. This enables the region to set priorities and develop strategies to maintain, improve, and enhance the transportation system.

A 2022 update of the Visualize 2045 plan was completed and approved by the TPB board on June 15, 2022. The updated Visualize 2045 plan is robust and comprehensive and includes the required federal elements; 20-year planning period; strategies/actions that lead to the development of an integrated multimodal transportation system; clearly identified transportation investments and services; incorporation of measures, targets, and actual condition; system performance report addressing PBPP requirements; and a financial plan that demonstrates how the adopted MTP can be implemented. The TPB staff updated Visualize 2045 with input from the TPB members, their technical staff, and the public. Public outreach for the Visualize 2045 update included a targeted campaign called “Aspiration to Implementation” to solicit feedback on project and policies linked to the Aspirational Initiatives that include:

- 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

The Visualize 2050 plan process is currently ongoing with adoption most likely to occur in 2024 (or before 2025). Technical input solicitation was recently completed with no comments and the updated plan will rely on a “zero-based budgeting” approach. Each project in the 2050 plan will be re-examined (approximately 200) to determine consistency with regional planning priorities. TPB intends to retain projects from the current 2045 plan that are under construction or have Federal/State/local/private funding allocated. TPB goals and priorities can be used to influence the scope of these projects. All projects for Visualize 2050 will be re-examined by January 2024. The TPB and its member agencies will examine all projects, programs, and policies, “scrubbing” the plan utilizing the “zero-based budgeting” approach. Air quality conformity will be completed as part of the Visualize 2050 plan process.

The TPB is currently developing the Visualize 2050 plan with outreach scheduled for the Fall 2023 and Fall 2024. As part of the “Voices of the Region” survey, the TPB received public input requesting additional opportunities to weigh-in on the projects in the LRTP prior to their being included in the plan. It is anticipated that this feedback will help shape investments outlined in the Visualize 2050 plan update. The 2050 Visualize Plan will also include a new program “The Regional Resiliency” program with a newly hired resiliency staff person, to better measure performance toward this Federal Planning Factor.

4.3.3 Findings

Projects in the Visualize 2045 plan are developed at the state and local levels by member jurisdictions. The TPB requires member jurisdictions to submit forms for project inclusion in the financially constrained element of the MTP. The TPB asks sponsor agencies to document how they support regional goals. For each project submitted to the plan, the project sponsors indicate how their project helps to advance TPB’s vision, goals, aspirational initiatives, and respond to the planning factors.

The TPB has set a number of ambitious goals and initiatives including greenhouse gas (GHG) reduction, unmet housing needs, climate resiliency, equity, and safety priorities. Currently, the TPB does not have an internal prioritization process for projects in the MTP. The TPB utilizes established overarching goals and priorities and relies on the project prioritization processes used by each of its member agencies at the local, state, and sub-regional levels. The TPB is

encouraged to consider a process where the prioritization metrics are consistent among all the different jurisdictions and agencies and more directly correspond to the TPB's regional goals and priorities. Doing so could better help the TPB in achieving its adopted goals and initiatives. Under BIL, FHWA is supporting a Prioritization Process Pilot Program to selected MPOs to fund the development and implementation of publicly accessible, transparent prioritization processes to assess and score projects according to locally determined priorities, and to use such evaluations to inform the selection of projects to include in transportation plans.

Visualize 2045 included a comprehensive system performance report evaluating the conditions and performance of the transportation system with respect to PBPP requirements. Both the performance target descriptions and system report help inform the public and decision-makers on the condition of transportation assets in the region and the funding necessary to maintain a state of good repair.

During the site visit, TPB staff also noted the continued role of the 2014 Regional Transportation Priorities Plan (RTPP) and how it's used in helping to provide an overlay of high-level goals for the Region and that it will be used for the Visualize 2050 update. The TPB adopted the RTPP in January 2014 and it is used with the TPB Vision (1998) and the Aspirational Initiatives (2018) to provide an overarching framework for the TPB. It focuses on a handful of transportation priorities and feasible strategies with the greatest potential to advance regional goals rooted in the TPB Vision. The goals in the RTPP are frequently referenced in TPB planning activities, including the work of the LRTP Task Force which shaped what are now the TPB's Aspirational Initiatives. The RTPP goals are also used for the submission forms for projects in the financially constrained element of the plan. The 2014 RTPP has relevance and similarities to some current TPB priorities and the aspirational initiatives. However, it does not align or reflect more recent initiatives like adopted GHG goals, equity factors, housing goals, and the Region United: Metropolitan Washington Planning Framework for 2030.

The TPB, state DOT, and transit agencies meet Federal regulations for the MTP.

Commendation: The TPB is commended for embarking on an innovative and inclusive approach to planning transportation investments in their region as demonstrated with the 2045 MTP's "Future Factors" including Equity, Climate Change and Transportation Safety etc., to guide decision-making across modes. These comprehensive measures help illuminate a robust set of benefits inherently unique to transit and non-motorized projects (but often discounted in traditional MPO ranking processes) to better shape communities in the Washington DC planning area.

Corrective Action: None.

Recommendations: The review team recommends that the next update of the RTPP align with current adopted goals and initiatives. While the broad goals and priorities reflected in the 2014 RTPP remain supported by TPB efforts, by aligning the next RTPP, the TPB may better reach

adopted GHG, housing, and equity goals for the region. In addition, the TPB should update its 2023 Policy Framework to reflect all the regional policy priorities into a single document.

Proposed FHWA/FTA Technical Assistance: None.

4.4 Transportation Improvement Program

4.4.1 Regulatory Basis

23 U.S.C. 134(c), (h) & (j) set forth requirements for the MPO to cooperatively develop a TIP. Under 23 CFR 450.326, the TIP must meet the following requirements:

- Must cover at least a four-year horizon and be updated at least every four years.
- Surface transportation projects funded under Title 23 U.S.C. or Title 49 U.S.C., except as noted in the regulations, are required to be included in the TIP.
- Make progress toward achieving the performance targets.
- A description of the anticipated effect of the TIP toward achieving the performance targets (to the maximum extent practicable).
- List project description, cost, funding source, and identification of the agency responsible for carrying out each project.
- Projects need to be consistent with the adopted MTP.
- Must be fiscally constrained.
- The MPO must provide all interested parties with a reasonable opportunity to comment on the proposed TIP.

4.4.2 Current Status

On December 16, 2020, the TPB began the development of the financially constrained element of the 2022 update to Visualize 2045 by releasing the Technical Inputs Solicitation Submission Guide. The guide requested that the transportation implementing agencies explicitly consider the Vision, the RTTP, the ten planning factors, and other policy documents and studies as the policy framework when they submitted projects and programs for inclusion in the financially constrained element of Visualize 2045. The FY 2023–2026 TIP was developed with the assistance of the MDOT, DDOT, VDOT, the region’s transit agencies, and staff from local jurisdictions. The TPB approved the FY 2023–2026 TIP on June 15, 2022. It includes over 300 projects and programs with more than \$11 billion in funding from federal, state, local, private, and other sources. The projects listed in the TIP have been vetted under a project selection process and align with the LRTP demonstrating progress towards achieving performance targets.

The TIP's content and structure has been redeveloped as a core document with the TIP tables included as appendices. The TPB carries out several types of actions during the development of the TIP that impact the project selection process. The TPB begins each TIP cycle by issuing and approving the "Call for Projects" solicitation document. In response, agencies submit information on new and existing projects. The TPB approves these project inputs and spends several months reviewing and analyzing the data to ensure that the project inputs are consistent with the region's air quality requirements. Once the analysis is complete the TPB makes a final approval of the constrained LRTP, TIP, and air quality analysis.

Annual List of Obligated Projects

Currently, the TPB utilizes InfoTrak as the e-TIP software to generate a list of obligated funds for projects. This information is partly generated from access that the TPB has to FHWA's grant management system. TPB is still seeking a way to access FTA's grant management system to better generate a list of yearly obligated transit projects. FTA's grant management system is different from FHWA's making the ability to access transit recipients' annual obligations more challenging. TPB staff plan to enhance the documentation of the Annual List of Federally Obligated Projects to include more analytical data looking at linkages between federal obligations and environmental justice and equity related matters.

Project Prioritization

During the site visit TPB described the process of reviewing and approving projects to be included in its LRTP and TIP. It was noted that project prioritization for the TPB's LRTP and TIP happens at the jurisdictional level, with the transportation agencies (highway and transit) responsible for the project being the lead. As such, the projects received by TPB for consideration for its LRTP and TIP may have already undergone a statewide prioritization process. The implementing agencies submit project information to the TPB that documents how the project advances the regional goals and priorities. Then, TPB staff reviews the projects to ensure fiscal constraint.

The TPB's project approval process is primarily qualitative and based on a set of comprehensive, multi-modal, multi-sector policy priority and goals, developed through a 3C process. The TPB, as part of its review and approval of projects to be included in the LRTP and TIP, may send back project submittals to the sponsoring agency for enhancement to better meet the TPB's priorities and goals before accepting the project submittal, which was done, for example, for both the Virginia Express Lanes project and Maryland's Opportunity Lanes project.

TPB staff have completed implementation of the Project InfoTrak LRTP and TIP project database, using a SaaS platform. InfoTrak as the e-TIP platform has helped improve the development of the TIP and TIP related processes.

4.4.3 Findings

The TPB acknowledged during the site visit that their prioritization and selection process (for the LRTP and TIP) is not a quantitative prioritization process. The Federal review team sought additional clarity on how the assumptions for fiscal constraint for the jurisdictions and their submitted projects is performed. The TPB provided supplemental information following the site visit that clarified how projects are prioritized regionally. The FY 2023-2026 TIP meet the financial plan requirements to show the consistency of the proposed projects with already available and projected sources of transportation revenues while the existing transportation system is being adequately operated and maintained.

The TPB's TIP includes a description of how the investments in the TIP make progress toward achievement of performance targets. The TIP includes funding under the Highway Safety Improvement Program (HSIP) for priority HSIP projects as programmed by the three states. On average, the TPB approves amendments and administrative modifications to 350 project and program records in the TIP each year. Amendments are processed and approved by as many as 4 or 5 TIP Actions over the course of each month. TPB staff use the remainder of each month to process and approve administrative modifications from all agencies. The TPB will work with the consultant that provides its InfoTrak/e-TIP software solution to upgrade from its current platform in September 2023, which will allow TPB to perform more customizations and queries, allowing TPB more autonomy and flexibility rather than being dependent upon consultant help.

TPB meets the regulatory requirements for the Transportation Improvement Program.

Commendation: None.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.5 Public Participation

4.5.1 Regulatory Basis

Sections 134(i)(6), 134(j)(1)(B) of Title 23 and Section 5303(i)(5) and 5303(j)(1)(B) of Title 49, United States Code, require a MPO to provide adequate opportunity for the public to participate in and comment on the products and planning processes of the MPO. The requirements for public involvement are detailed in 23 CFR 450.316, which requires the MPO to develop and use a documented participation plan that includes explicit procedures and

strategies to include the public and other interested parties in the transportation planning process.

Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPS, making public information readily available in electronically accessible formats and means such as the online meetings, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and periodically reviewing the effectiveness of the public participation plan (PPP).

4.5.2 Current Status

TPB's PPP was updated in October 2020 in response to the 2019 certification review. In addition, the TPB rebranded its "Citizens Advisory Committee" to the "Community Advisory Committee (CAC)" in response to Federal review team input during the 2019 certification review. The structure of the CAC was also overhauled since the 2019 certification review to get more representation from throughout the region. Overall, the current PPP describes the TPB's policies, goals, procedures, and principles for engagement with the public in the metropolitan transportation planning process. The plan was developed in consultation with interested parties and various representatives of the community. From the onset The TPB does make efforts to ensure that traditionally underrepresented communities and persons with disabilities, are afforded opportunities to participate in the transportation planning process. TPB staff acknowledged during the site visit that participation from low-income and minority populations has historically been difficult, so their outreach efforts have tried to help target and engage those populations.

The October 2022 TPB Board meeting was the first since the onset of the Covid-19 pandemic to accept live public comment. Going forward, the TPB will continue to accept pre-submitted comments for all meetings and provide the opportunity for live public comment only at in-person meetings. Public comments help inform the TPB Board's activities and actions. TPB discussed some ways that public engagement has been optimized recently, including no longer live tweeting Board meetings and instead relying on Retweets that has increased meaningful engagement.

The TPB conducted an evaluation of the entire public participation program in 2018 and again November 2022. The evaluation in 2022 focused on two parts - the general public participation process and the LRTP process and outreach methods used for Visualize 2045. The evaluation examined current committee structures and communication channels, newsletters, and social media. The evaluation resulted in short-term, mid-term, and long-term recommendations. Some short-term recommendations included website language changes, using plain language, and tweaks to how social media is used. One outcome of note from the evaluation is for the TPB to conduct public outreach following the completion of projects to keep the public aware

of progress. For CAC recruitment, the TPB performed “boosted” Facebook posts that may have helped recruit new CAC members.

During the site visit, the TPB stated that while the PPP is a relatively static document, it’s not entirely reflective of the extent of the outreach work being accomplished. The TPB strives to reach communities with face-to-face interaction and is also optimizing virtual public involvement by streaming MPO meetings and using social media. The TPB has also reactivated their Community Leadership Institute that invites members of the public to learn about the metropolitan planning process. The next offering of this 3-day training about metropolitan planning is in 2024.

During the Covid-19 pandemic, the TPB undertook a robust and unique outreach effort called “Voices of the Region” that included three methods for collecting input including a survey, focus groups, and a QR code poster campaign. This survey effort was part of the update to the Visualize 2045 plan and was intended to reach thousands of the region’s residents. The first method for collecting input was a public opinion survey that was sent randomly to residents in the region. Some of the questions were about climate change, potential driverless cars, and general attitudes towards the transportation system. A total of 2,407 surveys were completed exceeding the anticipated target of 2,000. Respondents had the option of English or Spanish for the survey and telephone responses were also accepted. The second method utilized was the use of focus groups with 112 people participating from the around region. The TPB prioritized participants from historically underrepresented population groups. The last method for outreach was a QR code campaign with posters and signs in over 40 locations in the region’s jurisdictions. The intent was to make the QR code campaign an open period for comment and not invite only like the survey or focus groups.

The TPB also collected comment and provided other opportunities to participate in the Visualize 2045 plan update. TPB staff conducted multiple public comment periods including an online public input survey to receive comments or ideas about transportation in the region. There were over 6,000 responses to the online survey. TPB also conducted twelve public forums and held three open houses as part of their public outreach efforts to obtain comments on the LRTP.

4.5.3 Findings

The Federal review team observed that there are many opportunities and ways for the public to become involved and informed throughout the metropolitan transportation planning process. The TPB attempts to cast a wide net to provide public access and involvement in the development of the LRTP and TIP through non-traditional outreach means including seeking comment at festivals, fairs, and other community activities. TPB has made several improvements to its public outreach activities including: a bi-weekly newsletter, online streaming of TPB Board meetings, established two staff positions dedicated to public involvement, development of social media presence, use of interactive web-based surveys, and

facilitated group discussions to obtain feedback on planning issues. The TPB has created and maintained a spreadsheet to track public participation data. TPB has also begun to produce a report to document the evaluation of its public participation activities.

While the TPB has made tremendous efforts with respect to public outreach, the Federal review team suggests updating the Citizens Guide to Transportation Decision Making in the Washington Metropolitan Region published in 2008. The explanations, format, and content of the 2008 guide, are still very informative, but this plan should reflect current practice and evolutions in public outreach, including social media.

FAMPO adopted a joint Title VI and PPP in June 2021 noting that the two often have interrelated efforts for outreach. Implementation of the plan began January 1, 2022 once the 2020 Census data was available. The delay in implementation was to allow FAMPO to create demographic profiles of its planning area utilizing the results of the 2020 Census. The demographic allows staff to identify underrepresented populations within their planning area and potential outreach strategies. It's unclear how this effort dovetails with the TPB's outreach efforts for the northern Stafford County portion that overlaps the two MPOs.

TPB and FAMPO meet the regulatory requirements for public participation.

Commendation: The TPB is commended for its robust efforts with the “Voices of the Region” survey and methods for increasing public involvement. The methodology used, including the survey, focus groups, and QR code poster campaign, represent innovative techniques to reach public participants. Despite the Covid-19 pandemic, the TPB was able to broaden outreach collecting input throughout the region.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.6 Civil Rights (Title VI, LEP, ADA)

4.6.1 Regulatory Basis

Title VI of the Civil Rights Act of 1964, prohibits discrimination based upon race, color, and national origin. Specifically, 42 U.S.C. 2000d states that “No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” In addition to Title VI, there are other nondiscrimination statutes that afford legal protection. These statutes include the following: Section 162(a) of the Federal-Aid

Highway Act of 1973 (23 U.S.C. 324), the Age Discrimination Act of 1975, and Section 504 of the Rehabilitation Act of 1973/Americans with Disabilities Act (ADA) of 1990. Title VI applies to all the recipient's programs and activities, which includes those performed by contract (49 CFR 21.23(e) and then 49 CFR 21.5(b)(2), etc.).

Executive Order 13166 (Limited-English-Proficiency) requires agencies to ensure that limited English proficiency persons can meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency.

Title 49 CFR 21.7 (Title VI Assurances) requires that recipients provide Title VI assurances as a condition to receiving Federal financial assistance. U.S. DOT Order 1050.2A, DOT Standard Title VI Assurances and Non-Discrimination Provisions (April 2013) provide the content that the Assurances must include. Any changes to the Assurances are initiated by the USDOT operating administrations and must be coordinated by the Departmental Office of Civil Rights.

4.6.2 Current Status

Title VI

The Title VI Plan was approved May 2021 and the Title VI Program approved May 2021 with the effective period being August 1, 2021, through July 31, 2024. COG, as the administrative agency for TPB, is responsible for leading the development of the Title VI Plan and Program. All procurement-related Title VI and Disadvantaged Business Enterprise matters are managed through the Office of Finance and Administrative Services. Interaction with the public through the transportation planning process is managed by the COG Department of Transportation Planning, as most interaction with the public occurs through the transportation planning process and related Federal requirements.

Limited English Proficiency

The TPB website includes a link to the Accommodations Policy and the Google Translate option on each webpage. The following is a list of some of the TPB efforts made to provide language access:

- Advertise public comment periods in Spanish language news publications.
- Provide survey forms and web applications in multiple languages.
- Provide Spanish-speaking facilitators at forums and outreach events.
- Hire bilingual staff members.
- Google Translate is available on all COG webpages.
- Provide Spanish versions of key web pages.

ADA/Section 504

Title II of the ADA applies to all State and local governments and all departments, agencies, special purpose districts, and other instrumentalities of State or local government ("public entities"). It applies to all programs, services, or activities of public entities, from adoption

services to zoning regulation. Title II entities that contract with other entities to provide public services (such as non-profit organizations that operate drug treatment programs or convenience stores that sell state lottery tickets) also have an obligation to ensure that their contractors do not discriminate against people with disabilities.

The regulations at 28 CFR 35.104 defines what kinds of entities are required to have an ADA transition plan. "Public entity" is defined in these regulations as "Any State or local government; Any department, agency, special purpose district, or other instrumentality of a State or States or local government; and." An MPO is considered an "instrumentality" of a state or local government.

4.6.3 Findings

Title VI

The Federal review team could not verify how the TPB ensures its solicitation and awarding of consultant contract process is nondiscriminatory. The TPB should continue to ensure its self-certification is carried out pursuant to 23 CFR 450.335.

Limited English Proficiency

The Federal review team noted that the Limited English Proficiency (LEP) plan commonly uses the word "accommodate" which are made for persons with disabilities and is required under the ADA. "Language Access" is the term typically used to mean language services provided to LEP persons that will ensure meaningful access and participation and is required under Title VI of the Civil Rights Act of 1964. The Department of Justice has recommended that Google Translate not be used because the message context is typically not the same as the original message. The TPB should consider the accuracy of translations for their website, meeting announcements, and other documents to ensure meaningful access by LEP persons.

ADA/Section 504

MPOs are local public agencies, and as such, they also need to have either an ADA transition plan or program access plan. Additionally, the TPB does not have a staff person who is responsible for coordinating TPB's efforts to comply with the ADA.

The TPB meets the regulatory requirements for Civil Rights, ADA, and LEP.

Commendation: None

Corrective Action: None

Recommendations: The Federal Review team recommends that the TPB develop an ADA transition plan that explains how they make their programs, services, and activities accessible to persons with disabilities.

The TPB should develop procedures for the collection of statistical data (race, color, and national origin) of participants in, and beneficiaries of State highway programs, i.e., public participation meetings; public outreach; consultant selection, hiring and retention; impacted citizens and affected communities.

The TPB should conform to the State DOT's policies and reporting requirements in the State DOT's Title VI Implementation Plan (LEP, complaint procedures, etc.) and the TPB must develop its own written procedures.

Proposed FHWA/FTA Technical Assistance: Office of Civil Rights for FHWA to offer technical assistance and detailed guidance.

4.7 Environmental Justice

4.7.1 Regulatory Basis

Executive Order 12898 directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations. In compliance with this Executive Order, USDOT and FHWA issued orders to establish policies and procedures for addressing environmental justice in minority and low-income populations. The planning regulations, at 23 CFR 450.316(a)(1)(vii), require that the needs of those "traditionally underserved" by existing transportation systems, such as low-income and/or minority households, be sought out and considered.

4.7.2 Current Status

Since the 2019 Certification Review, the TPB has continued to strengthen its environmental justice analysis and ways the analysis is used with stakeholders throughout the region. In order to assess benefits and burdens to environmental justice populations, the TPB utilizes two phases of evaluation with Phase 1 being the identification of small areas with above average concentrations of "low-income" populations, "minority" populations or both, referred to as Equity Emphasis Areas (EEAs). The EEAs were created in consultation with the Access for All committee, transportation and land use officials, and data in the most recent Census data at the time of their development. Phase 2 evaluation utilizes outputs from the TPB's travel demand model which forecasts where, when, and how people will travel around the region throughout the future years covered by the Visualize 2045 plan. To make its predictions, the model relies on the latest regional population, household, and job growth forecasts.

For the Phase 2 analysis, the TPB first identifies a Transportation Analysis Zone (TAZ) equivalency for the U.S. Census tract-level EEAs identified in Phase 1. TAZs are the level of analysis used by the TPB for conducting a "four-step" regional travel demand model. Using a geographic information system, a TAZ is identified as an EEA tract-level equivalent when its

centroid is located within an EEA tract. The TPB MPA as-a-whole, the aggregated TAZ-level EEA equivalents, and the aggregated rest of the region are used as unique geographies to calculate average accessibility and average mobility measures for the three identified scenarios. For accessibility measures, the average for an origin zone is calculated by averaging the number of opportunities (e.g., jobs) for all destination zones weighted by the household population of each zone. The analysis developed has quantitative estimates for the above measures for three geographic areas: (1) the entire TPB MPA, (2) the EEAs as a whole and for (3) the rest of the region (excluding the EEAs). The estimates are then examined to identify benefits and burdens in all three areas; comparing benefits and burdens within EEAs relative to the rest of the region and determine if a disproportionately high and adverse impact on “low-income” and “minority” populations exists.

Overall, there are 35 measures used to assess burdens and benefits to environmental justice populations from projects adopted in the LRTP and there is a high-level analysis looking at access to jobs, medical facilities, higher education institutions, and then access to transportation including all modes. The more detailed analysis looks at barriers to transportation access including bus access and the ability of environmental justice populations to have access to high-capacity transit (HCT) station areas and regional activity centers. HCTs station areas comprise several modes of public transportation, including Metrorail, commuter rail, light rail, streetcar, and bus rapid transit.

In 2020, the TPB approved three resolutions renewing commitments to safety, equity, and climate change. The TPB’s equity resolution affirms equity as a foundational principle that are woven throughout TPB’s analyses, operations, procurement, programs, and priorities.

4.7.3 Findings

The Federal review team noted the considerable efforts of the TPB related to environmental justice and equity considerations including use of HCT station areas in planning decisions. There are 225 HCT stations areas that are currently in place or will be by 2030. HCT station areas and EEAs are areas that represent opportunities for special consideration and tools to promote creating Transit-Oriented Communities, a strategy for leveraging the land around transit stations to promote prosperity, accessibility, livability, and sustainability.

The results of the analysis demonstrate that Visualize 2045 does not have a disproportionately high and adverse impact on environmental justice populations. This regional environmental justice evaluation leads to additional policy observations which continue promoting the full, fair, and equitable treatment of all individuals, including low-income populations, racial and ethnic minorities, people with disabilities, and older adults.

The TPB’s environmental justice analysis on the Visualize 2045 plan was provided to the TPB Board in March 2023. The Visualize 2050 plan update will incorporate greater consideration of environmental justice populations and the EEAs. EEAs are already helping to inform the

household travel survey sampling strategy and are currently considered with TPB's Enhanced Mobility and Transportation Land Community grant programs and are used in several planning activities by regional stakeholders.

Moving forward, TPB staff will undertake an analysis to compare the new Justice 40 disadvantaged communities, identified by the FHWA tool, within the TPB's MPA with the EEAs. The TPB staff recognize that the criteria used by USDOT to define its Justice 40 disadvantaged communities differ from those used by the TPB to identify EEAs. The TPB will also continue to advance its equity work by evaluating impediments to travel for environmental justice populations. The [US DOT Equitable Transportation Community Explorer](#) is an interactive web application that uses 2020 census tracts and data, to explore the cumulative burden communities experience, as a result of underinvestment in transportation.

In its annual self-certification, the TPB should include reference to FTA's Final Circular 4703.1 Environmental Justice Policy Guidance for FTA Recipients from 2012.

TPB meets the regulatory requirements for Environmental Justice.

Commendation: The Federal review team commends TPB for its continued emphasis on environmental justice considerations in the region and for continuing to refine the methodology for examining potential impacts on environmental justice populations. The TPB's use of TAZs to determine average accessibility and average mobility measures is innovative and helps inform regional decision-making at large. This work provides TPB an equity framework that goes beyond analyzing the LRTP and to informing and influencing local and regional efforts and projects.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.8 Congestion Management Process/Management and Operations

4.8.1 Regulatory Basis

23 U.S.C. 134(k)(3) and 23 CFR 450.322 set forth requirements for the CMP in TMAs. The CMP is a systematic approach for managing congestion through a process that provides for a safe and effective integrated management and operation of the multimodal transportation system. TMAs designated as non-attainment for ozone must also provide an analysis of the need for additional capacity for a proposed improvement over travel demand reduction, and operational management strategies.

23 CFR 450.324(f)(5) requires the MTP to include Management and Operations of the transportation network as an integrated, multimodal approach to optimize the performance of the existing transportation infrastructure. Effective Management and Operations strategies include measurable regional operations goals and objectives and specific performance measures to optimize system performance.

4.8.2 Current Status

TPB maintains a regional CMP in accordance with federal law (U.S.C. Titles 23 and 49) and associated regulations. FAMPO maintains a CMP for its portion of TMA UZA and TPB maintains the CMP for the remainder of the area. It is notable that FAMPO and TPB CMPs differ because the agency roles in project selection differ, FAMPO by action within a single state, TPB's multi-state approach by calling attention to technical CMP information (and other technical information) in TPB's Technical Inputs Solicitation call for projects. FAMPO updated its CMP plan in 2022, which includes an interactive Web App showing various CMP measure layers.

CMP has four main components:

- Congestion monitoring of major highways.
- Identification and analysis of strategies to alleviate congestion.
- Implementation of reasonable strategies and an assessment of their effectiveness.
- Integration of strategies into major roadway construction projects.

With the CMP, the TPB aims to use existing and future transportation facilities efficiently and effectively, reducing the need for highway capacity increases for single-occupant vehicles (SOVs). CMP documentation is included in the TPB's process for soliciting projects from implementing agencies for the Constrained MTP and TIP. CMP documentation is largely contained within Chapter 8 of Visualize 2045 where overarching strategies to implement CMP and travel demand are described. The TPB strives to integrate CMP and PBPP efforts and this is evident from Chapter 8 of Visualize 2045. Appendix E of Visualize 2045 clarifies the way the CMP process has led to the development of projects and programs in the LRTP. The TPB produces a CMP technical report every two years with the last being completed in 2022. The transportation implementing agencies are required to submit a Congestion Management documentation form for each project or action proposing an increase in SOV capacity. The implementing agencies submit documentation of CMP strategies considered in conjunction with significant federally funded constrained MTP or TIP projects.

Chapter 6 of the Visualize 2045 plan addresses Management and Operations and the TPB has continued its longstanding partnership with the Metropolitan Area Transportation Operations Coordination Program. Commuter Connections is the primary transportation demand management strategy for the TPB. Commuter Connections serves as an umbrella resource that provides support services to network organizations and individuals who currently drive alone,

and to facilitate those who are seeking to change SOV behavior by providing information about commute alternatives. The TPB has a number of incentive programs for carpooling/vanpooling, promoting telework/car free day, and also hosts the region's bike-to-work day as part of Commuter Connections. The TPB maintains a Congestion Dashboard reflecting quarterly regional congestion trends. The TPB also maintains the Regional Transportation Data Clearinghouse which is an online resource for transportation data, maps, and applications. TPB staff have collected transportation data from various sources, primarily member jurisdictions, state agencies, and transit authorities that serves as a clearinghouse to share data throughout the region on a number of different transportation factors in the region. GWRideConnect operations vanpool service in FAMPO region and as a result of the Covid-19 pandemic, ridership on vanpools has been reduced.

4.8.3 Findings

Federal regulations require consideration of congestion management strategies in cases where SOV capacity is proposed. Major SOV capacity-increasing projects in the constrained MTP include information on how alternatives to SOV capacity were considered in the study or proposal for the project. Along with TPB's CMP in the Visualize 2045 plan, TPB staff produced biennial CMP Technical Reports in 2020 and 2022. These reports provided a wealth of information on congestion conditions, as well as congestion management strategies considered or pursued in the region addressing both demand management (featuring TPB's Commuter Connections Program) and operations management. TPB recommended review of the reports technical information as member agencies consider their inputs to the Technical Inputs Solicitation. Post-pandemic, work patterns have changed which has ultimately decreased participation in some aspects of the Commuter Connections program. The TPB has embarked on an educational campaign to remind commuters of non-SOV options available to them. The TPB maintains a robust set of reports and documents related to CMP and Management and Operations and consideration should be given for creating summary documents that help the public better understand the wealth of information the TPB compiles for these topic areas.

During the Covid-19 pandemic, the TPB maintained the "COVID-19 Travel Monitoring Snapshot" which illustrates how the pandemic impacted travel in the Washington DC region from March of 2020 and December of 2022. The charts show changes in roadway traffic and enplanements as compared with 2019 levels.

FAMPO monitors highway congestion data from VDOT and the ridership of transit agencies serving the FAMPO region. The FAMPO policy committee gets quarterly updates on highway congestion data and transit trends since the onset of the Covid-19 pandemic. The introduction of fare free buses by FRED transit, had an immediate increase in transit ridership which is relayed to the FAMPO Policy Committee. The GWRideConnect program is the largest vanpool service in the state of Virginia. Recently, FAMPO has observed an uptick in ridership on vanpools through GWRideConnect. FAMPO, unlike the TPB, does administer CMAQ and Surface

Transportation Block Grant (STBG) funding and has an application process in-place for these funds; however, FAMPO is planning to update its application process for these funds to ensure that applications are fulfilling the purpose and eligibility requirements for CMAQ and STBG funds.

TPB and FAMPO meet the regulatory requirements for CMP/Management and Operations.

Commendation: TPB is commended for maintaining the data clearinghouse and data delivery efforts that provide the TPB partners the ability to track and evaluate congestion methods that support system capacity expansion.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.9 Performance Based Planning and Programming

4.9.1 Regulatory Basis

23 U.S.C. 150(b) identifies the following national goals for the focus of the Federal-aid highway program: Safety, Infrastructure Condition, Congestion Reduction, System Reliability, Freight Movement and Economic Vitality, Environmental Sustainability, and Reduced Project Delivery Delays. Under 23 U.S.C. 134(h)(2), the metropolitan planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals, including the establishment of performance targets.

23 CFR 450.306(d) states that each MPO shall establish performance targets to support the national goals and track progress towards the attainment of critical outcomes. Each MPO shall coordinate with the relevant State to ensure consistency, to the maximum extent practicable, and establish performance targets not later than 180 days after the State or provider of public transportation establishes its performance targets. The selection of performance targets that address performance measures described in 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d) shall be coordinated to the maximum extent practicable, with public transportation providers to ensure consistency with the performance targets that public transportation providers establish under 49 U.S.C. 5326(c) and 49 U.S.C. 5329(d). Additionally, each MPO shall integrate the goals, objectives, performance measures, and targets from other performance-based plans and programs integrated into the metropolitan transportation planning process.

23 CFR 450.314(h) states that the MPO, the State, and the public transportation operator shall jointly develop specific written provisions PBPP, which can either be documented as part of the metropolitan planning agreements or in some other means.

4.9.2 Current Status

To implement PBPP in coordination with partners, the TPB is tasked with setting and monitoring progress toward targets for 26 performance measures. The TPB is responsible for determining how to calculate measures and set targets for the MPA. The Covid-19 pandemic had a significant impact on when, how, and to what extent the transportation system was used as well as transit service levels and ridership. Performance trends reported for 2020 did reflect these changes. Four-year targets for 2022-2025 were set by October 1, 2022. In January 2023, a revised Appendix D of the System Performance Plan was prepared, which captures performance data and targets through the end of 2022. The 2022 update to Visualize 2045 plan was the first TPB quadrennial plan that reports data and includes discussions on progress toward PBPP targets in the System Performance Plan.

The TPB and its member agencies still have a PBPP Letter of Agreement that defines PBPP responsibilities between the TPB, each State DOT, and applicable providers of public transportation. The TPB has performance measures established for each area including:

- Highway Safety
- Highway Assets: Pavement and Bridge Condition
- Highway System Performance
- Vehicle Emissions
- Transit Asset Management (TAM)
- Transit Safety.

For each of these six performance areas, the TPB is responsible for determining how to calculate measures and set targets for the MPA. The LRTP and the TIP are required to include a description of the performance measures and targets used in assessing the performance of the transportation system. The LRTP is also required to include a system performance report evaluating the condition and performance of the transportation system with respect to the established targets. The TIP is also required to include a description of the anticipated effect of the TIP toward achieving the performance targets set in the plan. The LRTP and TIP are compliant with these requirements. The e-TIP software InfoTrak was recently updated with a new module enabling TPB staff to add customized questions to project description forms. Visualize 2045's Chapter 8: Planning for Performance tied together TPB's longstanding CMP activities with PBPP and data analyses activities. A new system performance report will be prepared for the Visualize 2050 plan. Starting in 2019, the regional TAM targets were developed with a single target for each asset class in the region. The regional targets calculate

the total number of each asset class and the associated target based on the targets of each provider of public transportation.

The final Public Transportation Agency Safety Plan (PTASP) rule was published on January 18, 2017, which specified the transit safety performance measures. In response to the Covid-19 pandemic, FTA announced on April 23, 2020 that it would give providers of public transportation more time to meet the requirements of the PTASP regulation. Some transit providers in the region utilized the PTASP waiver, while others did not. The TPB utilizes National Transit Database Safety and Transit data for bus operators in the Northern Virginia area that do not receive Federal funding in order to help set and establish regional performance. The 2022 regional transit safety targets were based on the targets adopted, which include WMATA (Metrorail, Metrobus, and MetroAccess), DDOT (DC Circulator and DC Streetcar), MDOT-MTA (MTA Commuter Bus), and PRTC (Bus and paratransit). Similarly, annual highway safety targets were adopted by the TPB Board in December 2022.

In order to ensure a 3C planning process, the TPB has separate PBPP letters from 2018 with FAMPO and BRTB that describe the relationship and process for performance target setting in overlapping planning areas. With respect to PBPP in northern Stafford County area that overlaps FAMPO and TPB's planning area, FAMPO and TPB share what targets each MPO is setting. Once the TPB Board approves targets, they're jointly shared with FAMPO and BRTB because of the overlapping UZAs. FAMPO generally accepts targets set by TPB and those from VDOT instead of setting new performance targets. This is generally done because of how small an area of northern Stafford County that falls within the TPB MPA. In recent years FAMPO has improved its internal processes for accepting statewide targets from VDOT. FAMPO in March 2023 sent its target setting letters to its Policy Board for approval.

4.9.3 Findings

TPB continues to work with the states and public transportation providers to collect data, make forecasts for performance, and update performance targets in support of those measures. The TPB demonstrates a high degree of coordination and resourcefulness in order to establish the various performance targets for the region. The TPB TIP reflects the adopted PBPP targets developed by the TPB, which are not just targets that are set by the states. The TPB is monitoring overall transit ridership as some ridership starts to rebound following the Covid-19 pandemic. For TAM and safety performance, decreased transit ridership has affected overall performance towards these targets. Auto travel trends are generally back to pre-Covid-19 levels, but the TPB will continue to monitor trends as it relates to highway safety performance targets. For Highway Assets (Pavement and Bridge Condition) TPB completed several analyses of the region's bridge and pavement data, available through the National Bridge Inventory and the Highway Performance Monitoring System. The state DOTs have adopted targets that the TPB adopted into the MPA. For Highway System performance targets set for the UZA, including travel reliability and delay measures, the TPB has taken the lead in making forecasts and

developing targets which are then utilized by the state DOTs. The TPB has also put together data visualization to graphically depict conditions of roadways, pavements, and bridges and their condition as good, fair, or poor. Highway safety measures continue to get the most attention from the TPB Board and requires close coordination with the state DOTs and various highway safety offices. The TPB administers the regional roadway safety program to provide short-term consultant services to member jurisdictions or agencies to assist with planning for projects that will improve safety. The program is in its third year and provides consultant assistance of up to \$80,000 per project. For FY 2024, the program funded eight projects for a total of \$550,000.

As a result of the Federal certification review, it is clear that the TPB establishes performance targets that address the performance measures pursuant to 23 450.306(d)(2) and tracks outcomes to demonstrate progress, or not, towards performance measures. Going forward, the TPB intends to utilize obligation reports to help determine whether expenditures went towards improvements that support performance targets and measures.

TPB and FAMPO meets the regulatory requirements for PBPP.

Commendation: The TPB is commended for coordinating and setting true regional targets based on all providers and modes throughout the region. TPB has specifically updated its summaries of measures and targets for Highway Safety, Pavement and Bridge Condition, Highway System Performance, Congestion Mitigation and Air Quality (CMAQ) Program, and TAM.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.10 Financial Planning and Fiscal Constraint

4.10.1 Regulatory Basis

The metropolitan planning statutes state that the LRTP and TIP (23 U.S.C. 134 (j) (2) (B)) must include a "financial plan" that "indicates resources from public and private sources that are reasonably expected to be available to carry out the program." The purpose of the financial plan is to demonstrate fiscal constraint. These requirements are implemented in transportation planning regulations for the metropolitan long-range transportation plan, TIP, and STIP. These regulations provide that a LRTP and TIP can include only projects for which funding "can reasonably be expected to be available" [23 CFR 450.322(f) (10) (metropolitan long-range transportation plan), 23 CFR 450.324(h) (TIP), and 23 CFR 450.216(m)(STIP)]. In addition, the

regulations provide that projects in air quality nonattainment and maintenance areas can be included in the first two years of the TIP and STIP only if funds are "available or committed" [23 CFR 450.324(h) and 23 CFR 450.216(m)]. Finally, the Clean Air Act's transportation conformity regulations specify that a conformity determination can only be made on a fiscally constrained long-range transportation plan and TIP [40 CFR 93.108].

4.10.2 Current Status

The Visualize 2045 financial plan (Appendix A) is largely produced from inputs from the 24 member jurisdictions (state DOTs, public transportation providers, and local governments) cooperatively working with TPB staff to develop reasonably available and projected sources of Federal, state, local, and private revenues, as well as the costs of implementing proposed transportation improvements through 2045. Estimates for revenue and expenditures were developed by the TPB and reviewed by a working group and the TPB Technical Committee. The expenditure and revenue estimates for the WMATA transit system were developed with inputs from both WMATA and its members. Similarly, the financial plan includes expenditure and revenue estimates that were developed and reviewed for the commuter rail and the local transit services. Passage of BIL has resulted in more financial certainty of, particularly for transit projects, Federal funding with approximately \$550 billion from FY 2022 - 2026.

The 2021 revenue and expenditure forecasts were largely based on pre-pandemic travel patterns and trends.

4.10.3 Findings

The current LRTP demonstrates fiscal constraint with consistency between reasonably available and projected sources of Federal, State, and local, revenues and the costs of implementing proposed transportation system improvements. Some financial assumptions appear to be incongruent in a post-Covid world given hybrid work that are impacting travel patterns. Decreased transit revenue as a result of the Covid-19 pandemic is not reflected in the Visualize 2045 financial plan including decreased transit ridership and its subsequent effect on transit revenue forecasts. As the TPB continues development of the Visualize 2050 plan, the TPB should plan and account for the anticipated decreases in transit revenues as a result of changes in telework and travel patterns resulting for the Covid-19 pandemic.

While anticipated revenue and expenditure estimates are in year of expenditure dollars, the rate of inflation documented in the LRTP was established at 2.4%. Concerns persist about predicting inflation rates in the coming years because of current volatility with interest rates. Compared to current and anticipated near-term economic conditions, this rate appears low especially considering labor and supply shortages driving up project and procurement costs. With increasing costs, revenues too would need to increase to maintain constraint. Interestingly, the financial plan mentioned "... the additional revenues of the federal Bipartisan

Infrastructure Law are not included in this financial analysis.” This increase in BIL funding leaves out a projected \$12 to \$19 billion in additional funding for the region over the lifetime of the LRTP.

The TPB generally does a good job demonstrating and analyzing how the LRTP’s expenditures are going toward operations and maintenance of the region’s transportation system. This helps illustrate for the public what major highway or transit infrastructure investments can realistically be built including new capacity projects.

TPB meets the regulatory requirements for Financial Planning and Fiscal Constraint.

Commendation: The TPB has done an exceptional job identifying and graphically demonstrating how system-level estimates of costs and revenue sources are reasonably expected to be available to adequately operate and maintain the highways and public transportation systems in the DC region.

Corrective Action: None.

Recommendations: The review team recommends that as part of the Visualize 2050 financial plan update process, the TPB should reevaluate financial assumptions in the financial plan, including inflation rate as a result of the current economic climate. TPB should also evaluate revenue estimates from BIL funding levels reasonably available to support transportation planning.

Proposed FHWA/FTA Technical Assistance: None.

4.11 Multimodal Planning/Integration in Freight Planning

4.11.1 Regulatory Basis

23 U.S.C. 167 a policy to improve the condition and performance of the national freight network and achieve goals related to economic competitiveness and efficiency; congestion; productivity; safety, security, and resilience of freight movement; infrastructure condition; use of advanced technology; performance, innovation, competition, and accountability, while reducing environmental impacts. In addition, 23 U.S.C. 134 and 23 CFR 450.306 specifically identify the need to address freight movement as part of the metropolitan transportation planning process. Specific requirements include giving adequate and timely notice of opportunities to participate in or comment on transportation issues and processes, employing visualization techniques to describe metropolitan transportation plans and TIPs, making public information readily available in electronically accessible formats and means such as the world wide web, holding public meetings at convenient and accessible locations and times, demonstrating explicit consideration and response to public input, and a periodically reviewing

of the effectiveness of the participation plan.

4.11.2 Current Status

TPB has maintained the National Capital Region Freight Plan, as a technical reference on the region's freight network and trends, for local jurisdictions and state partners, and based on analyses of national and locally sourced data. The most recent 2016 update of the plan added 17 policies that guide freight planning and decisions at the jurisdictional and state levels. The TPB has additionally encouraged member jurisdictions to consider freight in their planning and land use decisions. Since 2008, the TPB's Freight Subcommittee has served as a forum for information sharing and coordination on freight topics and advised the TPB Technical Committee and the Transportation Planning Board on freight issues.

The TPB conducted multi-modal planning, featuring bicycle and pedestrian planning and regional public transportation planning, in support of the Visualize 2045 (2022) LRTP. Results of this planning are described in Visualize 2045's Chapter 6: Strategies for a Brighter Future. Visualize 2045 emphasizes the need for transportation options, programs, and policies that will help the region work together to address climate change, improve safety, and advance equity in the region, including access to more transportation choices, such as riding transit, walking, or biking.

At the May 2022 TPB Board meeting, the 2022 Bicycle and Pedestrian Plan Update was approved. This updated bicycle and pedestrian plan evaluated needs of cyclists and pedestrians of all ages and ability and the plan addressed the relative increase in e-bike usage.

4.11.3 Findings

The TPB subcommittee meetings and regional forums have provided regular opportunities to explore freight planning best practices. TPB has made "curb side" management a focus area reflecting the increased freight and e-commerce traffic within city/urban centers together with transportation network companies. In 2019, TPB rolled out their National Safety Plan heightening enhancements on safety planning activities. The TPB has also enhanced its safety planning activities including conducting "deep dive" data analyses and sharing results; adopting a safety and equity policy including recommendations of specific safety strategies; and initiating a Regional Roadway Safety Program of planning assistance to member jurisdictions to address roadway safety issues.

With respect to multimodal planning, Chapter 6 of Visualize 2045 highlights the results of bicycle, pedestrian, and transit planning throughout the region. The FY 2023 UPWP also addresses multimodal planning within the planning elements task. Going forward, both FHWA and FTA have approved waivers of the non-federal match for metropolitan planning funds going toward planning activities conducted by MPOs (or states) on Complete Street planning

activities identified under BIL §11206(c)). The 2022 *Bicycle and Pedestrian Plan Update* also demonstrates the TPB's commitment to multimodal planning efforts.

The TPB meets the Federal requirements for multimodal transportation planning and integration of freight into the planning process.

Commendation: None.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

4.12 Climate Change Planning/Energy Initiatives

4.12.1 Regulatory Basis

23 CFR 450.206(a)(9) and 23 CFR 450.306(b)(9) designate improving the resilience and reliability of the transportation system as one of the planning factors that States and MPOs must consider when developing their plans & programs.

23 CFR 450.324(f)(7) states that an MPO's metropolitan transportation plan, or MTP, shall assess capital investment and other strategies that can reduce the vulnerability of the existing transportation infrastructure to natural disasters.

23 CFR 450.316(b) states that MPOs should consult with agencies and officials responsible for natural disaster risk reduction when developing the MTP and TIP.

4.12.2 Current Status

Greenhouse Gas Emissions/Climate Change

The TPB is currently not required to report GHG emissions for its LRTP per federal regulations; however, the TPB has been involved with climate change mitigation planning since 2008. The TPB began with the development of the National Capital Region Climate Change Report in 2008. The TPB then completed its own scenario study on GHG emissions in 2010 and participated in a joint study with the Metropolitan Washington Air Quality Committee in 2015-2016. Since 2010, the TPB has voluntarily reported estimated on-road GHG emissions as part of the performance analysis of the LRTP. Beginning with the Call for Projects for the 2015 LRTP, the TPB has included a question asking whether the project is "expected to contribute to reductions in emissions of greenhouse gases." TPB staff provide on-road transportation sector emissions for

COG's periodic Metropolitan Washington Community-wide Greenhouse Gas Inventory. TPB staff provide data, as requested, to local jurisdictions to support their climate planning efforts.

The TPB is also performing a regional electric vehicle (EV) infrastructure deployment plan. The intent is to identify how EV goals can be attained by forecasting the amount and type of EV chargers needed, as well as charger locations.

Climate Resiliency

TPB remain committed to providing support to all TPB member jurisdictions to help move the region forward with climate resilience goals. The TPB completed the Transportation Resiliency Study in 2022, building upon the planning and capital-programming activities that the TPB member jurisdictions and partners are undertaking to prepare the transportation system to be resilient. Among topics of focus are regional vulnerabilities to natural hazards, strategies for resilience, ensuring equity in resiliency planning, and TPB roles in resiliency planning efforts.

A report was included as an appendix to the Visualize 2045 update, describing how the TPB is incorporating resilience into its LRTP planning. The overall purpose of the report was to understand the current landscape of resilience-related work for transportation infrastructure so the TPB can identify next steps and resilience strategies to undertake or support in the future.

4.12.3 Findings

The TPB has taken significant steps to set goals for GHG goals and to evaluate potential climate resiliency challenges in the future. As the TPB continues to strive towards reaching ambitious GHG goals, consideration should be given for developing a transparent prioritization process among the states and transit agencies that help the TPB meet its GHG goals.

A noteworthy practice for the TPB is its upcoming EV inventory and efforts to understand infrastructure needs for EV fleets in the region. Overall, the TPB is taking meaningful action with respect to energy initiatives and climate change.

GHG Emissions/Climate Change

The TPB has undertaken significant actions with respect to climate change mitigation. In June 2022, the TPB adopted on-road transportation-sector GHG reduction goals of 50 percent below 2005 levels by 2030 and 80 percent below 2005 levels by 2050, which are commensurate with the region's non-sector specific goals. The TPB was the first MPO in the country to voluntarily adopt GHG goals for the on-road transportation sector. Part of the approval was adoption of seven GHG reduction strategies and identification of seven other GHG reduction strategies that have the potential to reduce on-road GHG emissions that merit further discussion by the TPB member jurisdictions.

The TPB climate change goals also address the need to incorporate equity principles and

expand education on climate change to reach the climate mitigation and resiliency goals. The TPB endorsed the goal at its October 2020 meeting. The TPB's Climate, Energy, and Environment Policy Committee finalized the Metropolitan Washington 2030 Climate and Energy Plan in November 2020, which establishes priority collaborative actions for the region to work together to make progress towards the 2030 goal.

TPB staff commissioned a study, the Climate Change Mitigation Study (CCMS) of 2021, to examine in more detail what strategies and actions could be taken solely by the transportation sector to help the region meet the multi-sector regional goals. The CCMS findings were presented to the TPB at a special work session and its regular meeting in December 2021. The CCMS did not show a realistic pathway to achieve either the regional 2030 or 2050 goal within the on-road transportation sector despite examining very aggressive groupings of strategies. Additional work sessions on the topic were held before the April and May meetings before the goals and strategies were finally adopted in June 2022.

Climate Resiliency

The TPB intends to develop a regional resilience plan along with interactive mapping to support regional and local resiliency planning, leveraging the TPB Climate Risk and Vulnerability Assessment framework that would overlay major resiliency hazards with the transportation system (existing, planned), current and planned resilience projects, EEAS, etc. This effort is part of TPB's Phase II TPB Transportation Resiliency Study, which will expand upon the Phase I Study, informing future planning and programming. This work will focus on adaptation measures to current and potential impacts of natural hazards to the regional transportation systems.

The TPB is also performing a regional EV infrastructure deployment plan. This study will be a joint TPB and COG study. The intent is identifying how the EV goals can be attained, through forecasting the amount and type of EV chargers needed, as well as charger locations.

The TPB meet regulatory requirements for resiliency planning.

Commendation: The TPB is commended for its collective efforts and adopted goals on climate change, particularly with respect to GHG reductions. Additionally, the TPB is commended for incorporating climate change goals into its LRTP and resiliency efforts with member agencies to understand efforts to harden the transportation system. The TPB's hire of a Transportation Resiliency Planner is commendable demonstrating a commitment to the MPO's role in addressing climate change goals for the region.

Corrective Action: None.

Recommendations: None.

Proposed FHWA/FTA Technical Assistance: None.

5.0 CONCLUSION AND RECOMMENDATIONS

The FHWA and FTA review found that the metropolitan transportation planning process conducted in the Washington, DC-VA-MD UZA meets Federal metropolitan planning requirements.

5.1 Commendations

The following are noteworthy practices that the TPB is doing well in the transportation planning process:

- 1) Metropolitan Transportation Plan – The TPB is commended for embarking on an innovative and inclusive approach to planning transportation investments in their region as demonstrated with the 2045 MTP’s “Future Factors” including Equity, Climate Change and Transportation Safety etc., to guide decision-making across modes. These comprehensive measures help illuminate a robust set of benefits inherently unique to transit and non-motorized projects (but often discounted in traditional MPO ranking processes) to better shape communities in the Washington DC planning area.
- 2) Environmental Justice – The Federal review team commends TPB for its continued emphasis on environmental justice considerations in the region and for continuing to refine the methodology for examining potential impacts on environmental justice populations. The TPB’s use of TAZs to determine average accessibility and average mobility measures is innovative and helps inform regional decision-making at large. This work provides TPB an equity framework that goes beyond analyzing the LRTP and to informing and influencing local and regional efforts and projects.
- 3) Public Participation – The TPB is commended for its robust efforts with the “Voices of the Region” survey and methods for increasing public involvement. The methodology used, including the survey, focus groups, and QR code poster campaign, represent innovative techniques to reach public participants. Despite the Covid-19 pandemic, the TPB was able to broaden outreach collecting input throughout the region.
- 4) CMP – TPB is commended for maintaining the data clearinghouse and data delivery efforts that provide the TPB partners the ability to track and evaluate congestion methods that support system capacity expansion.
- 5) PBPP – The TPB is commended for coordinating and setting true regional targets based on all providers and modes throughout the region. TPB has specifically updated its summaries of measures and targets for Highway Safety, Pavement and Bridge Condition, Highway System Performance, Congestion Mitigation and Air Quality Program, and TAM.
- 6) Financial Planning and Fiscal Constraint - The TPB is commended for identifying and graphically demonstrating how system-level estimates of income are reasonably expected to be available to adequately operate and maintain the highways and public transportation systems in the DC region.
- 7) Climate Change Planning/Energy Initiatives – The TPB is commended for its collective efforts and adopted goals on climate change, particularly with respect to GHG reductions. Additionally, the TPB is commended for incorporating climate change goals into its LRTP and resiliency efforts

with member agencies to understand efforts to harden the transportation system. The TPB's hire of a Transportation Resiliency Planner is commendable demonstrating a commitment to the MPO's role in addressing climate change goals for the region.

5.2 Corrective Actions

There are no corrective actions that the TPB or FAMPO must take to comply with Federal Regulations.

5.3 Recommendations

The following are recommendations that would improve the transportation planning process for the TPB:

- 1) Metropolitan Transportation Plan – The review team recommends that the next update of the RTPP align with current adopted goals and initiatives. While the broad goals and priorities reflected in the 2014 RTPP remain supported by TPB efforts, by aligning the next RTPP, the TPB may better reach adopted GHG, housing, and equity goals for the region. In addition, the TPB should update its 2023 Policy Framework to reflect all the regional policy priorities into a single document.
- 2) ADA – The review team recommends that the TPB develop an ADA transition plan that explains how they make their programs, services, and activities accessible to persons with disabilities.
- 3) Financial Planning and Fiscal Constraint – The review team recommends that as part of the Visualize 2050 financial plan update process, the TPB should reevaluate financial assumptions in the financial plan, including inflation rate as a result of the current economic climate. TPB should also evaluate revenue estimates from BIL funding levels reasonably available to support transportation planning.

5.4 Training/Technical Assistance

The following training and technical assistance are recommended to assist the TPB with improvements to the transportation planning process:

- 1) Office of Civil Rights for FHWA and FTA provide TPB with policies and technical assistance.

APPENDIX A – PARTICIPANTS

The 2023 site visit was conducted in a hybrid format allowing for both virtual and in-person attendance. Many of the attendees participated both virtually and in-person across the two-day site visit.

The following individuals were involved in the Federal review team and participated in the site visit:

- Daniel Koenig, FTA
- Mark Wolanski, FTA
- Tonya Hollard, FTA
- Ryan Long, FTA
- Meg Young, FTA
- Sandra Jackson, FHWA
- Janine Ashe, FHWA
- Steven Minor, FHWA
- Mack Frost, FHWA
- Dr. Genese Harris, FHWA

- Washington, D.C. District Department of Transportation (DDOT)
- Maryland Department of Transportation (MDOT)
- Maryland State Highway Administration (MSHA)
- Virginia Department of Transportation (VDOT)
- Virginia Department of Rail and Public Transportation (DRPT)
- Washington Metropolitan Area Transit (WMATA)
- Fredericksburg Area Metropolitan Planning Organization (FAMPO)

The following individuals were in-person at the site visit:

- Kanti Srikanth, COG
- Lyn Erickson, COG
- Andrew Meese, COG
- Eric Randall, COG
- Erin Morrow, COG
- Jane Posey, COG
- John Swanson, COG
- Katherine Rainone, COG
- Kimberly Sutton, COG
- Leonardo Pineda, COG
- Marcela Moreno, COG
- Mark Moran, COG
- Nicholas Ramfos, COG

Nicole McCall, COG
Rachel Beyerle, COG
Sergio Ritacco, COG
Timothy Canan, COG
Ian Ollis, FAMPO
Amir Shahpar, VDOT

Virtual participants at the site visit:

Amy Garbarini, DRPT
Andrew Austin, COG
Charlene Howard, COG
Andrew Meese, COG
Dusan Vuksan, COG
Gary Erenrich, Montgomery County
Jamie Bufkin, COG
Jim Ponticello, VDOT
Justine Ivan, COG
Kari Snyder, MDOT
Margie Ray, VDOT
Marie Sinner, VDOT
Mark Rawling, DDOT
Paul DesJardin, COG
Pierre Gaunard, COG
Sharon Pandak, COG
Spencer Wagner, DDOT
Tyson Byrne, MDOT
Mark Phillips, WMATA
Justine Velez, COG

Public Meeting (March 2023):

The following individuals participated in the public meeting:

Ashley Hutson	Virginia	CAC Member	Yes
Carolyn Wilson	Maryland	CAC Member	Yes
Christina Farver	Virginia	CAC Member	Yes
Daniel Papiernik	Virginia	CAC Member	Yes
Felipe Francisco Millían	Maryland	CAC Member	Yes
Gail Sullivan	District of Columbia	CAC Member	Yes
Heather Gaona	Maryland	CAC Member	Yes
Jacqueline Overton Allen	Maryland	CAC Member	Yes
Jeffrey Parnes	Virginia	CAC Member	Yes
Kalli Krumpos	District of Columbia	CAC Member	Yes

Larkin Turman	District of Columbia	CAC Member	Yes
Lorena Rios	Virginia	CAC Member	Yes
Maribel Wong	Maryland	CAC Member	Yes
Mark Scheufler	Virginia	CAC Member	Yes
Nancy Abeles	Maryland	CAC Member	Yes
Ra Amin	District of Columbia	CAC Member	Yes
Richard Wallace	Maryland	Chair	Yes
Timothy Davis	Maryland	CAC Member	Yes
Marcela Moreno		TPB Staff	Yes
John Swanson		TPB Staff	Yes
Rachel Beyerle		TPB Staff	Yes
Kanti Srikanth		TPB Staff	Yes
Lyn Erickson		TPB Staff	Yes
Andy Meese		TPB Staff	Yes
Justine Velez		TPB Staff	Yes
Daniel Koenig		Federal review team	Yes
Sandra Jackson		Federal review team	Yes
Allison Horn	District of Columbia	CAC Member	No
Jason Stanford	Virginia	CAC Member	No
Noell Evans	Virginia	CAC Member	No
Rick Rybeck	District of Columbia	CAC Member	No
Tafadzwa Gwitira	Virginia	CAC Member	No
Vanesa Hercules	Maryland	CAC Member	No

APPENDIX B – STATUS OF FINDINGS FROM LAST REVIEW

One of the priorities of each certification review is assessing how well the planning partners in the area have addressed corrective actions and recommendations from the previous certification review. This section identifies the recommendations from the 2019 certification review and summarizes discussions of how they have been addressed.

Review Element	Recommendation	Implemented/Status
Agreements	<p>The Federal Team requests that within one-year, the TPB, FAMPO, State, and providers of public transportation, develop agreed upon specific written provisions for cooperatively developing and sharing information related to transportation performance data, the selection of performance targets, the reporting of performance targets, the reporting of performance to be used in tracking progress toward attainment of critical outcomes for the region of the MPO, and the collection of data for the State asset management plan for the NHS.</p> <p>The Federal Team strongly recommends that, within a year, the 2004 TPB/FAMPO MOU be updated to reaffirm and validate the mutually agreed upon roles of each MPO and in consideration of the passage of multi-year Federal surface transportation legislation to ensure that ongoing roles and responsibilities are consistent with regional, State and Federal expectations.</p>	<p>Completed May 2021.</p> <p>Completed May 2021.</p>
UPWP	The Federal Team recommend TPB include the previous year’s accomplishments report in each current year UPWP.	Completed March 18, 2020. “Accomplishments” section included in FY 2021, 2022, and 2023 UPWPs.

Metropolitan Transportation Plan	The Federal Team recommends TPB continue or enhance its current level of Metropolitan Transportation Plan documentation of commitment to maintenance, operations and state of good repair.	TPB performed this in the update to the Visualize 2045 plan in 2022.
TIP	The Federal Team recommend TPB continue expeditiously with the efforts to implement the new e-TIP and progress in alignment of projects with each State STIPs.	The TPB successfully deployed a new and enhanced electronic TIP database system, called "Project InfoTrak", which was procured, customized, and in use since Fall 2020. Further customizations and trainings continue.
Public Outreach and Public Involvement	The Federal Team recommends that TPB update its PPP (currently dated 2014) in consideration of the results from the recent consultant review of their public outreach activities and PPP and to reference the current legislation and planning regulations.	The TPB's Participation Plan was approved in October 2020. The plan includes updated references to legislation and regulations, and reflects lessons learned from the consultant review.
Civil Rights	<p>The Federal Team recommends TPB meet with the FHWA Civil Rights Specialist to discuss technical assistance and/or training to improve specific Title VI Plan and program areas.</p> <p>The Federal Team recommend TPB update Title VI Program Plan to include the most recent assurance - US DOT Order 1050.2A. The language of the assurance should not be altered and should be signed annually and included in contractual agreements.</p>	<p>The Title VI Plan and Program were updated and approved by the COG Board in May 2021. COG/TPB staff met with all oversight agencies, including FHWA and FTA Civil Rights staff, in March 2021 to review the draft Title VI Plan and Program.</p> <p>New assurances were updated in October 2019 and signed each successive year. The Title VI Plan and Program were updated and approved by the COG Board in May 2021. The Title VI Program was submitted on time for the FTA Triennial Review (due June 1, 2021).</p>
Financial Planning/Fiscal Constraint	The Federal Team recommends TPB continue to provide increased stewardship and oversight to ensure that the financial assumptions for projects are reasonable. Along these lines, TPB should reconsider inclusion of some or all of the suburban Maryland BRT projects in its	The suburban Maryland BRT projects included in the 2018 long range transportation plan, Visualize 2045, were based on discussions with state and County staff and review of the financial plans for each project. The review found the financial assumptions for the projects were reasonable. The financial plan and

	<p>Financially Constrained element in the next Plan update, to better reflect realities associated with receiving Capital Investment Grant funds.</p> <p>The Federal Team recommends clarification on how projected revenues and expenditures from the Visualize 2045 financial plan contribute to and are consistent with the TIP development efforts.</p>	<p>assumptions for these BRT projects are being revisited as part of the next (2022) update to Visualize 2045.</p> <p>The TPB is currently doing this as part of the Visualize 2050 LRTP.</p>

APPENDIX C – PUBLIC COMMENTS

Basic Requirement: FHWA and FTA shall provide opportunities for public involvement or hold a public meeting as part of the quadrennial review of large MPOs and must consider the public input received in arriving at a certification action. [23 CFR 450.336(b)(4)]

FHWA and FTA Public Meeting: TPB Community Advisory Committee (CAC) on March 9th, 2023

Measuring the Effectiveness of Public Involvement

The CAC Met on March 9th, 2023 virtually with representatives from FHWA and FTA present. Prior to the meeting, the CAC members were provided with the below information and questions. Members of the Federal review team briefly presented information about the Washington DC TMA's Certification Review. Members of the Federal review team posed six questions to the CAC prior to the meeting for discussion:

- 1) How effective is public involvement in transportation planning conducted by the National Capital Region TPB and its partner transportation agencies?
- 2) What methods to encourage involvement are working and what are not? Please provide examples and explanations.
- 3) How does public involvement assist the region to reach consensus on difficult and controversial issues related to transportation?
- 4) How can public views successfully be communicated to decision-makers in an area as large and complex as this?
- 5) Please describe situations where public involvement has had an impact on the planning process and decisions reached and where it has not. For example, consider how involvement contributes to developing strategies in the long-range plan, selecting investments in the TIP, or any other activities.
- 6) How might the TPB improve public involvement? For example, consider changes to the structure of advisory groups, use of media, use of facilitators, or efforts to reach a board range of groups, including minority and low-income communities.

Member comments and questions included the following:

Meeting communities where they are at and working with trusted community leaders/organizations. Several members provided comments that suggested that future

outreach efforts could target community members where they spend time. For example, one member mentioned that they had not noticed outreach in her community in the recent past. They later added that it is important for outreach to be located in areas where people are already using services – Metro, churches, or PTA meetings. Another member suggested places like athletic games and taking different audiences into account. Another member also suggested developing relationships with community leaders at the intersection of transportation issues (housing, climate, etc.) to be facilitators in the engagement process.

Greater emphasis on early and continuing public input as a regional priority. One member noted that they noticed that some local projects have few opportunities for engagement or are happening last minute. For Visualize 2045, they made a comment that raising awareness of local and state projects should have been an aspirational initiative. In addition, they suggested that the TPB should be an advocate for the public if they feel their input is not heard. Another member also noted that they find out about project or operational updates as they occur with little time to respond meaningfully. They added that they appreciate when they understand how agencies incorporate feedback into their work. Another member asked about the federal role in ensuring public input is incorporated into projects that have longer timelines.

Leveraging power in numbers and established groups and decision-makers. Several members discussed that effective public input involves mobilizing people around issues they care about through a variety of strategies including word of mouth or social media communication. One member noted the importance of being involved in your jurisdiction and other groups. They added that getting involved at this level means getting your view on the record or encouraging a group to take a position on a transportation issue. Another member mentioned the importance of working with elected officials and the efficacy of social media. Another member highlighted the diversity of experiences and interests of the CAC to inform the TPB.

Using technology for greater reach. One member suggested that technology can be used to reach community members by livestreaming or providing recordings of meetings. They also added that technology can be used to connect community members to project leads.

Questions about other MPO procedures. One member asked about how other MPOs approach the public involvement process, and whether other MPOs have CACs. The Federal review team advised that public outreach by other MPOs varies considerably based on the size of the MPO and area it serves.

**Federal Team Meeting with the Community Advisory Committee (CAC) to
the National Capital Region Transportation Planning Board**

**U.S. DOT Certification Review of the
Washington, D.C., Metropolitan Area
Transportation Planning Process**

Time: Thursday March 9th, 2023
6:00-7:00 p.m. during first half of CAC meeting

Location: Ronald F. Kirby Training Center
777 North Capital Street, NE
Washington, D.C. 20002

Background: The Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) are required to complete a certification review of each metropolitan planning organization (MPO) serving a transportation management area (TMA), which is an area with a population over 200,000, every four years. These reviews are carried out to ensure the metropolitan planning process adheres to federal statutes and regulations. Public comments are a vital element of these reviews, as they allow the public to provide direct input on the transportation planning process.

Purpose: The Federal review team will participate in the CAC scheduled meeting on March 9th from 6-7 pm and engage in open dialogue with members. The discussion will aim to address how successfully the public is able to participate in the transportation planning process in the metropolitan area.

Comments: Members of the public and CAC can send comments to daniel.koenig@dot.gov. **Note:** comments should focus on the planning and decision-making process and not on the merits of specific products or projects.

Format: The certification review provides an opportunity to provide advice and guidance to enhance the planning process and improve the quality of transportation decisions. Members of the CAC should consider the below questions that the Federal team will use to guide discussion.

1. How effective is public involvement in transportation planning conducted by the National Capital Region TPB and its partner transportation agencies?
2. What methods to encourage involvement are working and what are not? Please provide examples and explanations.
3. How does public involvement assist the region to reach consensus on difficult and controversial issues related to transportation?
4. How can public views successfully be communicated to decision-makers in an area as large and complex as this?

5. Please describe situations where public involvement has had an impact on the planning process and decisions reached and where it has not. For example, consider how involvement contributes to developing strategies in the long-range plan, selecting investments in the TIP, or any other activities.
6. How might the TPB improve public involvement? For example, consider changes to the structure of advisory groups, use of media, use of facilitators, or efforts to reach a broad range of groups, including minority and low-income communities.

Following this discussion, the Federal Team informed the CAC of the opportunity to provide any other comments within 30-days. Three public comments were received following the March 9th, 2023 meeting and are included below.

Koenig, Daniel (FTA)

From: christina farver <cfarver16@gmail.com>
Sent: Friday, March 10, 2023 11:57 AM
To: Koenig, Daniel (FTA)
Subject: CAC

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi Daniel,

Thanks for all the great information at the meeting yesterday and for this opportunity to provide feedback.

I live in Loudoun Co and am a brand new CAC member. I was actually contacted by a member of the public with a request to provide the below feedback. Interestingly enough, both of these comments were raised by other members last night both during and after your presentation.

Suggestions to ease and encourage public participation in transportation planning:

- Provide contact information for each project
- Open upcoming planning meetings to the public via livestream

Thanks again,
Christina Farver

Koenig, Daniel (FTA)

From: glsullivan@verizon.net
Sent: Sunday, March 12, 2023 4:02 PM
To: Koenig, Daniel (FTA)
Subject: Federal review team (CAC meeting)

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dan,

I am a member of the CAC, Gail Sullivan. I wanted to add a comment to your six questions. In the minority and low income areas of our jurisdictions the public input is usually heard after all the decision making is complete. The comments from the informed areas have already been heard and decisions made that never seems to include where they live, work or their children attend school. The area picked for roads, interstates, environmental harmful, issues are now in the least informed areas. Go into the areas where you want to cause the most disruption. Once you visit the area you will have the best personal experience and know where to advertise and ask for public comments. When decisions are made ask yourself Do I want this in my neighborhood?

Gail Sullivan

-----Original Message-----

From: Koenig, Daniel (FTA) <daniel.koenig@dot.gov>
To: Marcela Moreno <mmoreno@mwccog.org>; alisonphorn@gmail.com <alisonphorn@gmail.com>; ashley.hutson.10@gmail.com <ashley.hutson.10@gmail.com>; carolynwilson22207@gmail.com <carolynwilson22207@gmail.com>; cfarver16@gmail.com <cfarver16@gmail.com>; daniel@papiernik.com <daniel@papiernik.com>; fmillanlalhoun@gmail.com <fmillanlalhoun@gmail.com>; glsullivan@verizon.net <glsullivan@verizon.net>; heathwms@gmail.com <heathwms@gmail.com>; Ophine17@gmail.com <Ophine17@gmail.com>; jason.f.stanford@gmail.com <jason.f.stanford@gmail.com>; jeff@parnes.net <jeff@parnes.net>; kallik.krumpos@gmail.com <kallik.krumpos@gmail.com>; larkin.turman@gmail.com <larkin.turman@gmail.com>; hypatia@argonnex.com <hypatia@argonnex.com>; maribelnwong@gmail.com <maribelnwong@gmail.com>; scheufler@gmail.com <scheufler@gmail.com>; nancy.abeles <thinkyedeas@aol.com>; evansnd17@gmail.com <evansnd17@gmail.com>; raamin50@gmail.com <raamin50@gmail.com>; unityja@yahoo.com <unityja@yahoo.com>; r.rybeck@justeconomicsllc.com <r.rybeck@justeconomicsllc.com>; taffygwitira@yahoo.com <taffygwitira@yahoo.com>; trekker01@yahoo.com <trekker01@yahoo.com>; vnhercules@gmail.com <vnhercules@gmail.com>
Cc: Lyn Erickson <lerickson@mwccog.org>; ksrikanth@mwccog.org <ksrikanth@mwccog.org>; Rachel Beyerle <rbeyerle@mwccog.org>; John Swanson <jswanson@mwccog.org>
Sent: Fri, Mar 10, 2023 9:04 am
Subject: RE: V2045/2050 Resources and Contact Info for Federal Certification Team

All,

I just wanted to correct my email address from Marcela's email below. To make comments, please email me: daniel.koenig@dot.gov. The below provided address by Marcela is not correct. Thank you again for everyone's participation last night.

-Dan

From: Marcela Moreno <mmoreno@mwccog.org>
Sent: Friday, March 10, 2023 8:51 AM
To: alisonphorn@gmail.com; ashley.hutson.10@gmail.com; carolynwilson22207@gmail.com; cfarver16@gmail.com; daniel@papiernik.com; fmillanlalhoun@gmail.com; glsullivan@verizon.net; heathwms@gmail.com;



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202-439-4176

<https://justeconomicsllc.com>

Prosperity | Sustainability | Equity

From: r.rybeck@justeconomicsllc.com
To: [Koenig, Daniel \(FTA\)](#)
Cc: [Marcela Moreno](#)
Subject: Washington DC TMA Certification Review - Public Involvement
Date: Tuesday, March 21, 2023 1:28:04 PM
Attachments: [Outlook-k3aa3vbp.jpg](#)

CAUTION: This email originated from outside of the Department of Transportation (DOT). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Daniel,

Sorry to have missed your presentation on March 9th at the Citizen Advisory Committee (CAC) meeting. However, I saw the recording and reviewed your presentation.

Regarding my background, I am new to the CAC this year. However, from 1987 until 1996, I assisted the Honorable Hilda Mason on the DC Council regarding her duties on the WMATA Board of Directors. From 1997 until 2009, I was the Deputy Associate Director for Transportation Policy & Planning at the District Department of Transportation (DDOT). Working for both Councilmember Mason and DDOT, I interacted with MWCOG and TPB. During my tenure at DDOT, I represented DDOT at the TPB and served on the TPB Technical Committee. Since 2009, I have run my own public policy consulting firm that helps communities harmonize economic incentives with policy objectives for affordable housing, job creation, transportation efficiency and sustainable development. (I have a law degree and a master's degree in real estate and urban development.)

You structured your inquiry around six questions. CAC members offered many insightful comments. In this e-mail, I will address only two questions:

#1. Is the TPB public involvement process effective?

#6. How might the TPB improve the public involvement process?

Let's imagine a person isn't feeling very well. They go to a doctor. The doctor says, "It's lunch time. Let's go out on the street and see what people think." The doctor and patient go outside to the busy sidewalk. The patient, in a loud voice announces his/her symptoms -- headache, chronic fatigue, achy joints. The doctor shouts out: What do you recommend? Without hesitation, some passersby begin to offer suggestions:

- Exercise
- Aspirin
- Ibuprofen
- acetaminophen
- caffeine
- Red Bull

- methamphetamines
- naproxen
- gall bladder surgery
- penicillin
- antibiotics
- liquid bleach

Many different conditions and diseases have similar symptoms. Treating only the symptoms can fail to cure the underlying condition or disease. In some cases, treating the symptoms will make the underlying condition or disease worse. And, although liquid bleach is a powerful disinfectant that kills germs, it should not be taken internally. Of course, there's a reason why we ask a doctor's advice and not the general public.

In times past, many people would tell doctors their symptoms and wait for the doctor to issue instructions as if the doctor was all-knowing. This also resulted in poor outcomes, particularly regarding an over-reliance on drugs and surgical interventions. In more recent times, many people feel that the patient and not the doctor should be ultimately responsible for the patient's own health. This requires doctors to use their expertise to run the necessary tests and then explain to their patients what are the likely causes of the problems and what are the pros and cons of different treatment approaches, particularly in light of each patient's unique biology, medical history and tolerances. Thus, the doctor is responsible for empowering the patient to make informed healthcare decisions.

Too often, public involvement consists of asking people what they think about transportation problems (symptoms) and what they think about proposed solutions (road expansions, intersection reconfiguration, transit service adjustments, etc.). Unfortunately, there's often a lack of understanding about the underlying causes of the transportation problems. As you know, transportation problems are often symptoms of bad land use decisions. In such cases, transportation problems might not have "transportation" solutions. Likewise, the relationships between underlying causes and proposed solutions are often assumed and not clearly understood.

For public involvement to be effective and help create consensus, there needs to be better education (in primary and secondary schools) about the economic, social and environmental foundations for and consequences of urbanization. Particular emphasis should be placed on land use regulations and land speculation as hidden forces that shape the effectiveness and efficiency of transportation systems. Likewise, emphasis should be placed on the effects of infrastructure subsidies, user fees and access fees. Fees and subsidies determine not only how infrastructure is paid for and by whom, but taxes and fees can also influence land use and transportation behavior with significant consequences for the convenience, affordability, efficiency, effectiveness, safety, equity and sustainability (both environmental and financial) of

urban, suburban and rural communities.

Unfortunately, there tends to be an over-emphasis on the approval or disapproval of individual transportation projects. It's also true that, by the time projects are submitted to the TPB for inclusion in a constrained long-range plan (CLRP) and/or transportation improvement program (TIP), the projects have already been substantially approved by the state or local agency sponsors. Therefore, meaningful public involvement must focus to a greater degree on the state and local processes for establishing both operating and capital budgets and programs.

It would be very helpful if the state and local transportation agencies (and MWCOG/TPB) could help the public think about transportation (and infrastructure more generally) in terms of a systems approach. For people who do not receive this training in school (i.e., most of us), TPB should create some online overviews of key transportation & land use topics. Scenario planning and games might be used to facilitate this approach. This requires very sophisticated facilitation and directing participants to involve themselves in the state and local budget processes BEFORE projects are submitted to TPB. But I believe that it would produce better results.

I've written a brief article that takes a stab at part of the land use-transportation connection. See <https://www.shareable.net/land-value-return-and-building-a-more-equitable-economy/>.



"Land value return" and building a more equitable economy

We create infrastructure to facilitate development. But, when infrastructure is well-designed and well-executed, it increases the price of nearby land.

www.shareable.net

I don't consider myself to be an expert on public involvement, but people must be empowered to participate in a meaningful way. I want to express my gratitude to the TPB staff that work very hard and with great insight and compassion to motivate and empower many stakeholders to have impactful participation in regional transportation decision making.

Please let me know if you have any questions or concerns about my remarks.

Rick Rybeck, Director
r.rybeck@justeconomicsllc.com

APPENDIX D – LIST OF ACRONYMS

ADA: Americans with Disabilities Act
BIL: Bipartisan Infrastructure Law
BRTB: Baltimore Regional Transportation Board
CAC: Community Advisory Committee
CCMS: Climate Change Mitigation Study
CFR: Code of Federal Regulations
CMAQ: Congestion Mitigation and Air Quality
CMP: Congestion Management Process
COG: Council of Governments
DOT: Department of Transportation
DDOT: District Department of Transportation
DRPT: Virginia Department of Rail and Transit
EV: Electric Vehicle
FAST: Fixing America’s Surface Transportation Act
FAMPO: Fredericksburg Area Metropolitan Planning Organization
FHWA: Federal Highway Administration
FTA: Federal Transit Administration
FY: Fiscal Year
GWRC: George Washington Regional Planning District Commission
HCT: High-Capacity Transit
HSIP: Highway Safety Improvement Program
ISTEA: Intermodal Surface Transportation Efficiency Act
LEP: Limited-English-Proficiency
LRTP: Long Range Transportation Plan
M&O: Management and Operations
MDOT: Maryland Department of Transportation
MOU: Memorandum of Understanding
MPA: Metropolitan Planning Area
MPO: Metropolitan Planning Organization
MTP: Metropolitan Transportation Plan
NVTC: Northern Virginia Transportation Commission
PBPP: Performance Based Planning and Programming
PRTC: Rappahannock the Potomac and Rappahannock Transportation Commission
PTASP: Public Transportation Agency Safety Plan
RTPP: Regional Transportation Priorities Plan
SAFETEA-LU: Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SOV: Single-Occupant Vehicle
STBG: Surface Transportation Block Grant
STIP: State Transportation Improvement Program

TAM: Transit Asset Management
TAZ: Transportation Analysis Zone
TPB: Transportation Planning Board
TDM: Travel Demand Management
TIP: Transportation Improvement Program
TMA: Transportation Management Area
TPM: Transportation Performance Management
UZA: Urbanized Area
U.S.C.: United States Code
UPWP: Unified Planning Work Program
USDOT: United States Department of Transportation
VDOT: Virginia Department of Transportation
WMATA: Washington Metropolitan Area Transit Authority



Report prepared by:

District of Columbia FHWA
Division Office/FTA Region 3



NATIONAL CAPITAL REGION TRANSPORTATION PLANNING BOARD JULY 19, 2023

Car Free Day 2023

Nicholas Ramfos
Transportation Operations Program Director



Car Free Day Background

- Started in Europe in 1995.
- Global in 2000.
- Celebrated in 1,500 cities in 40 countries.



International

United Kingdom



Hong Kong, China



Vancouver, Canada



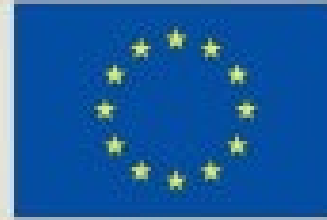
The 2023 Quick Guide
Factsheets are available now!



- Coincides with European Mobility Week.
- An annual campaign on sustainable urban mobility, Sept 16-22.
- Aims to introduce and promote sustainable transportation measures as alternatives to car use.



#MobilityWeek
www.MobilityWeek.eu



- The week culminates on Car Free Day, September 22.
- Participating cities set aside one or more areas solely for pedestrians, cyclists and public transportation for the whole day.



Car Free Day Washington DC Region

- Began as D.C. centric in 2007.
- Regionally in 2008.
- Promotes alternative forms of transportation - transit, bicycling, scootering, and walking.
- Car-lite methods such as carpools and vanpools.
- Telework.



Car Free Day Background

- Not just commuters.
 - Seniors
 - Students
 - Homemakers
- People who ordinarily travel SOV to work, errands, and classes.
- Pledge Goal 5,000.



Car Free Day Participant Survey

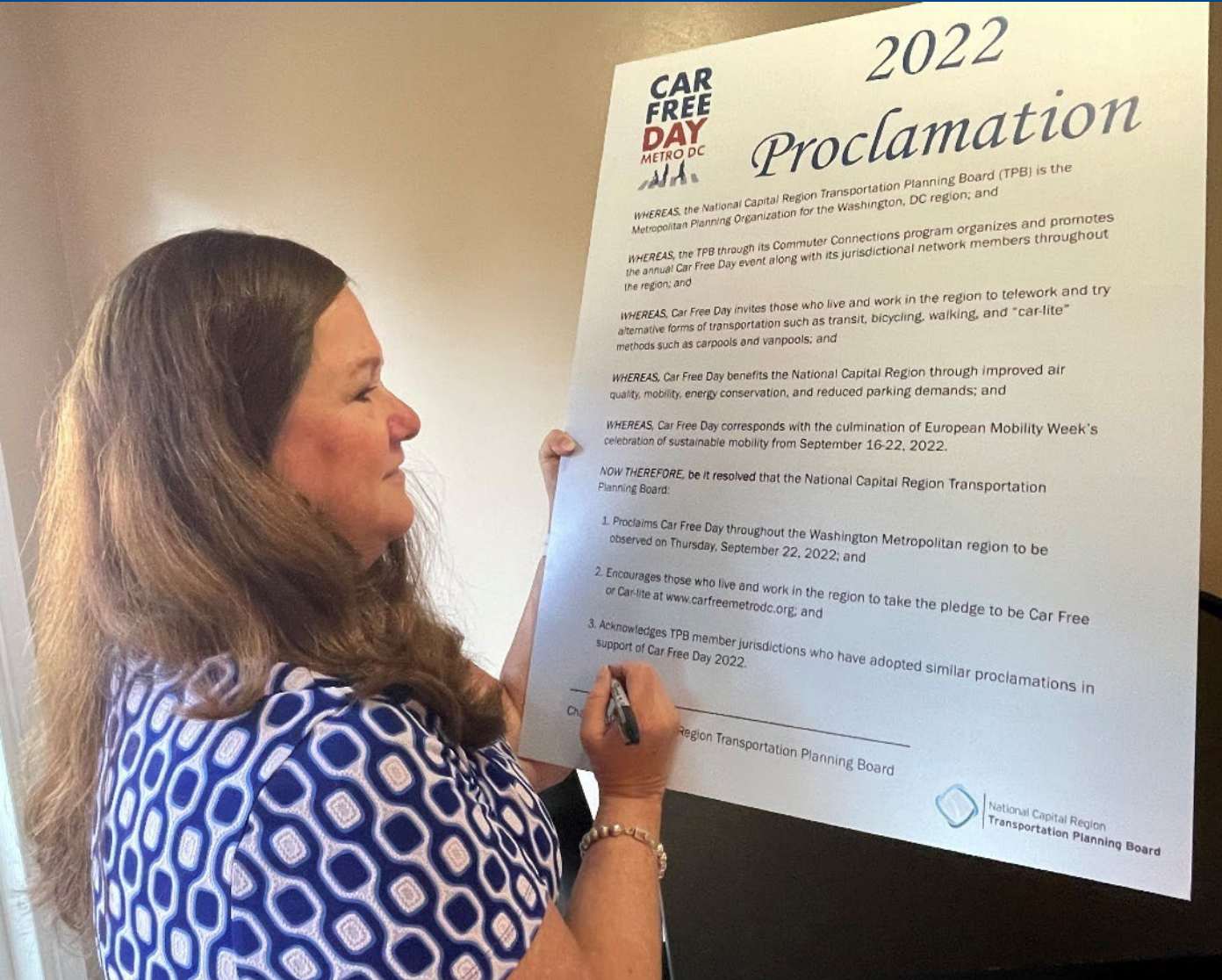
- Conducted in 2022
- About 97% of respondents Used Car Free or Car Lite Options during Car Free Day
- Transit and bike/scooter use was slightly less than pledged, but options used were generally in line with options pledged
- 59% of respondents who changed their commute mode on CFD would most likely have driven alone to work that day



Car Free Day Participant Survey

- 31% of respondents increased Use of Car Free and Car Lite Options for Non-Work Trips Since Car Free Day.
- Average Frequency of Car Free and Car Lite use for Work Trips stayed the same per Week From Before Car Free Day (3.6 days/week) to After CFD.





2022

Proclamation

WHEREAS, the National Capital Region Transportation Planning Board (TPB) is the Metropolitan Planning Organization for the Washington, DC region; and

WHEREAS, the TPB through its Commuter Connections program organizes and promotes the annual Car Free Day event along with its jurisdictional network members throughout the region; and

WHEREAS, Car Free Day invites those who live and work in the region to telework and try alternative forms of transportation such as transit, bicycling, walking, and "car-lite" methods such as carpools and vanpools; and

WHEREAS, Car Free Day benefits the National Capital Region through improved air quality, mobility, energy conservation, and reduced parking demands; and

WHEREAS, Car Free Day corresponds with the culmination of European Mobility Week's celebration of sustainable mobility from September 16-22, 2022.

NOW THEREFORE, be it resolved that the National Capital Region Transportation Planning Board:

1. Proclaims Car Free Day throughout the Washington Metropolitan region to be observed on Thursday, September 22, 2022; and
2. Encourages those who live and work in the region to take the pledge to be Car Free or Car-Lite at www.carfreemetrodc.org; and
3. Acknowledges TPB member jurisdictions who have adopted similar proclamations in support of Car Free Day 2022.

National Capital Region Transportation Planning Board



2022 TPB Proclamation Signing

Media Coverage

- WJLA– Ch. 7 - World Car Free Day
- WUSA– Ch. 9 - Montgomery Co. celebrates Car-Free Day with raffles for residents
- Patch – Gaithersburg - MoCo Residents Can Join 'Car-Free Day' On Sept. 22
- WJLA– Ch. 7 - Changing commuting habits doesn't mean traffic is getting better in the DMV
- Potomac Local News - OmniRide Asks Residents to Pledge to Go Car Free on September 22
- Calendar Listings

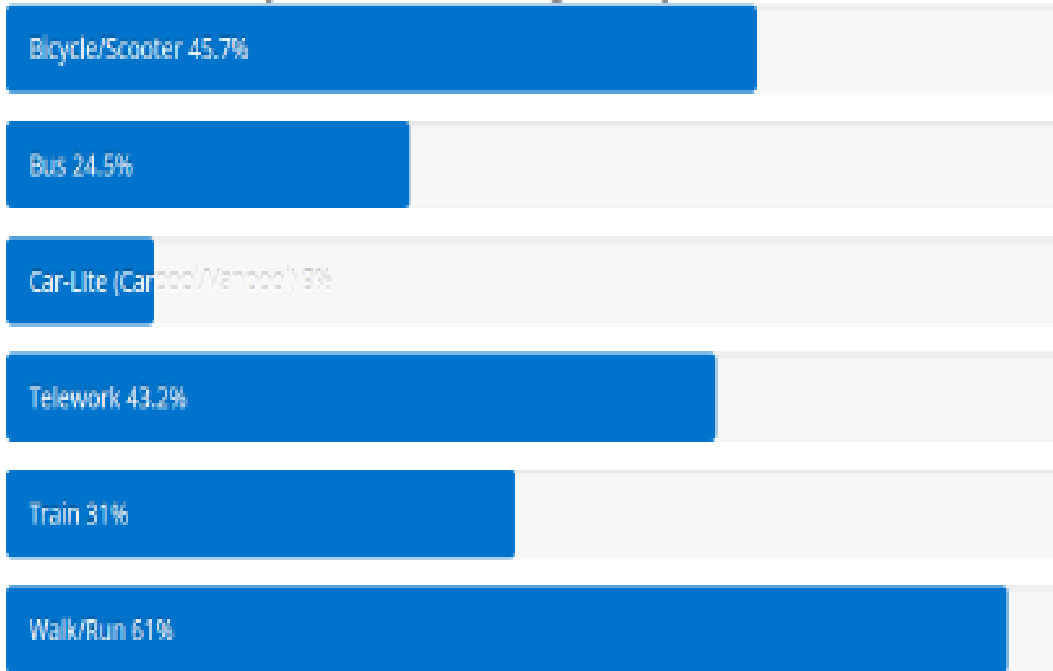


Car Free Day Web Site



Website Leaderboard

Car Free Day 2022 - Pledges by Travel Mode



Promotional Materials

Take the Free Pledge at CarFreeMetroDC.org



The poster features the text 'CAR FREE DAY' in large, bold letters. 'CAR' and 'FREE' are in blue, and 'DAY' is in red. The word 'DAY' is partially obscured by an illustration of a person riding a bicycle. To the left of 'DAY' is an illustration of a person sitting at a desk with a computer. Above 'CAR' is an illustration of a blue car with two people inside. To the right of 'FREE' is an illustration of a person standing next to a red bus. Below the main text, it says 'SEPTEMBER 22, 2022'. At the bottom, there is a QR code, a small logo for 'CAR FREE DAY METRO DC', and the date '9.22.22' with the slogan 'COMMUTE WITH CONFIDENCE'. On the left side, there is text about taking a free pledge, social media handles, and contact information.

Take the free pledge to be eligible for great prizes, even if you're already car free or car-lite!

#CarFreeDay @CarFreeMetroDC

COMMUTER CONNECTIONS.
A SMARTER WAY TO WORK

CARFREEMETRODC.ORG 800.745.RIDE



CAR FREE DAY
METRO DC

9.22.22
COMMUTE WITH CONFIDENCE



Social Media

twitter

facebook

CAR FREE DAY METRO DC

Take the Free Pledge

9.22.22

Car Free Day
@carfreemetrodc
4.7 19 reviews • Nonprofit organization

About

Car Free Day is celebrated on September 22nd. Choose between Telework, Bike, Walk, Scooter, Train, Bus, or Subway.

Car Free Day is a free international event in which people are encouraged to get around without driving alone in cars and instead travel through other... See more

4,828 people like this
4,958 people follow this

<http://www.carfreemetrodc.org/>
800-745-RIDE
Nonprofit Organization · Transportation Service · Event

Photos

THANK YOU! SPONSORS!
ALL RIDE NO RIDES
SEE YOUR FEET
KISS YOUR MOTOR

Videos

Commuter Connections
428 Tweets

CAR FREE DAY DC

Take the Free Pledge

9.22.22

Commuter Connections
@CarFreeMetroDC

Car Free Day is an international event celebrated in the Washington DC region on Sept 22nd. Take the pledge today and go car free or car-lite!

carfreemetrodc.org Joined July 2009

119 Following 358 Followers

Tweets Tweets & replies Media Likes

Commuter Connections @CarFreeMetroDC · Oct 13, 2022
George Clark, Tri-County Council for Southern Maryland awards a Samsung Tablet to winner Melinda B. as part of the Car Free Day 2022 prize raffle.



Paid Social Media



Car Free Day 2022

2 views · Aug 29, 2022 · Opt for sustainable travel on Thursday, September 22, for Car Free Day! Take the free pledge to go car free or car-like (carpool/warpool) at carfreemetrodc.org for free promotions and to be entered into our raffle for a chance to win great prizes!

0 Dislike Share Save



Digital Banner Ads



Sponsors



Radio Support



Pandora



CAR FREE DAY
METRO DC

Take the free pledge to be eligible for great prizes, even if you're already car free or car-lite!

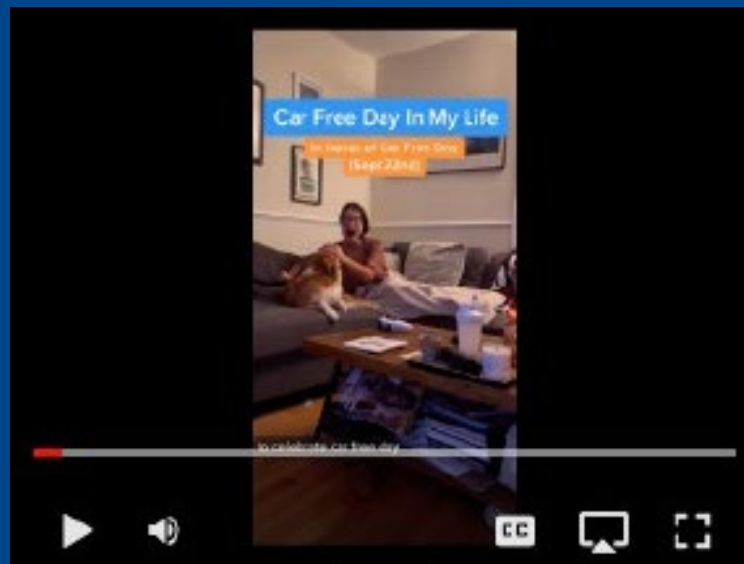
9.22.22
COMMUTE WITH CONFIDENCE

#CarFreeDay @CarFreeMetroDC
RS COMPUTER CONNECTIONS.
A SOLUTION MEET THE WORLD
CARFREE.METRODC.COM 800.745.8266

The poster features an illustration of a woman in a yellow jacket and white pants standing next to a red Metrobus. In the background, there are silhouettes of people walking and a person on a bicycle.



Social Media Influencers



Sponsored Article



Est. 2006

SPONSORED

Park It and Win Prizes! Revving Up for 'Car Free Day'

Pop Sponsor · September 19, 2022 at 12:15pm



Can you go just ONE DAY without your car? Try it on Car Free Day, September 22.

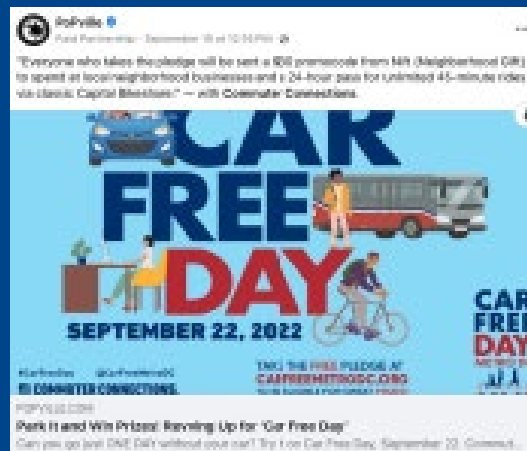
Commuter Connections, the regional network of transportation organizations coordinated by the Metropolitan Washington Council of Governments, challenges the area's drivers to park their vehicles for one day a year — and this year, "Car Free Day" is Thursday, September 22.

You won't be alone in the challenge. Commuter Connections has a long list of transportation alternatives to make it easy to get around, and, best of all, those who pledge to participate in Car Free Day will receive a \$30 gift passcode and a 24-hour pass for unlimited 45-minute rides via Metro's Capital Bikeshare. All who take the pledge will also be entered into a raffle for a Samsung tablet, gift cards to popular restaurants, annual memberships, transit passes and more.

[Take the pledge now!](#)

Car Free Day is an international event that heightens awareness of the impact of traffic on the quality of life in the region and is celebrated in more than 2,000 cities in 48 countries.

"Car Free Day is an important event for our region and presents an opportunity for us to come together and reduce our overall traffic congestion by pledging to take alternative transportation modes like riding the bus, MetroRail, or carpooling with friends and family," said Commuter Connections Director Nicholas Ramos.



Text Messages

August 24, 2022 - (2022 Registrants): Car Free Day: Thanks for taking the 2022 pledge! Please ask your coworkers, family, and friends to take the free pledge too at www.carfreemetrodc.org

August 26, 2022 - (Previous Year's Registrants): Car Free Day: Thanks for taking part in last year's event! It's time to take the 2022 Car Free Day pledge! Free prize raffle entry. www.carfreemetrodc.org

September 20, 2022 - (Last Chance to Pledge): Car Free Day: Thurs Sept 22 is Car Free Day! Last chance to take the free pledge to get FREE promotions & raffle entry for great prizes! www.carfreemetrodc.org



Jurisdiction Events



Capital Area Car Free College Campus Challenge

Take the Free Pledge at CarFreeMetroDC.org



CAR FREE DAY

SEPTEMBER 22, 2022

Take the free pledge to be eligible for great prizes, even if you're already car free or car-lite!

#CarFreeDay @CarFreeMetroDC

COMMUTER CONNECTIONS.
A SMARTER WAY TO WORK

CARFREEMETRODC.ORG 800.745.RIDE



Join the Capital Area Car Free College Campus Challenge!



CAR FREE DAY

METRO DC



9.22.22
COMMUTE WITH CONFIDENCE



Q & A





FY 2024 MARYLAND TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM

John Swanson, TPB Transportation Planner
Transportation Planning Board
July 19, 2023



Overview

- TAP Background
- TPB TAP Selection Process
- Maryland: Schedule + Project Recommendations

TA Set Aside Background

- **PURPOSE:** A federal formula program that provides funding to projects considered “alternatives” to traditional highway construction
- **FEDERAL AUTHORIZATION**
 - MAP-21 (2012) – Established as the “Transportation Alternatives Program”
 - FAST Act (2015) - Renamed “Transportation Alternatives Set-Aside”
 - IIJA (2021) – Increased funding
- **TPB ROLE:** Large MPOs are sub-allocated funds and given the responsibility for selecting projects for those funds



TPB TAP Selection Process

- Selection panel included staff from DDOT, VDOT, and the TPB. Staff from MDOT served as technical a resource.
- Panel members individually scored projects.



- The selection panel used the average scores as a basis for discussion. However, the final recommendations were based on consensus.

Maryland FY 2024 Schedule

- April 14 - May 15 Application period
- June 28-30 TPB Selection Panel made recommendations for the TPB's MPO suballocation
- July 19 TPB scheduled to approval projects using MPO suballocation
- August-September MDOT will make selections with statewide funds



Maryland Project Recommendations

- **Combined Funding Request:** \$4,885,589
- **Funds Available to TPB:** \$3,523,060
- **Recommended for Funding:** \$3,285,589



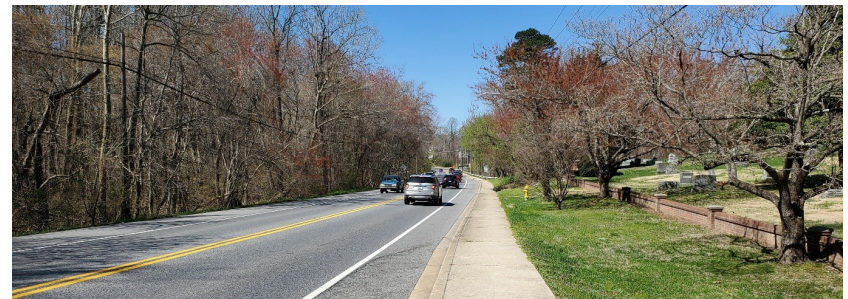
Recommended Projects

Project Name	Sponsor	Project Type	Recommended TAP Funding	Local Match	Total Project Cost
La Plata Bikeway: Radio Station Road Sidepath*	Town of La Plata	Construction	1,442,589	396,712	1,983,560
Forest Glen Road Sidewalk	Montgomery County	Design	679,000	169,750	848,750
New Design Road Sidepath Phase 2	Frederick County	Design	480,000	120,000	600,000
Industrial Drive Path Connection	City of Gaithersburg	Design	400,000	100,000	500,000
Fleet and Monroe Complete Streets (Design)	City of Rockville	Design	224,000	56,000	280,000
Brunswick Comfort Station	City of Brunswick	Design	60,000	15,000	75,000
TOTAL			\$3,285,589	\$857,462	\$4,287,310

* Total project cost includes additional SHA grant management cost for construction projects

La Plata Bikeway: Radio Station Road Sidepath

- \$1,442,589 – Town of La Plata
- Construct a 2¼-mile path connecting neighborhoods, natural and recreational area, and schools.
- “Every school-aged child east of downtown will be able to walk, ride, or roll to school or to the park without assistance.”
- Connections to a wider planned trail network in Charles County



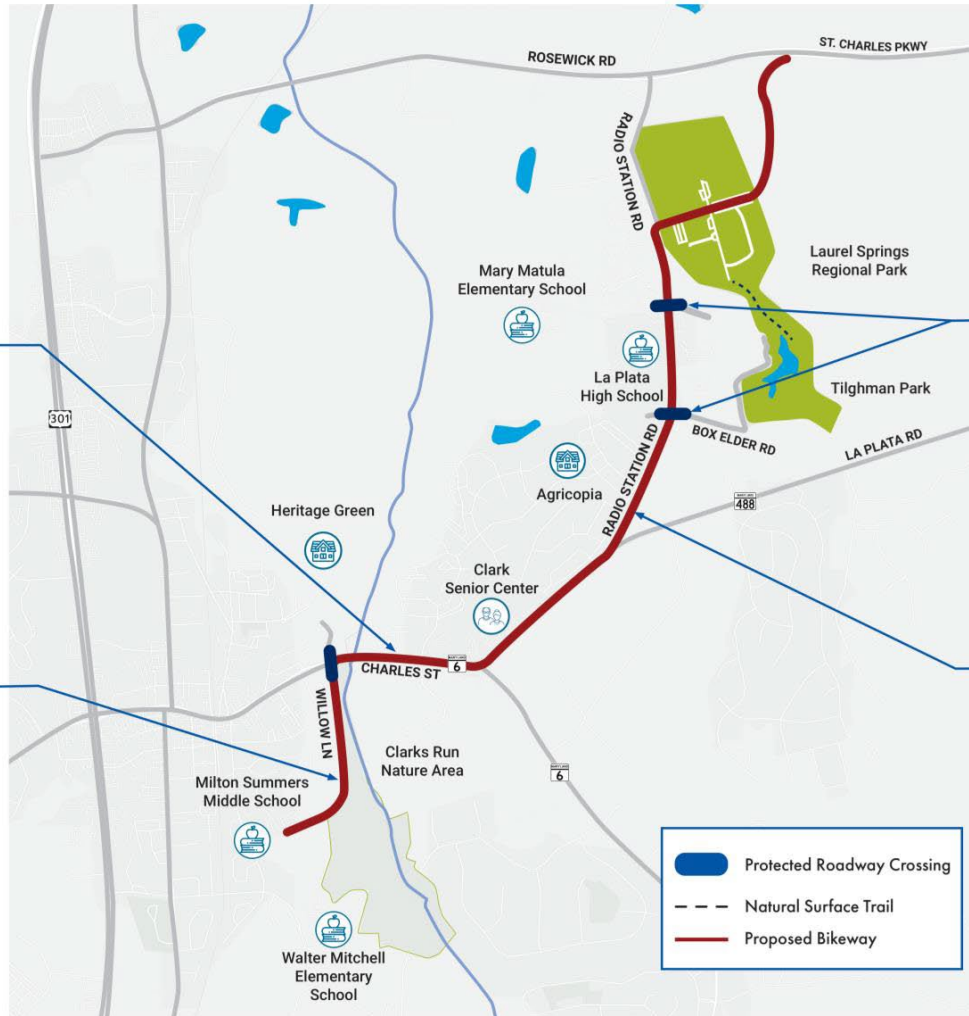


CONNECTING Schools | Neighborhoods | Parks

SIDEPATH



PROTECTED BIKE LANE



PROTECTED ROADWAY CROSSING

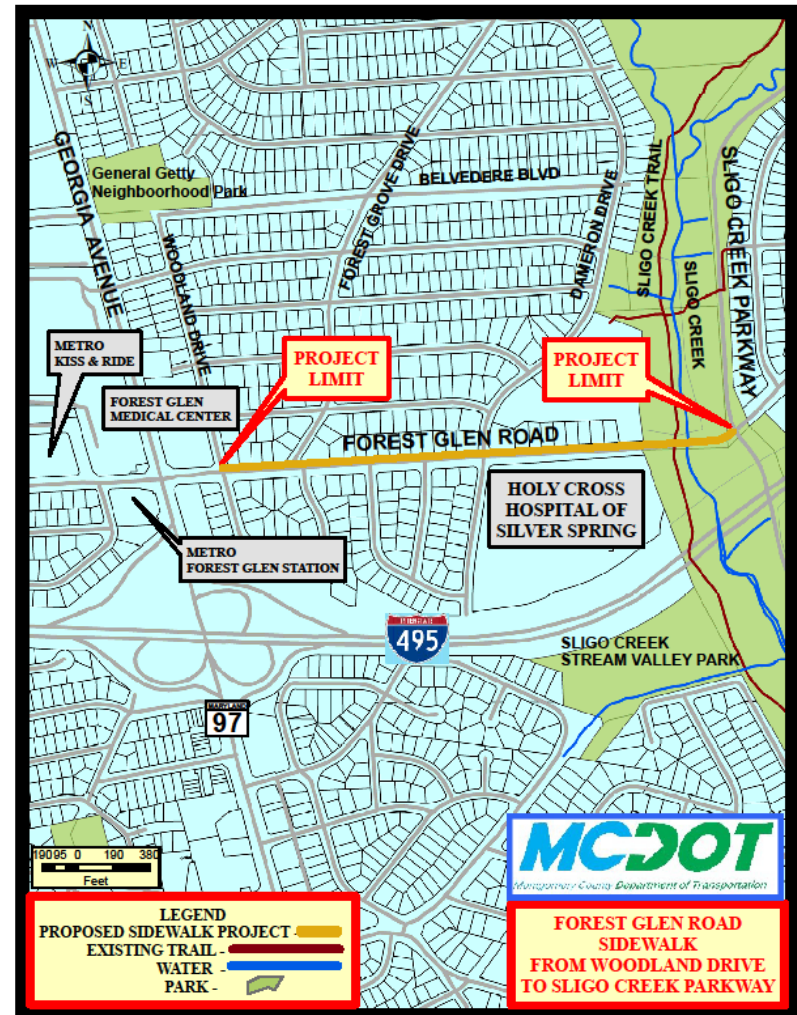


EXISTING PATH AT AGRICOPIA



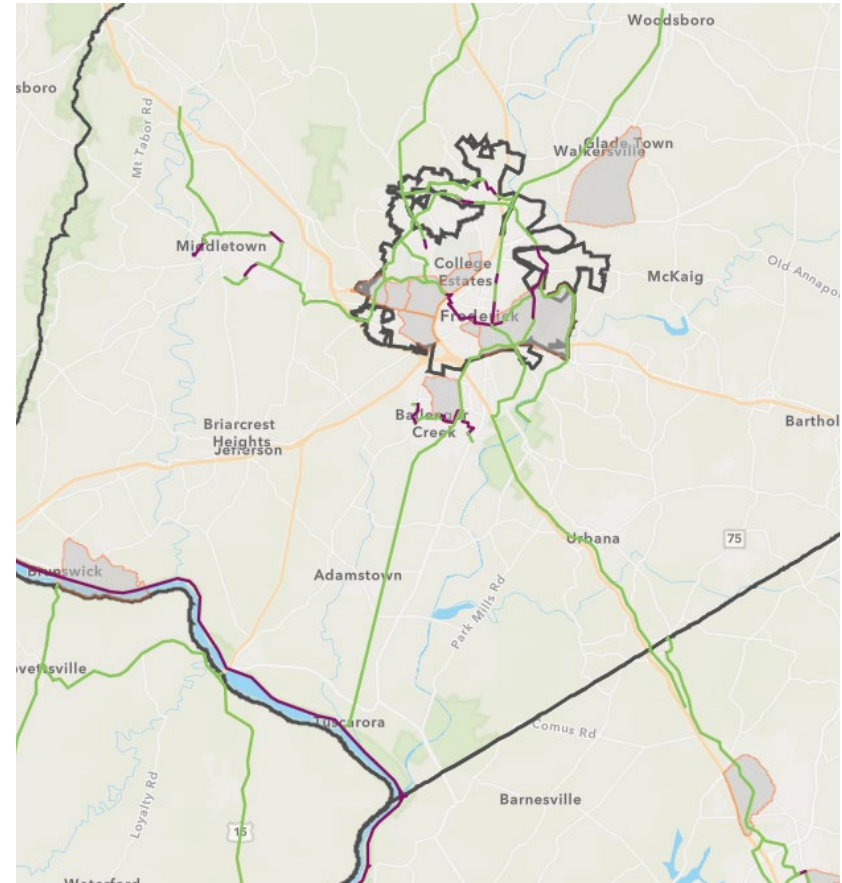
Forest Glen Road Sidewalk

- \$679,000 – Montgomery County
- 100% design for a half-mile sidewalk providing safe pedestrian access to Metrorail station, medical center and hospital, park and trail
- Project will add a separated bike lane connection to Sligo Creek Trail.
- Build on TAP funding provided by the TPB in 2018



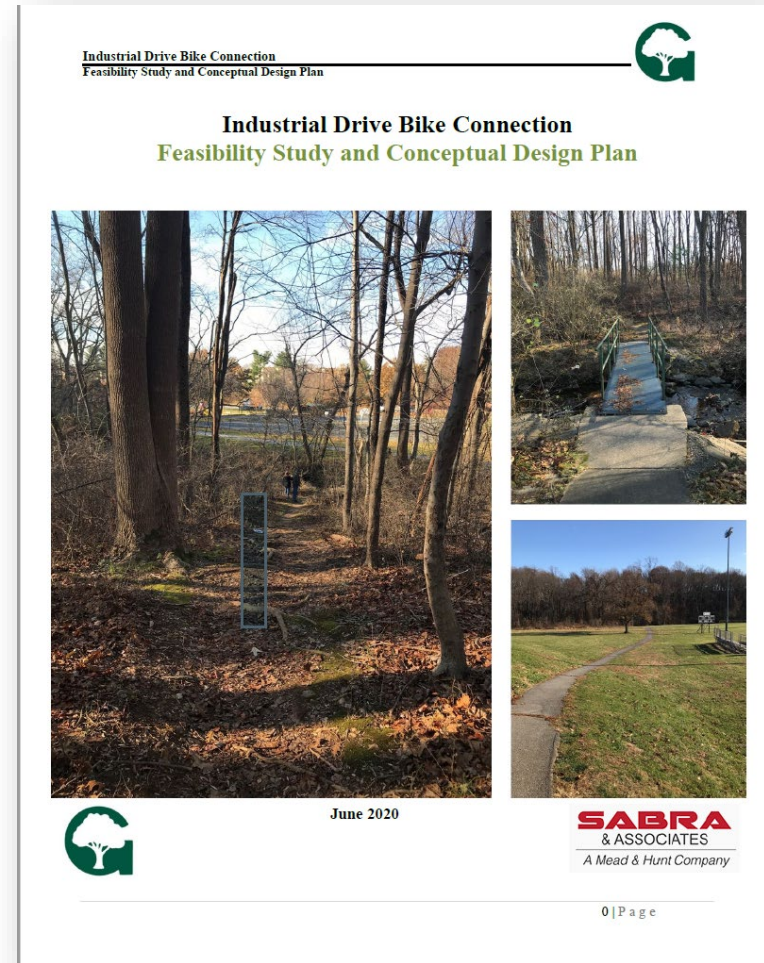
New Design Road Sidepath Phase 2

- \$480,000 – Frederick County
- Develop 100% design plans for more than three miles of trail
- Key element in National Capital Trail Network. When all phases are completed, the trail will connect the City of Frederick with the C&O Canal Trail
- Previous design/preliminary engineering funded through TLC and TAP



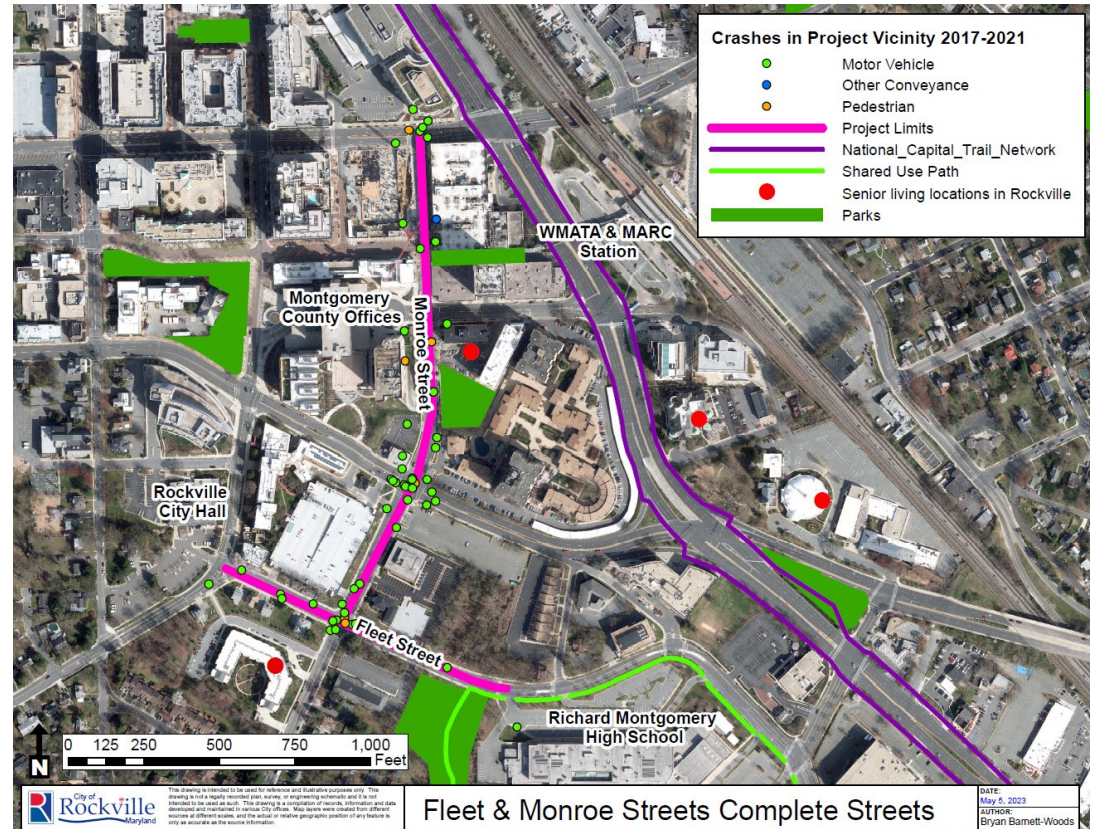
Industrial Drive Path Connection

- \$400,000 – City of Gaithersburg
- Develop 100% design for a half-mile trail, creating a bike/ped connection across I-370
- Provide connections to Montgomery County’s wider trail system and to three regional Activity Centers
- Previously studied (to 10% design) through TLC



Fleet and Monroe Complete Streets

- \$224,000 – City of Rockville
- Complete 100% construction-ready design plans to convert Fleet and Monroe to “complete streets” with a separated bike/shared-use facility as well as new signals and bus stops
- Building upon FY23 TLC feasibility study



Brunswick Comfort Station

- \$60,000 – City of Brunswick
- Design a comfort station for trail users, train commuters, other visitors
- Provide a trailhead amenity at a key stop along the C&O Canal, a major segment of the National Capital Trail Network



Staff Recommendation

- Adopt Resolution R1-2024 to approve funding for six projects for the FY 2024 Maryland Transportation Alternatives Set-Aside Program (TAP)



John Swanson

jswanson@mwcog.org

MWCOG.ORG/TPB

777 North Capitol Street NE, Suite 300
Washington, DC 20002



National Capital Region
Transportation Planning Board

NATIONAL CAPITAL REGION FREIGHT PLAN

2023 Update

Andrew Meese
TPB Systems Performance Planning Program Director

Transportation Planning Board
July 19, 2023

Item #10



Importance of Regional Freight Planning

- Freight is vital to commerce and quality-of-life, including in metropolitan areas which have unique freight complexities
 - 23 U.S. Code § 134 calls for MPOs to consider strategies that “support economic vitality” of their planning areas and that “increase accessibility and mobility...for freight”
- Significance of freight is also anticipated to grow
 - Regional economic drivers indicate an increased demand for freight transportation services in the future
- TPB addresses Freight Planning as part of its ongoing Unified Planning Work Program
 - Advised by the TPB Freight Subcommittee, plus occasional forums
 - Input to Visualize 2045 plus this stand-alone Freight Plan



Plan Structure

- **The Draft Freight Plan was included in today's meeting materials.**
 - **Chapter 1** - Introduction
 - **Chapter 2** - Multimodal Freight Transportation System
 - **Chapter 3** - Freight Demand
 - **Chapter 4** - Key Trends Influencing Freight in the Region
 - **Chapter 5** - Regional Freight Issues, Challenges, and Opportunities
 - **Chapter 6** - Regional Freight Policies
 - **Chapter 7** - National Capital Region Projects Important to Freight
 - **Chapter 8** - Recommendations and Next Steps
 - **Appendices**



Ch. 1: Introduction

Goals of Regional Freight Plan

- Highlights freight's significance to the regional economy
- Serves as a technical reference on the region's freight system
- Provides policies and recommendations to guide regional freight planning activities
 - Recommendations incorporate planning factors and goals identified in Visualize 2045
- Aligns with federal freight policies and regulations
- Sets the stage for freight to be considered in the Visualize 2050 and all other regional planning activities



Ch. 2-3: Multimodal Freight Transportation System

- The freight system and freight movement are vital to the region's economy, quality of life, and resiliency (e.g. emergencies, military) even though we do not have an industry-heavy regional economy
- The region's freight transportation system consists of several multimodal, integrated elements
- Commercial trucking is the dominant freight transportation mode
 - Accounts for 73% of freight transported by value and 72% of freight transported by weight (2020)
 - Growth of e-commerce, reliance on “just-in-time” inventory model, and expansion of expedited small package shipping suggests growth of trucking into the future

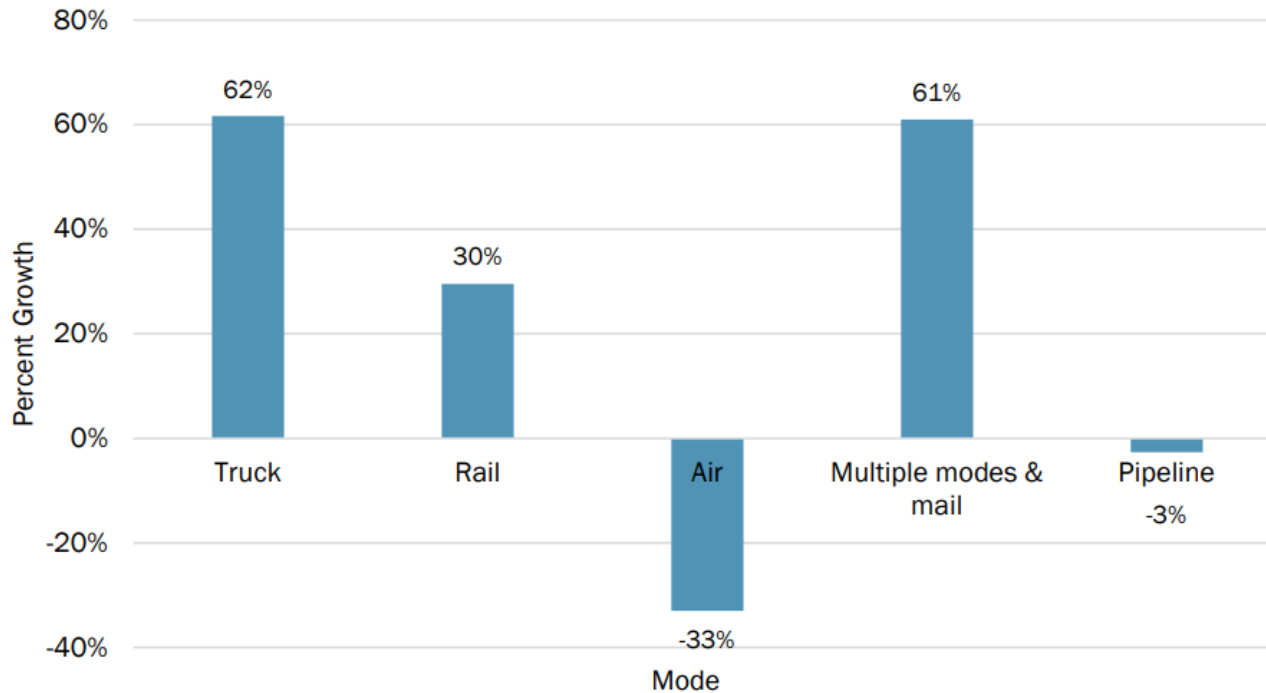


Ch. 2-3: Multimodal Freight Transportation System

- Nearby Port of Baltimore and Port of Virginia (Hampton Roads) important to our region's freight
- Freight rail and pipelines important for longer-distance and intercity freight movement
- Interstate highways and other major roadways are vital
- The plan defines and updates the “Regionally Significant Freight Network” that staff uses for Congestion Management Process analyses
 - Does not impact or supersede official designations of truck routes by states or by FHWA



Forecasted Growth in Tonnage by Mode (2020-2050)

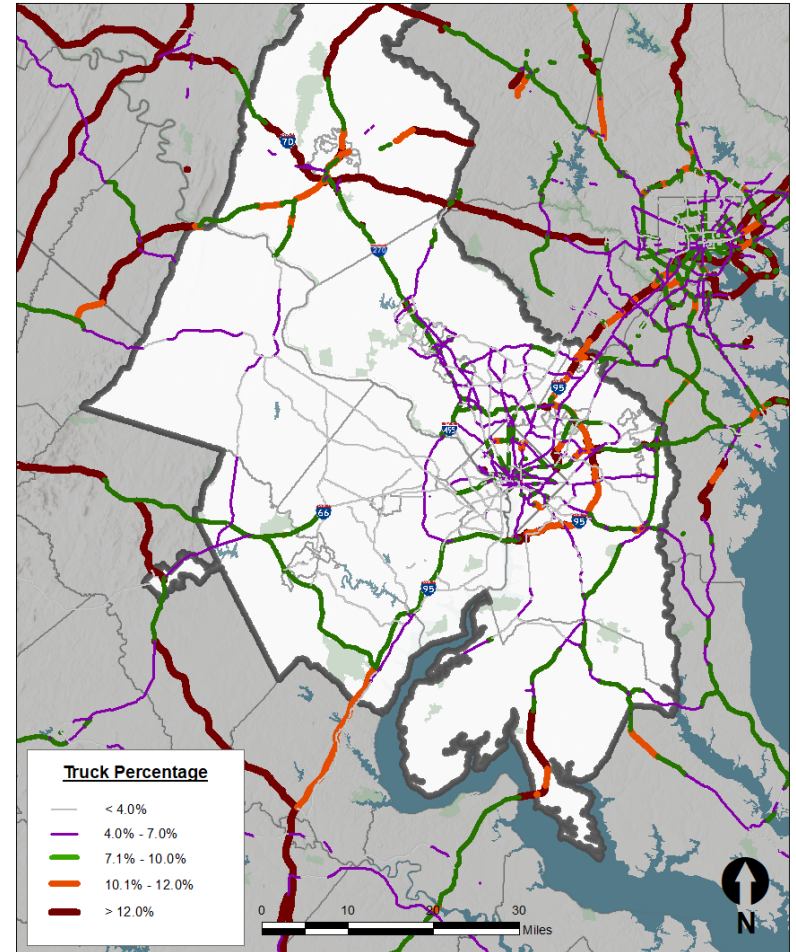
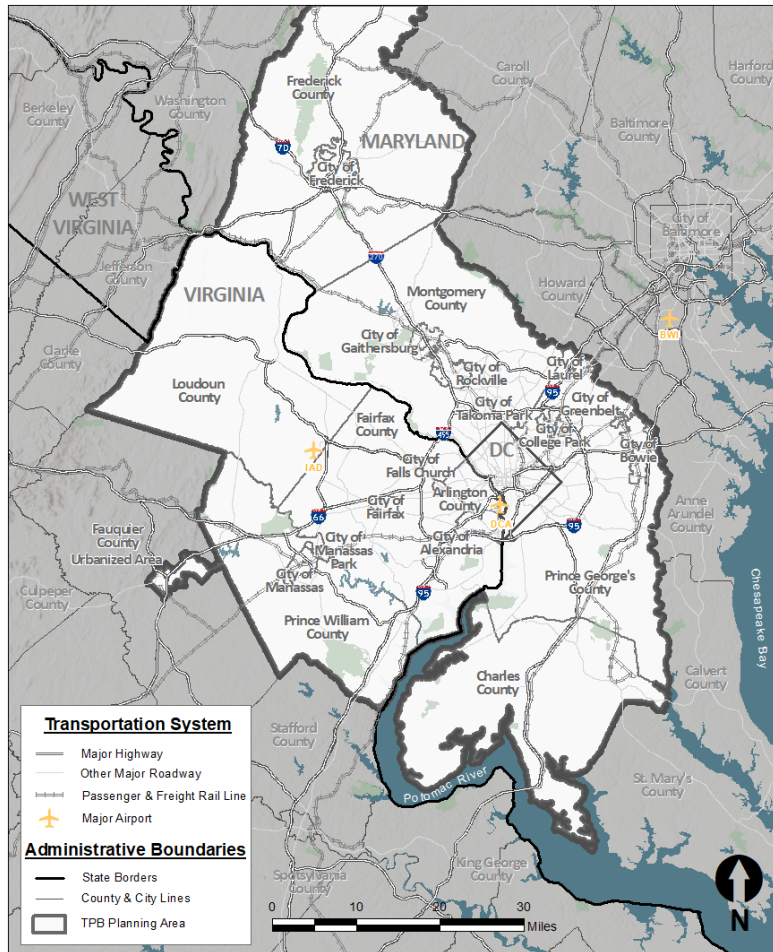


Source: Freight Analysis Framework, FHWA

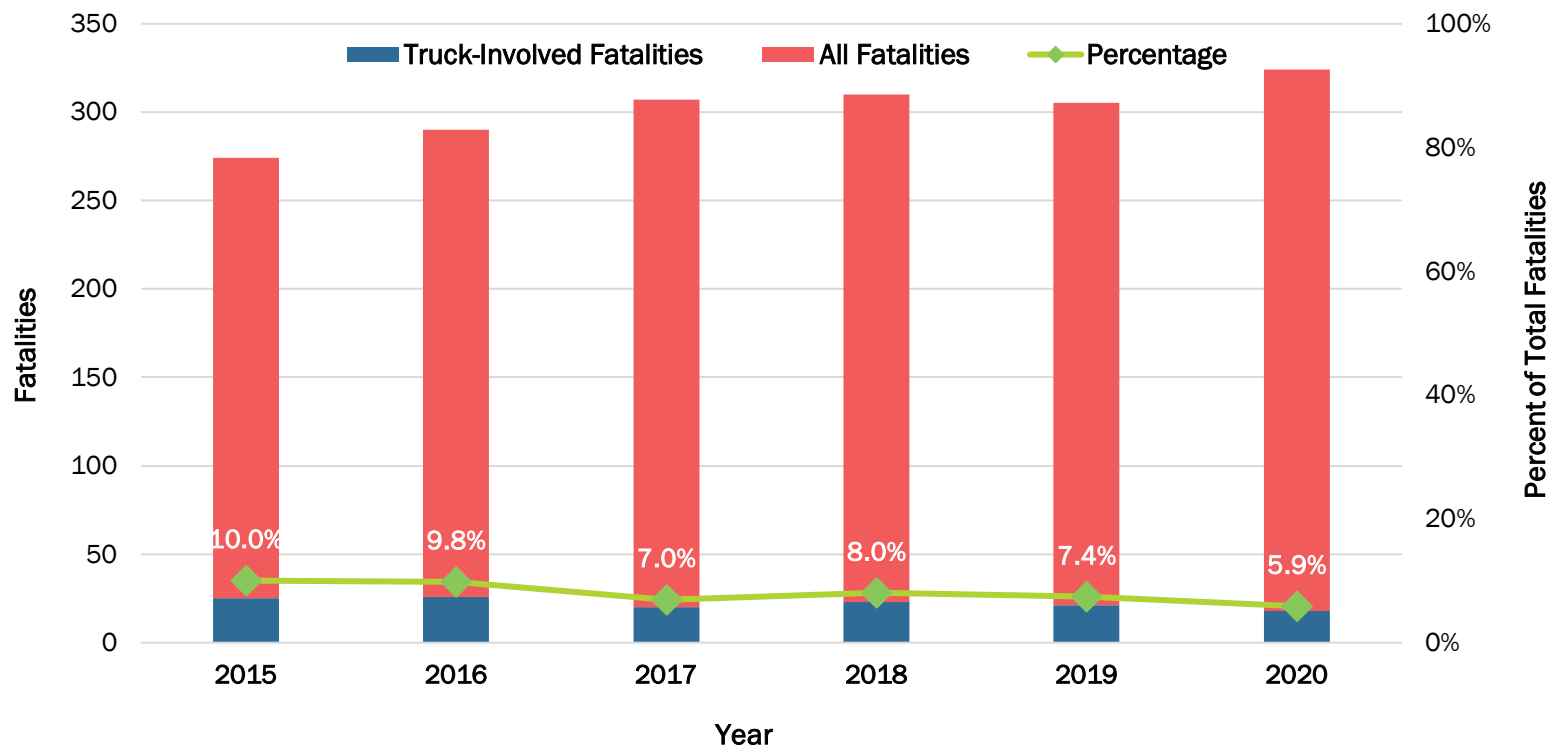
Federal forecasts reflect increasing deliveries to consumers/businesses (“multiple modes”) and decreasing reliance on (expensive) air cargo for perishables



Regional Freight Network



Regional Truck-Involved Fatalities

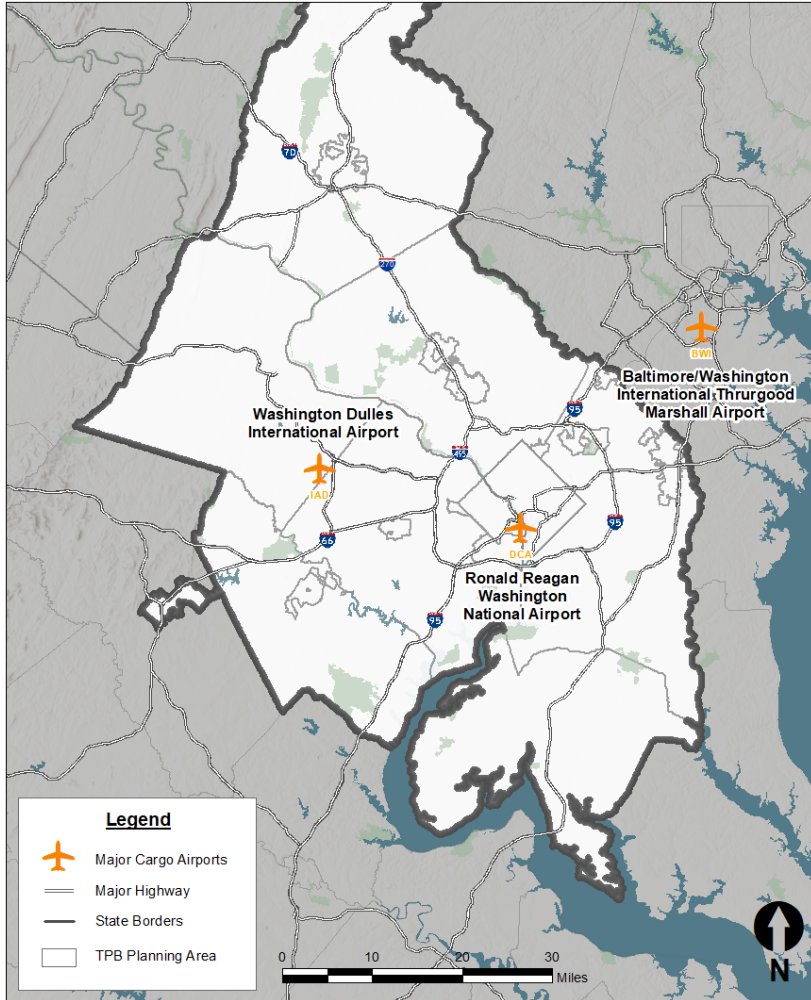


Source: Fatality Analysis Reporting System, Fatality and Injury Reporting System Tool (via NHTSA)

Recent trends show truck-involved fatalities to be a decreasing proportion of the region's roadway crash fatalities



Air Cargo



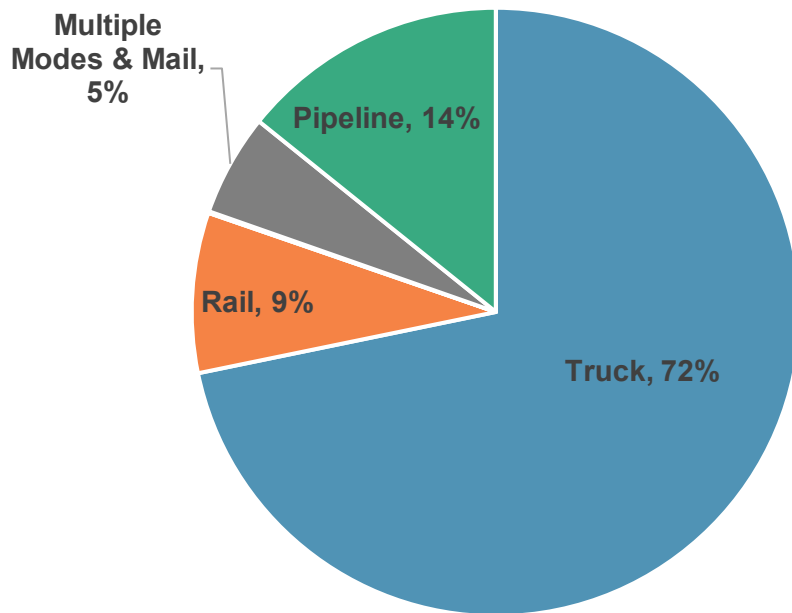
Rank	City (Airport Code)	Total Cargo (metric tons)
1	Memphis TN (MEM)	4,613,431
2	Anchorage AK (ANC)	3,157,682
3	Louisville KY (SDF)	2,917,243
4	Los Angeles CA (LAX)	2,229,476
5	Miami FL (MIA)	2,137,699
6	Chicago IL (ORD)	2,002,671
7	Cincinnati OH (CVG)	1,300,758
8	New York NY (JFK)	1,104,480
9	Indianapolis IN (IND)	1,013,054
10	Ontario CA (ONT)	843,852
26	Baltimore MD (BWI)	269,976
33	Washington DC (IAD)	197,917

Source: Airports Council International, 2020
 Freight activity at DCA not within the top 100 U.S. airports.

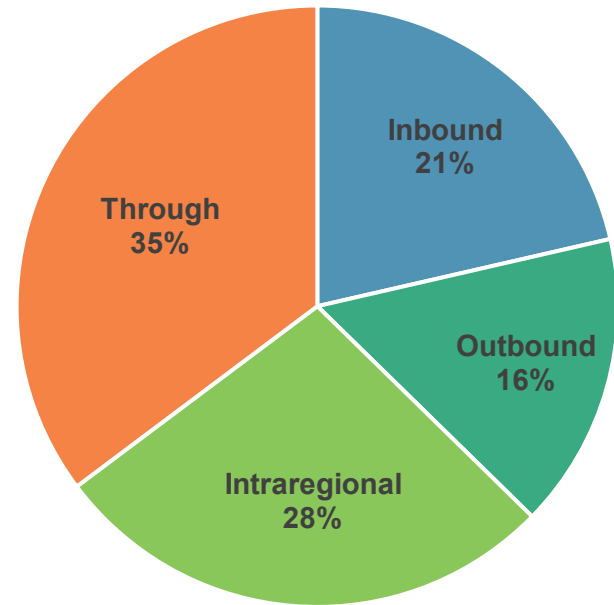


Regional Freight Weight

Weight (Mode)



Weight (Direction)

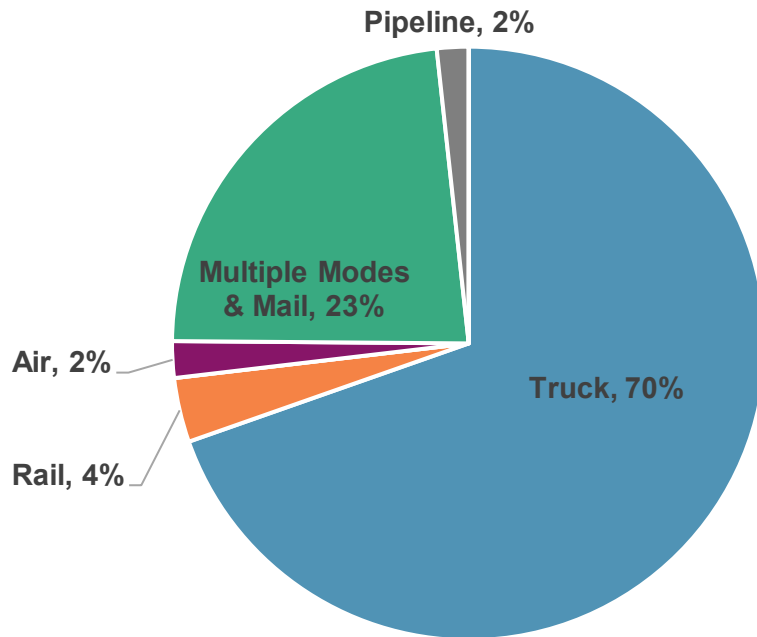


Source: Federal Highway Administration Freight Analysis Framework, 2020

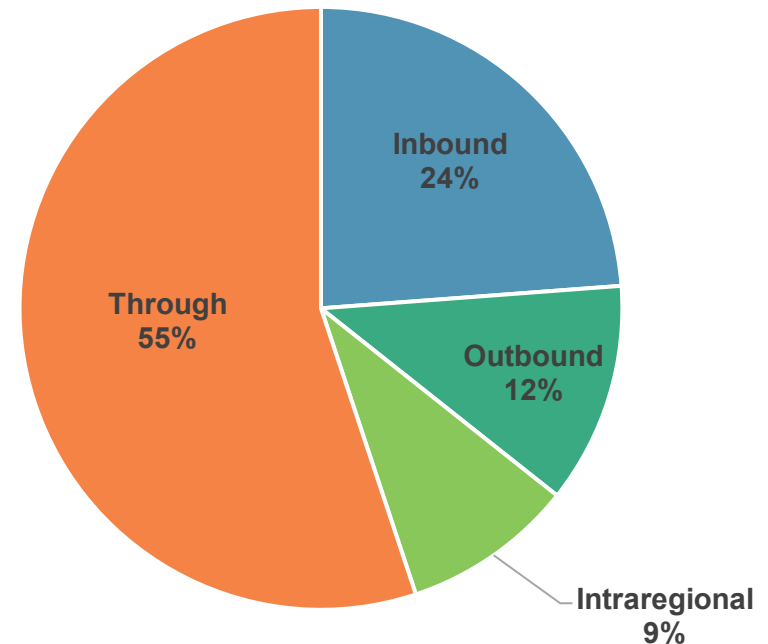


Regional Freight Value

Value (Mode)



Value (Direction)



Source: Federal Highway Administration Freight Analysis Framework, 2020



Top Commodity Types by Weight & Value

Rank	Commodity Class by Weight	Total (thousands of tons)	Share
1	Other petroleum products	52,427	24%
2	Gravel and crushed stone	36,903	17%
3	Non-metallic mineral products	29,172	13%
4	Waste and scrap	13,965	6%
5	Mixed freight	10,125	5%

Rank	Commodity Class by Value	Total (millions)	Share
1	Mixed freight	\$43,596	17%
2	Electronic and electrical equipment	\$36,846	14%
3	Pharmaceutical products	\$23,286	9%
4	Motorized and other vehicles	\$16,207	6%
5	Miscellaneous manufactured products	\$14,877	6%



Ch. 4: Key Trends

- Key economic drivers indicate that demand for freight transportation services will continue to grow in the future
 - NCR population is expected to increase 22.5% by 2045
 - NCR employment is projected to increase by 22.9% by 2045
 - Median household income in NCR is second highest in nation and 58% above national average (2021)
 - Between 2001 and 2020, regional GDP grew by 46% compared to 40% nationally

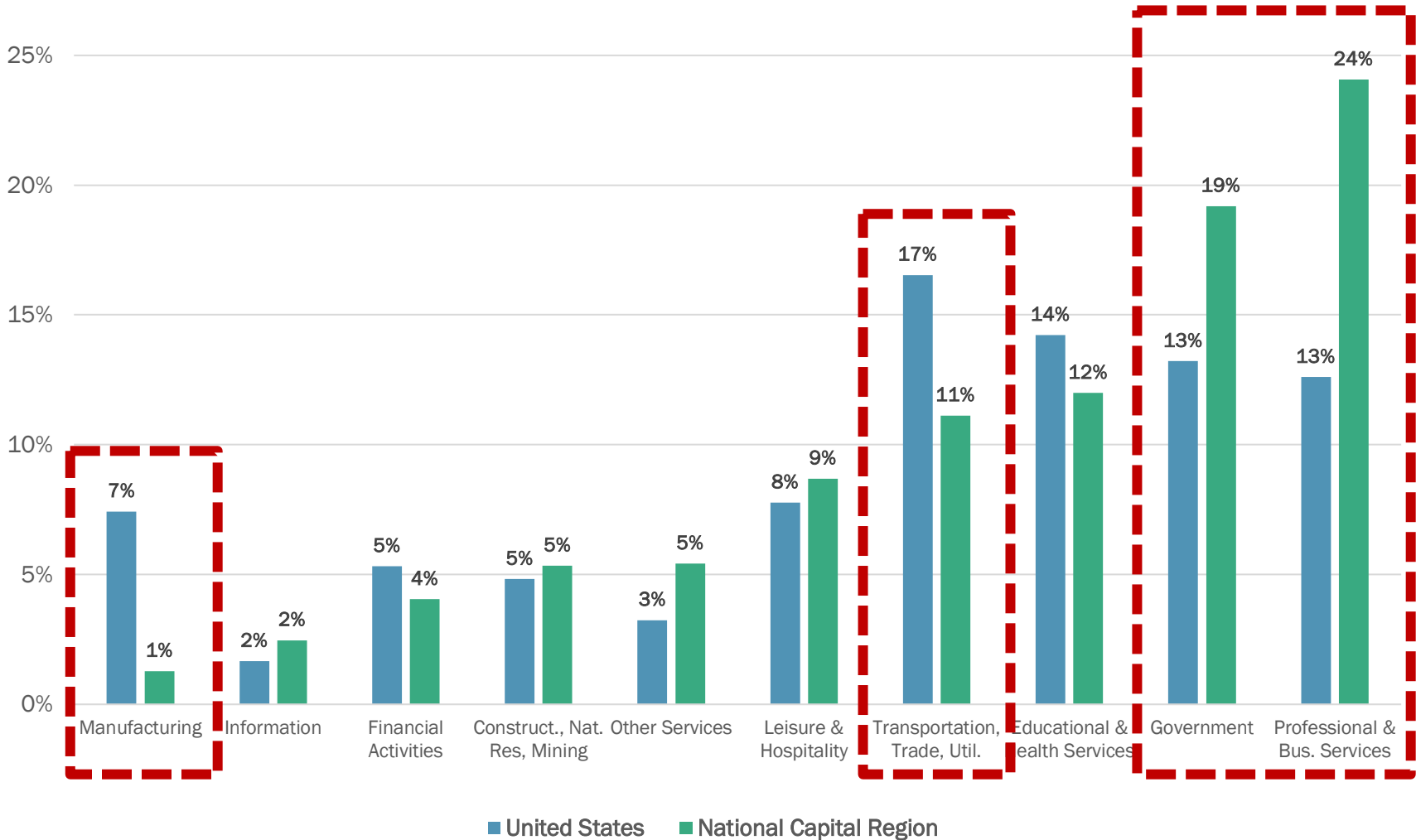


Ch. 4: Key Trends

- Post-COVID environment remains uncertain
 - Supply chain issues associated with the pandemic has prompted consideration of adjustments to “just-in-time” model
- Rise of e-commerce has resulted in an increase in size of warehouses and siting of warehouses/distribution centers closer to urban areas
- There is increasing attention to truck electrification; Infrastructure and Investment Jobs Act (IIJA) and Inflation Reduction Act (IRA) include incentives for adoption of electric commercial vehicles
- Timeline for deployment of automated trucks, drone deliveries, and other disruptive technologies is undefined



Share of Employment by Industry Sector



Source: U.S. Bureau of Labor Statistics



Ch. 5: Issues, Challenges & Opportunities

- Roadway congestion in NCR is ranked as sixth worst in nation (2016), which has a significant cost to shippers and economy
 - TPB continues to monitor congestion on regional roadways via its Congestion Management Process (CMP)
- Truck and rail-involved roadway fatalities, though relatively low in number, remain important
 - TPB continues to monitor fatalities through its safety planning activities
- TPB encourages that freight transportation costs and benefits be distributed equitably
 - The plan's limited equity analysis found that freight does not have a disproportionate impact on regional Equity Emphasis Areas



Equity Emphasis Area Analysis

Roadway Classification	Major Roadway Miles within NCR	Major Roadway Miles within EEAs	Major Roadway % within EEAs
Interstate	234	52	22%
Principal Arterial-Freeway/Expressway	270	51	19%
Principal Arterial-Other	802	203	25%
Total/Average Percent	1,305	306	23%

Roadway Classification	NCR Roadway Truck %	EEA Roadway Truck %	Outside EEA Roadway Truck %
Interstate	6.5%	6%	6.7%
Principal Arterial-Freeway/Expressway	4.2%	5.3%	3.9%
Principal Arterial-Other	3.6%	3.7%	3.5%
Total/Average Percent	4.7%	4.9%	4.69%

Source: COG. EEAs represent approximately 26% of the region's population.



Ch.6: Regional Freight Policies

Topic Areas Addressed in Freight Policies

1. Encourage projects/programs that support TPB Visualize 2045 policies
2. Prioritization of freight projects
3. State of good repair
4. Environmental/resiliency objectives
5. Best practices
6. Bottlenecks
7. Rail options
8. Equity
9. Economic development
10. Livability
11. Security/cybersecurity
12. Safety education, enforcement, and engineering
13. Hazmats routing
14. Hazmats information sharing
15. First responder training/exercises
16. Collaboration regionally and with the private sector
17. Performance measurement
18. Sustainability
19. Land use/rail capacity collaboration
20. New technologies and emerging business practices



Ch. 8: Recommendations

Maintaining Freight Planning

- Support TPB Freight Subcommittee and periodic forums; include private sector participation
- Data collection/analysis
- Relationships with jurisdictions/stakeholders/federal and state partners; discuss issues/trends
- Continuous Airport System Planning (CASP)

Strengthening Freight Planning

- Safety, equity, and environmental considerations
- Trends analysis
- Technological developments
- Follow up on IJA
- Monitor progress on this plan's Regional Freight Policies



Context of Regional Freight Planning

- Safety considerations
 - Plan summarizes safety information, references to TPB's extensive Transportation Safety Planning activities
- Equity considerations
 - Plan includes a limited equity analysis, encourages further consideration in future regional equity analyses
- Air quality considerations
 - TPB has encouraged national action on emissions standards for trucks, plus decarbonization
- Economic considerations
 - Freight movement is important for a thriving regional economy, but in concert with our region's planning for land use/communities



Next Steps

- **July 19** – Present to TPB
- **July 19 through August 21** – Comments welcome
- **September 8** – Present revised draft based on comments to TPB Technical Committee
- **September 20** – On TPB agenda for approval



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Washington, DC 20002



National Capital Region
Transportation Planning Board

2023 SOLICITATION FOR GRANT APPLICATIONS

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

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National Capital Region Transportation Planning Board
July 19, 2023



Purpose

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



FTA Enhanced Mobility Program

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

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



Upcoming Solicitation Details

- Pre-Application Conferences:
August 2023
- Solicitation dates:
August 1 – September 30, 2023
- Funding:
Approximately \$10.8 million



Upcoming Solicitation Details, Cont'd.

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



Upcoming Solicitation Details, Cont'd.

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



Upcoming Solicitation Details, Cont'd.

- **Mandatory Pre-Application Conferences:**

MARYLAND: Silver Spring Civic Building at Veterans Plaza, Colesville Room
1 Veterans Pl, Silver Spring, MD 20910
Friday, August 4, 2023
10:00 AM – 12:00 PM

VIRGINIA: Tysons-Pimmit Regional Library Meeting Room #2
7584 Leesburg Pike, Falls Church, VA 22043
Tuesday, August 8, 2023
10:00 AM – 12:00 PM

DISTRICT OF COLUMBIA: Metropolitan Washington Council of Governments
777 North Capitol Street NE, Suite 300 Washington, DC 20002
Wednesday, August 16, 2023
10:00 AM – 12:00 PM
VIRTUAL OPTION AVAILABLE



Application Process: On-line System

- Application process and required documentation is extensive and comprehensive

SAM.gov Unique Entity ID

Everyone  

Please provide your SAM.gov unique entity ID. If you do not have a SAM.gov unique entity ID at this time you can leave this section blank. If your application is approved for funding you will need to have a SAM.gov unique entity ID in order to receive FTA funds.

Example

1606N020Q02

[How to obtain a SAM.gov unique entity ID](#)



Selection Process

- Selection Committee of local representatives and national experts; chaired by a TPB member
- Established by the Coordinated Human Service Transportation Plan
- Schedule:
 - **TPB action to approve by Dec. 2023**



Selection Process

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



Priority Projects

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

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



Learn More and Help Spread the Word

1. For more information:
mwcog.org/enhancedmobility
2. Help TPB staff promote the grant opportunity
3. Engage TPB members to help spread the word



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Washington, DC 20002



National Capital Region
Transportation Planning Board

Summary of the Washington DC-VA-MD Transportation
Management Area (TMA)
Planning Certification Review
National Capital Region Transportation Planning Board
Meeting
July 18th, 2023

2023 Certification Review

March 8th & 9th Site Visit



U.S. Department
of Transportation

Federal Highway Administration
Federal Transit Administration

The Federal Review Team



FHWA – DC & VA

Sandra Jackson (DC Division)

Janine Ashe (DC Division)

Steven Minor (VA Division)

Dr. Genese Harris (DC Division)

FHWA – HQ

Mack Frost



FTA – Region III

Dan Koenig

Mark Wolanski

FTA – HQ

Tonya Holland

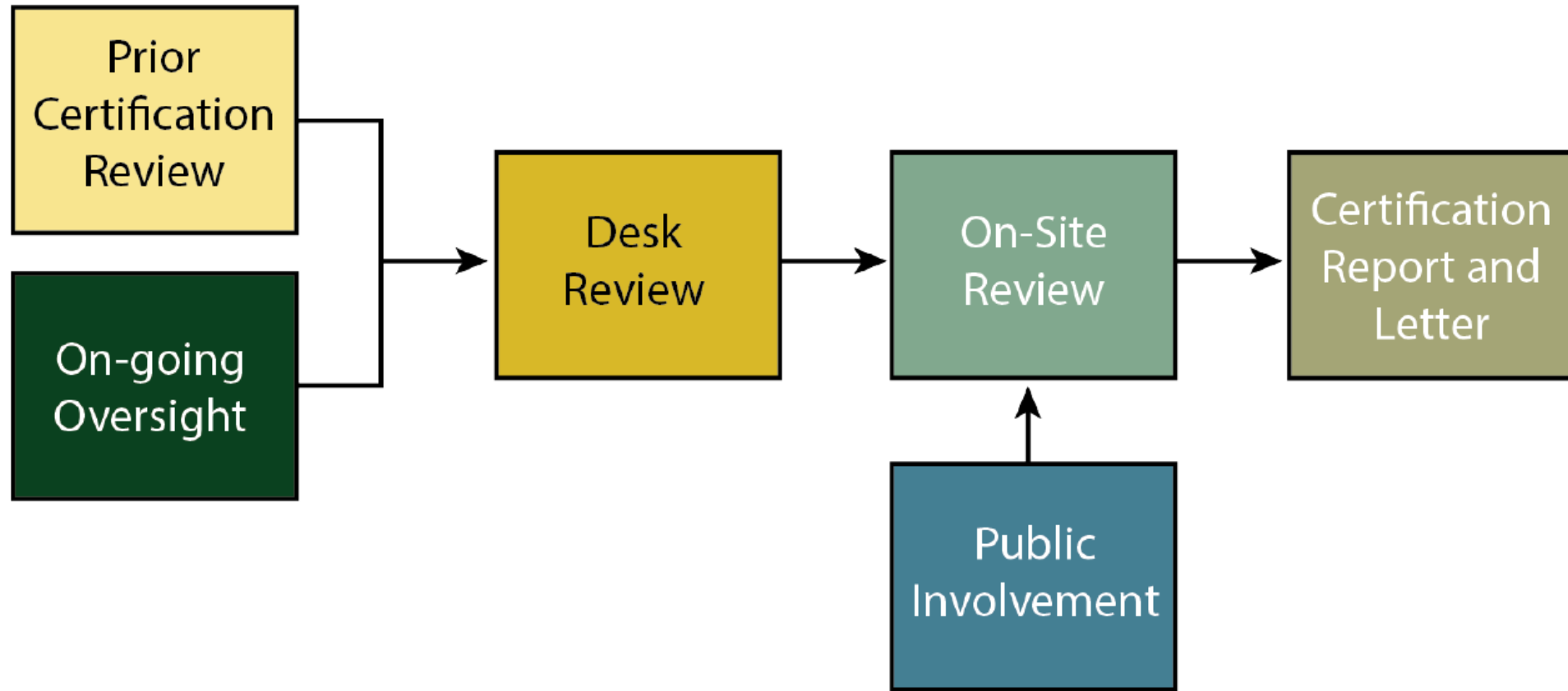
Ryan Long

Meg Young

Why are we here?

- Every four years, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) perform a joint review to certify the transportation planning practices of Metropolitan Planning Organizations (MPOs) with populations over 200,000 in their urbanized areas, which are referred to as Transportation Management Areas (TMAs).
- The Transportation Policy Board is the federally designated MPO for the Washington DC-VA-MD TMA. Part of the Washington DC-VA-MD TMA includes North Stafford County, which is partly within the Fredericksburg MPO planning area. The Certification Review did evaluate planning activities within the North Stafford County area that are within the planning area of the Fredericksburg MPO.
- The Certification Review Process ensures that the planning requirements in TMAs are being satisfactorily implemented.

The Certification Review Process



Certification Actions

- The three categories of Federal actions that the Federal Review Team uses when evaluating the performance of the MPO and its planning partners are:
 - ❑ Commendations
 - ❑ Recommendations
 - ❑ Corrective Actions

What Was the Outcome of This Review?

- FHWA & FTA developed a report summarizing the discussions that took place during the review along with our findings. The final report and joint certification was issued on June 2, 2023. Copies of the report are available if needed.
- The Review found that TPB's transportation planning process substantially meets Federal requirements. FTA and FHWA identified a number of noteworthy efforts since the last Review
- FHWA and FTA certified the transportation process with
 - 7 Commendations
 - 3 Recommendations

Metropolitan Transportation Plan

Commendations

- For embarking on an innovative and inclusive approach to planning transportation investments in their region as demonstrated with the 2045 MTP's "Future Factors" including Equity, Climate Change and Transportation Safety etc., to guide decision-making across modes. These comprehensive measures help illuminate a robust set of benefits inherently unique to transit and non-motorized projects (but often discounted in traditional MPO ranking processes) to better shape communities in the Washington DC planning area.

Recommendations

- For the next update of the Regional Transportation Priorities Plan (RTPP) align with current adopted goals and initiatives. While the broad goals and priorities reflected in the 2014 RTPP remain supported by TPB efforts, by aligning the next RTPP, the TPB may better reach adopted GHG, housing, and equity goals for the region. In addition, the TPB should update its 2023 Policy Framework to reflect all the regional policy priorities into a single document.

Financial Planning and Fiscal Constraint

Commendation:

- For identifying and graphically demonstrating how system-level estimates of income are reasonably expected to be available to adequately operate and maintain the highways and public transportation systems in the DC region.

Recommendations:

- As part of the Visualize 2050 financial plan update process, the TPB should reevaluate financial assumptions in the financial plan, including inflation rate as a result of the current economic climate. TPB should also evaluate revenue estimates from BIL funding levels reasonably available to support transportation planning.

Additional Recommendations

Civil Rights:

- The TPB should develop an ADA transition plan that explains how they make their programs, services, and activities accessible to persons with disabilities.

Addition information:

- MPOs are local public agencies, and as such, they also need to have either an ADA transition plan or program access plan.
- FHWA and FTA staff are available to provide technical assistance as needed for preparation of an ADA transition plan.

Additional Commendations

Environmental Justice:

- For its continued emphasis on environmental justice considerations in the region and for continuing to refine the methodology for examining potential impacts on environmental justice populations. The TPB's use of TAZs to determine average accessibility and average mobility measures is innovative and helps inform regional decision-making at large. This work provides TPB an equity framework that goes beyond analyzing the LRTP and to informing and influencing local and regional efforts and projects.

Public Participation:

- For its robust efforts with the “Voices of the Region” survey and methods for increasing public involvement. The methodology used, including the survey, focus groups, and QR code poster campaign, represent innovative techniques to reach public participants. Despite the Covid-19 pandemic, the TPB was able to broaden outreach collecting input throughout the region.

Additional Commendations

Congestion Management:

- For maintaining the data clearinghouse and data delivery efforts that provide the TPB partners the ability to track and evaluate congestion methods that support system capacity expansion.

Performance Based Planning:

- For coordinating and setting true regional targets based on all providers and modes throughout the region. TPB has specifically updated its summaries of measures and targets for Highway Safety, Pavement and Bridge Condition, Highway System Performance, Congestion Mitigation and Air Quality Program, and TAM.

Additional Commendations

Climate Change/Resiliency:

- For its collective efforts and adopted goals on climate change, particularly with respect to GHG reductions. Additionally, the TPB is commended for incorporating climate change goals into its LRTP and resiliency efforts with member agencies to understand efforts to harden the transportation system. The TPB's hire of a Transportation Resiliency Planner is commendable demonstrating a commitment to the MPO's role in addressing climate change goals for the region.

Performance Based Planning:

- For coordinating and setting true regional targets based on all providers and modes throughout the region. TPB has specifically updated its summaries of measures and targets for Highway Safety, Pavement and Bridge Condition, Highway System Performance, Congestion Mitigation and Air Quality Program, and TAM.

Next Steps

- If needed, FHWA & FTA can meet with MPO staff to prioritize recommendations.
- FHWA & FTA recommend that the MPO consider developing strategies for improving the overall effectiveness and efficiency of the region's metropolitan transportation planning process based on the recommendations in the report.
 - Some recommendations can be considered for integration into work program tasks.
- FHWA, FTA, and DDOT, VDOT, & MDOT can provide technical assistance as needed.
- Questions?
 - Sandra Jackson (FHWA DC Division): sandra.jackson@dot.gov
 - Dan Koenig (FTA Region 3): daniel.koenig@dot.gov

Any Questions?



